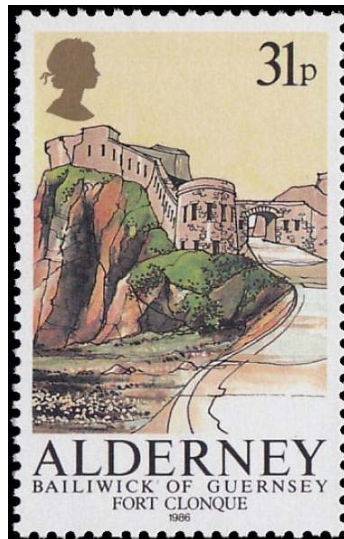


The Landmark Trust

FORT CLONQUE

History Album



Written and researched by Jean Macqueen
incorporating material
by Charlotte Haslam and Colin Partridge, 1999

Re-presented in 2015

The Landmark Trust Shottesbrooke Maidenhead Berkshire SL6 3SW
Charity registered in England & Wales 243312 and Scotland SC039205

Bookings 01628 825925 Office 01628 825920 Facsimile 01628 825417
Website www.landmarktrust.org.uk

BASIC DETAILS

Designed by:	Captain William Jervois, R.E.
Built:	1853–1855
Original construction by:	Jackson & Bean, Eltham Park, Kent
Acquired by the Landmark Trust	from Ralph and Christine Duplain: 1966
Restoration by:	Arthur Markell and colleagues
Architect for the restoration:	Philip Jebb
Refurbished and repaired:	1999
Consultant building surveyor For the repairs:	Richard Glover
Contractor:	Tony Bohan

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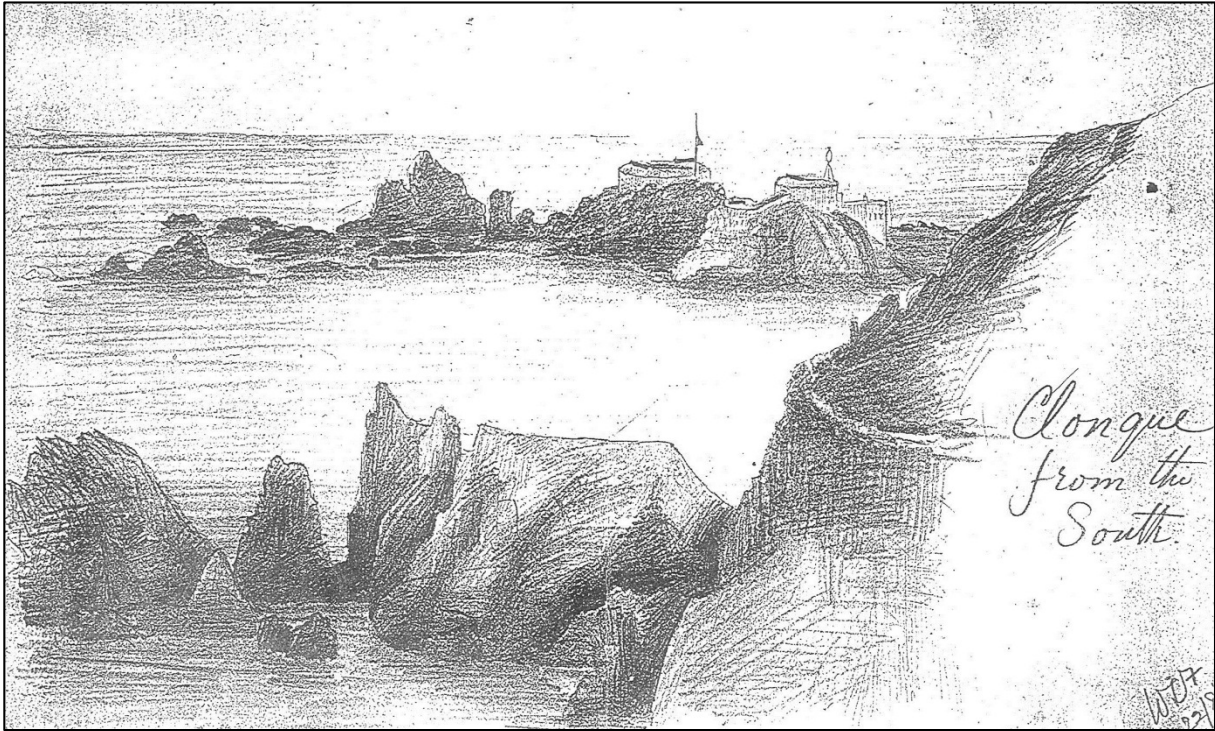
Summary

Fort Clonque was built between the years 1853 and 1855, at the height of the war scare that followed the rise of French naval power, and the accompanying enlargement and fortification of the French port of Cherbourg – relatively speaking, a stone's throw from the Channel Islands. Part of the British Government's response to this perceived threat was the construction on Alderney of the great harbour works and the circle of coastal forts around the island.

The design of all these works was placed in the hands of a rising young star of the Royal Engineers, Captain William Jervois. A man of great physical energy and considerable resourcefulness (he went on to a distinguished career as Governor-General successively of the Straits Settlements, South Australia and New Zealand), he was able to work on a massive scale, using vast quantities of the local granite, and at the same time devoted great attention to detail. Fort Clonque, when complete, housed 55 men with two officers, in charge of a battery of ten guns.

Within a few years of its completion, however, the island fortifications were rendered collectively obsolete by the coming of the steam-powered 'ironclads'. The superior speed and range of these warships meant that they could in an emergency reach the ports on the south coast of England, and no longer needed the shelter and defence offered by Alderney. Only a little more than twenty years after their completion the army lost all interest in the island. The harbour was never finished, and the forts were disarmed. By the turn of the century Fort Clonque had become a private residence, and began quietly to deteriorate.

For most of World War II, the German forces occupied Alderney, and naturally took over the forts. Fort Clonque was equipped with machine-gun posts and a massive bunker, though it does not seem to have been engaged in military activity. At the end of the war the buildings were left derelict and ruinous, and their owners (Mr. and Mrs. Duplain) laboured over the herculean task of repairing them. But the task was more than they could cope with. In 1966 the newly formed Landmark Trust purchased the fort, and the years of restoration began.



Sketches drawn by a soldier billeted at Fort Tourgis in 1883



Background history

Clonque Rock lies off the north-west coast of Alderney. The name derives from the French *calanque*, meaning a rocky islet: on maps of the eighteenth and early nineteenth century the rock is marked as 'Clanque Rock'. However, on a chart drawn up in 1837 under the supervision of Lieutenant-Colonel Ward showing the initial plans for the fortifications of the island the name appears as 'Clonque Rock', and this name persisted from that time onwards. One may speculate whether the change in the mid-nineteenth century came about because 'Clonque' was easier for English speakers to say, or because someone accidentally misread the 'a' as an 'o'.

The strategic value of the Channel Islands had been recognised as early as the reign of Henry VIII. Although for many years the islands were regarded as neutral territory in any dispute between Britain and France, attacks by pirates on Sark and on passing shipping led to the beginnings of the first fortifications on Alderney in 1546. Within a few years, however, these buildings were abandoned and the garrison withdrawn.

1739 saw the first application for 'cannon and for platforms to be erected in proper places for the cannon for the defence of Alderney, in the same manner as has been provided and erected in Jersey and Guernsey'. In 1745, however, Lieutenant H. King, RE, overseer of works at Jersey and Guernsey, reported that 'there is not one platform either of plank or stone on the whole island, but ... the inhabitants say, that if they are certain that guns would be granted for their security, they would make batteries to mount them on. They want seventeen 9-pounders. ... If to be sent, Engineer should report as to the efficiency of the platforms and storehouse to receive them before being sent.' In 1778, the King ordered the following to be sent to Alderney: four 18-pounders with standing, two light 6-pounders brass fixed pieces and stores and a small powder cart.' Nevertheless Clonque, or Clanque, Rock was itself an undefended position until the nineteenth century.

In 1801 a small open battery and barracks were constructed at the landward end of Clonque Rock, to protect the western approaches to Clonque Bay from possible attack by the French. This was part of an explosion of fortification construction, stimulated by the threat to Britain posed first by the French Revolution and later by Napoleon. By the end of the Napoleonic struggles in 1815, coastal forts had been built all round the coasts of Alderney and the other Channel Islands; around the coastline of Guernsey alone there were upwards of sixty armed batteries. Most of these were, however, abandoned soon after the ending of hostilities. In 1824 the single Master Gunner at Alderney, one George Anderson, was responsible also for the batteries at Sark and Fort George (Guernsey), with the support of two 'invalid' gunners.

In 1842 the British Government again became concerned at the rise in French naval power, and particular the impending completion of the major port and arsenal at Cherbourg – within sight of the Channel Islands. They proposed to create sheltered anchorages for the Admiralty at St. Catherine's in Jersey and at Braye in Alderney. (Construction of a third harbour planned at Terres Point in Guernsey was never started.) Work began at both islands in 1847, with the strong support of Sir John Fox Burgoyne, the Inspector-General of Fortifications, and the Duke of Wellington. The Jersey project was abandoned before completion, however, since from the military point of view Alderney had now become the most important of the Channel Islands, and its defences consequently received most attention.

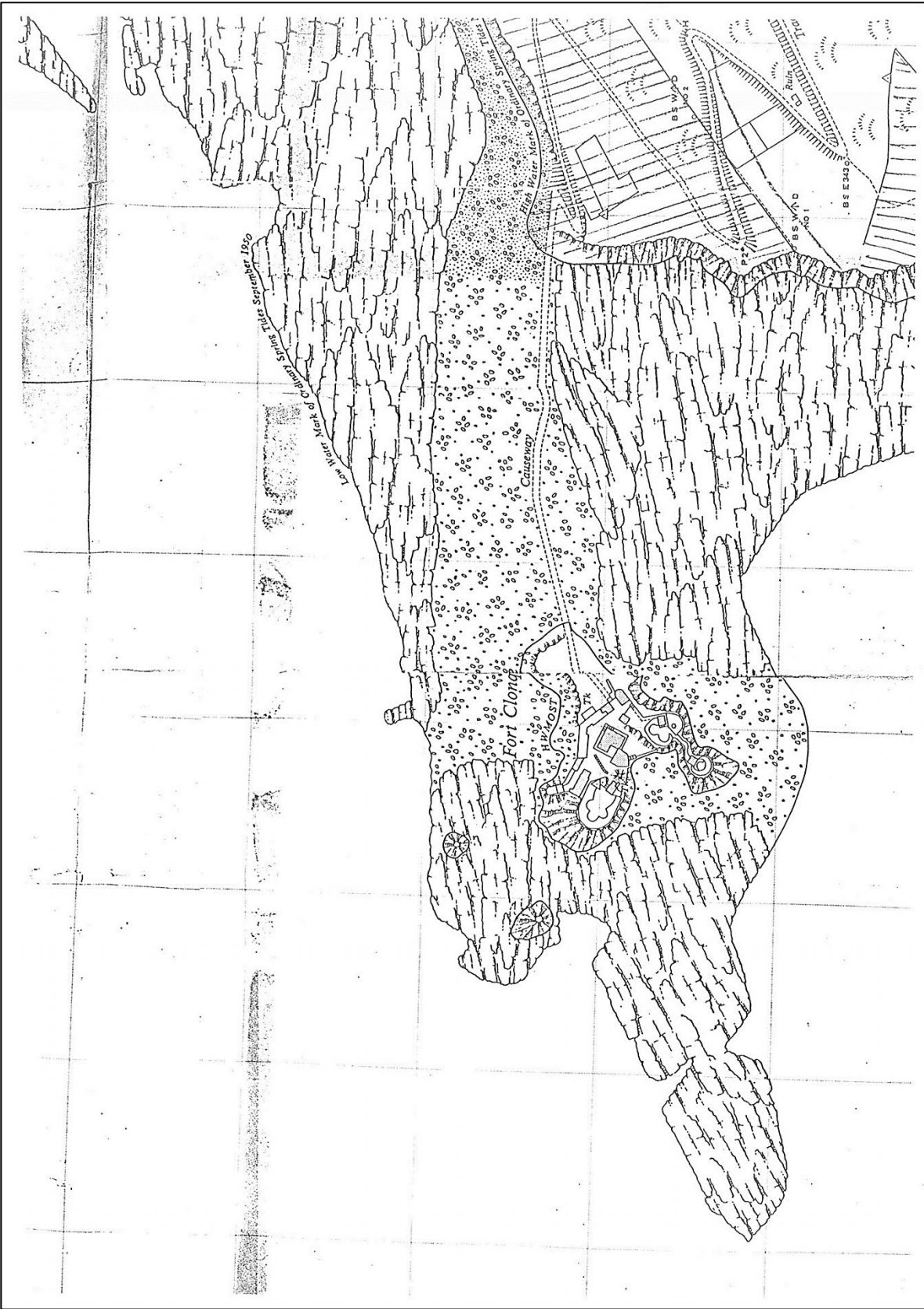
The British Government was now anxious about a new perceived threat in the form of the expansionist foreign policies of the Emperor Napoleon III of France. Nephew of Napoleon I, he was elected President of the French Republic after the 1848 Revolution and established himself as absolute ruler three years later. As soon as he announced the Second Empire in 1852, the British began to keep a wary eye on this possibly dangerous neighbour. As long as his foreign policies were allied to British interests (for example, during the Crimean War) they were

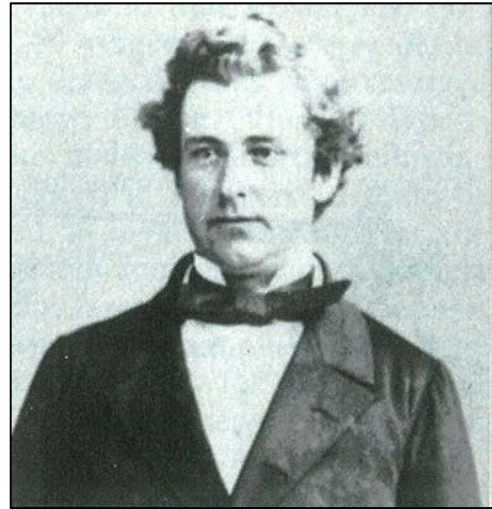
not seen as a serious threat, but it took very little to whip up a war scare. A worried Lord Palmerston, then Foreign Secretary, pointed out to the Cabinet that France could, by means of manoeuvres, make herself Britain's naval superior in the English Channel for perhaps just ten days or a fortnight, long enough to allow her to sufficient land forces from her enormous armies on the Channel coast to destroy dockyards and paralyse British naval resources for years to come. He proposed, among other measures, the fortification of British dockyards on both the seaward and landward sides, and the provision of great harbours as stations for the fleet.

Part of this plan embodied the urgent necessity of constructing defences for the Channel Islands in general and Alderney – the key to the group – in particular. In 1852 a company of Royal Sappers and Miners, under the command of Captain William Jervois (see below), was commissioned to survey the sites and prepare the design for a chain of eighteen forts and batteries. (The company included a young officer named Lieutenant George Gordon, later to become better known as General Gordon of Khartoum.)

These defences were all completed within the space of eight years, although work on the western breakwater of the harbour continued for some twenty-five years before it was abandoned.

Clonque Rock was selected as the site for a battery of guns to protect Hannaine and Clonque Bays and the entrance to the passage through the Swinge, supported by the batteries of the much larger Fort Tourgis to the east (which had 20 guns and nearly a hundred men). The site was a difficult one, comprising two prominent high outcrops and an outlying rock joined formerly by a natural arch. Jervois prepared several alternative designs before approval and permission to proceed were finally given in early 1853.

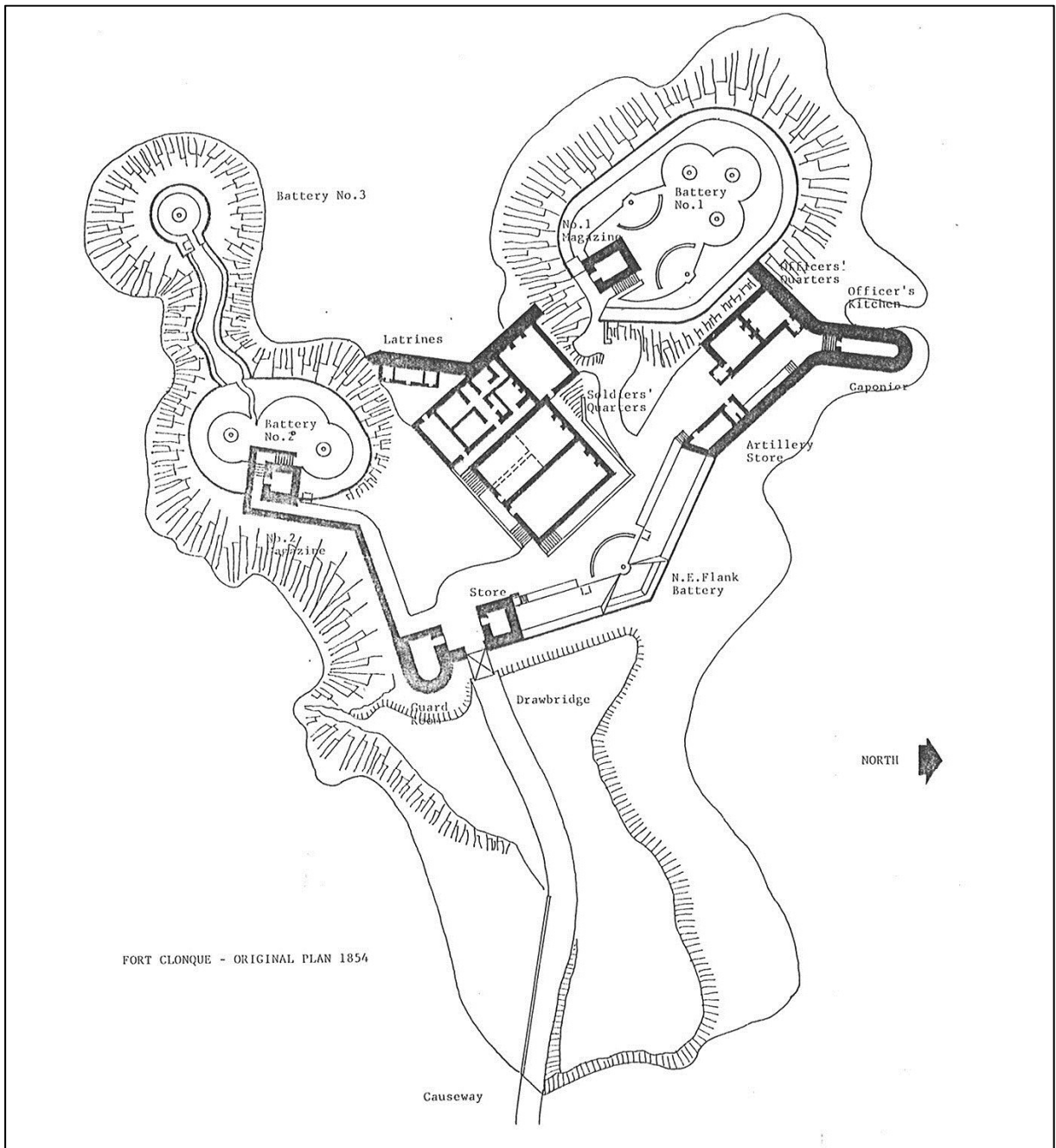




Thomas Jackson (left) and Alfred Bean (1824-1890) were the contractors for Alderney's harbour and the Victorian fortifications including Fort Clonque.



The old causeway, before it was covered with concrete

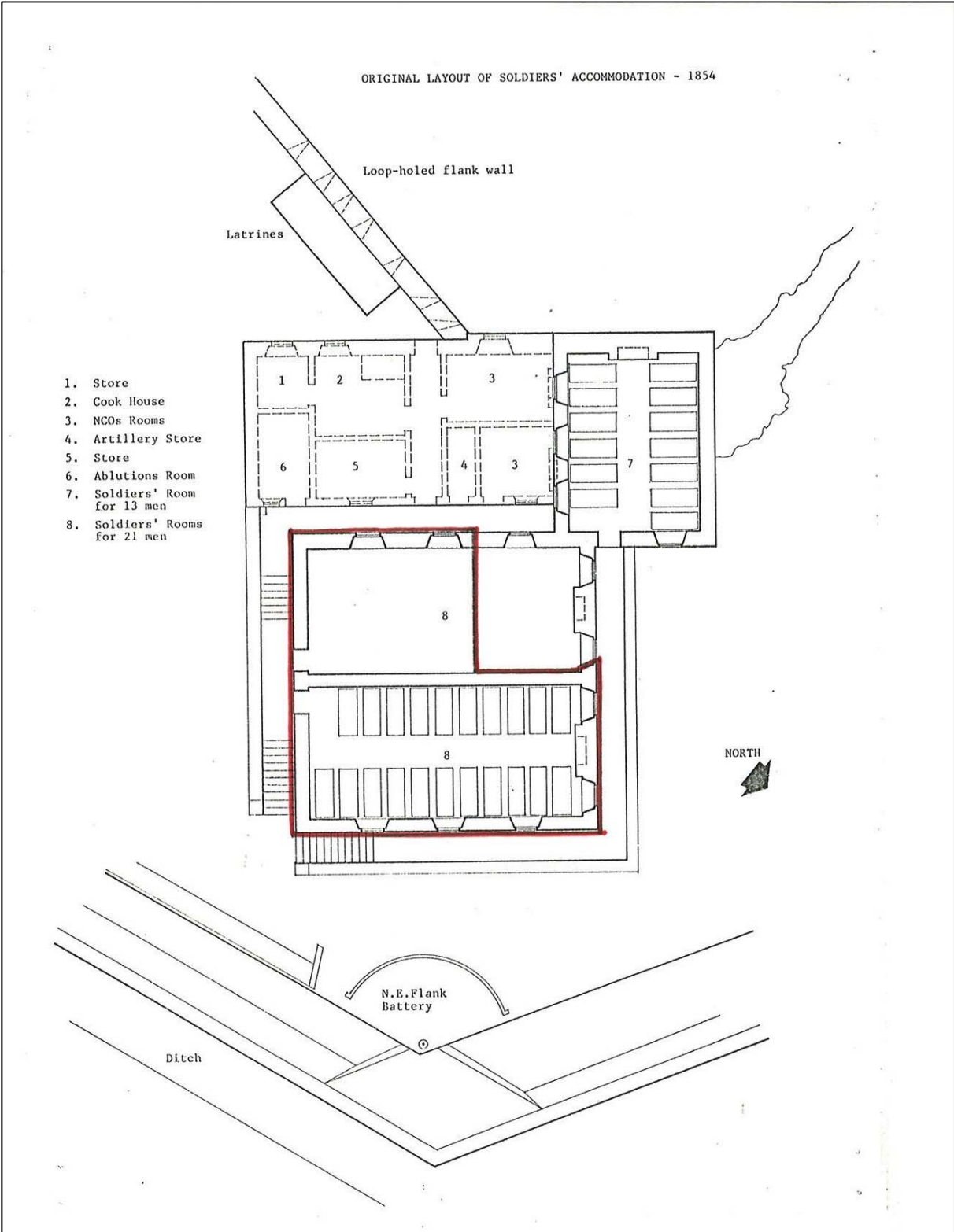


A plan of Fort Clonque dating from the 1850s, showing some of the original uses of the buildings. Some changes have inevitably taken place, but most of the layout is still easily recognisable. The biggest differences lie in the replacement of the Soldiers' Room by the German bunker, and in the collapse more than 30 years ago of the natural arch that formed part of the path that led from Battery no. 2 to Battery no. 3 (known from its shape as the 'Frying Pan Battery')

The fort was built of massive blocks of locally quarried granite by the contractor for the harbour breakwater, Jackson & Bean of Eltham Park, Kent. It was designed to mount ten guns in four batteries, and to have a complement of two officers and 55 men. (The original battery was designed to hold only 16, or in emergency '24 by placing Bedsteads close together'.) Nine of the guns surmounted the elevated rock platforms and fired over the masonry parapets ('en barbette'), while the tenth fired through an embrasure on the north-east face. A dry ditch protected the north-east face, with a drawbridge giving access to the entrance, the approach to which was flanked at opposite ends respectively by the projecting loopholed guardroom and the caponier that contained the officers' kitchen, both of which were built to be bombproof.

The original armament of the fort consisted of seven 68-pounder, two 32-pounder and one 8-inch smooth-bore, muzzle-loading guns on sliding, traversing carriages; the pivots and racer rails for these can still be seen in the batteries. The barrel presently on display at the north-east flank battery is a 68-pounder of 95 cwt, cast by Ward & Co. in 1858. The two principal magazines were in elevated locations adjoining Batteries no.1 and no.2, with a capacity of 100 rounds per gun, while the enclosed arched recesses adjacent to the gun positions acted as expense magazines.

The barrack accommodation was sited at the lower levels to take advantage of the natural protection afforded by the surrounding rocks. The main barrack block, which was partially demolished during the Second World War (see below), contained the soldiers' accommodation; below this were underground cisterns that could store 10,172 gallons of water. The officers were housed in a detached barrack, which was originally separated from the caponier. Work on the fort was completed in 1855, at a total cost of £9,699 as compared with Jervois' initial estimate of £5,000.



The original layout of the soldiers' accommodation in 1854

The military importance of the Channel Islands was abruptly transformed with the arrival of the steam-powered armoured 'ironclad' ships. These were fast, manoeuvrable, heavily armed and far more able to withstand enemy fire than any wooden ship could be, indeed almost impregnable. The French launched the revolutionary *La Gloire* in 1858 and the English retaliated by immediately starting work on their own ironclad *Warrior*. But the harbours of the Channel Islands were too small to hold a fleet of steamships; moreover, steam-powered ships had a speed that effectively brought the harbours of the English south coast within far easier reach of Channel waters. All at once, the fortifications of Alderney lost much of their naval and military importance.

Moreover, the 15 forts (one unarmed) that stood around the Alderney coast in 1884, all with barracks plus the 'defensible barracks' on Essex Hill, and carrying a total armament of 222 guns, were all exposed to fire from the sea. The magazines were all apparently unsafe, and 'there is so much exposed masonry in most of the works that they would be difficult to fight, even if their armament were not obsolete'. The forts had cost £262,000 to build and the necessary remodelling had been estimated (by Jervois in 1871) to cost £75,000. 'Since there is now nothing to defend at Alderney, it may probably be taken for granted that no such sum will ever be spent'. Therefore it was proposed that the defence of the island should be concentrated in Fort Albert, the other forts being disarmed, and that the remaining works should then be dismantled and rendered indefensible. The sites could then be sold, 'and the conditions of sale might include demolition' (perhaps easier said than done).

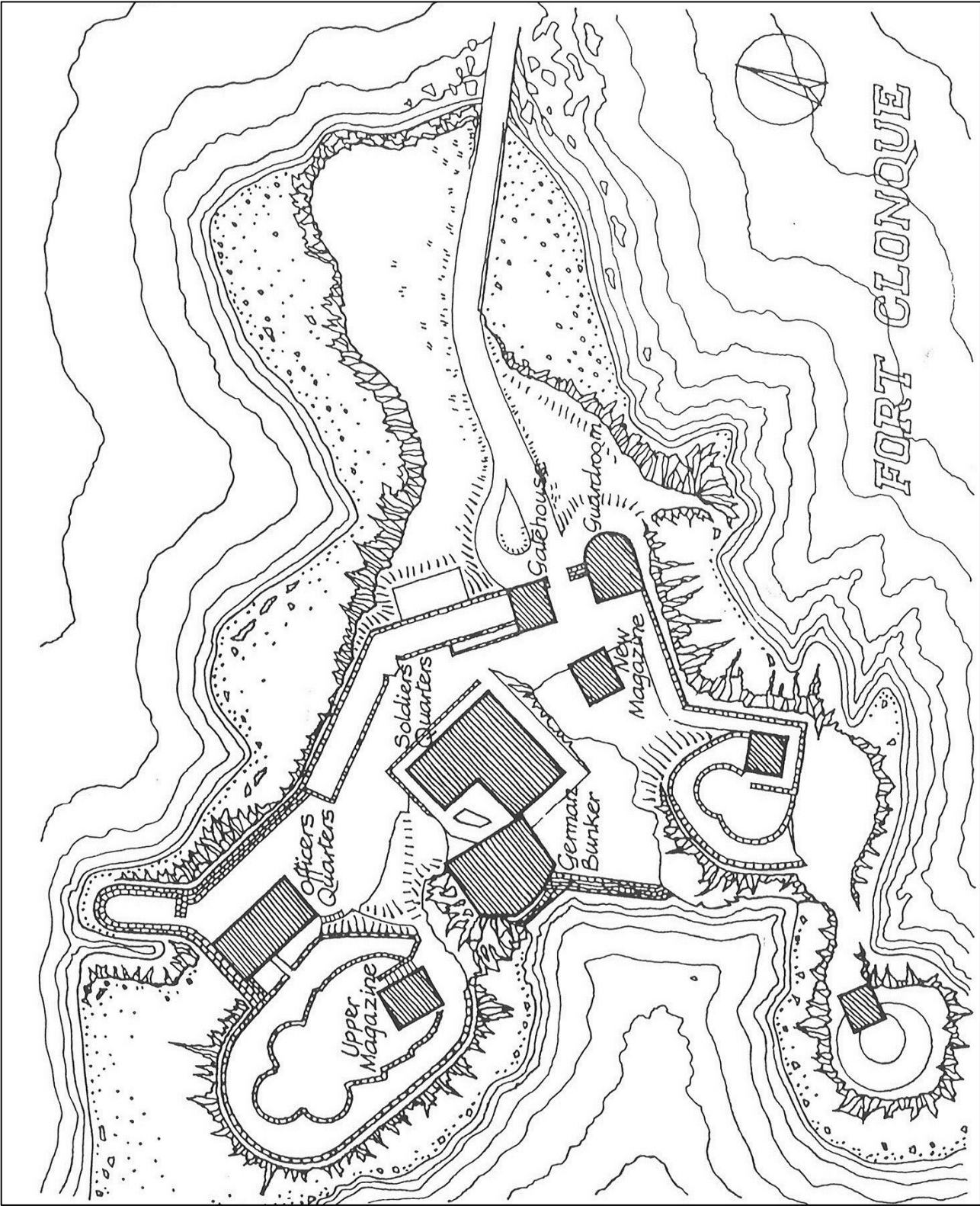
The harbour works were abandoned in 1872, and the outer section of the great western breakwater was left to collapse. The defences of the Victorian forts, having ceased to serve their intended purpose, were run down. By 1886 the number of smooth-bore guns had been reduced, and only one 68-pounder and one 8-inch remained at Fort Clonque, though they were now supplemented by four of the 64-pounder 8-inch rifled muzzle-loading guns. By 1890, the fort had

been disarmed, its guns never having been fired in anger, and by 1900 it was being used as a private residence. The British Navy used Braye Harbour for annual manoeuvres only twice, in 1890 and 1901. Fort Albert alone was kept in active service: it received new armament in the early 1900s and remained in use until the Royal Alderney Artillery Militia was disbanded in 1929. The last British garrison force was withdrawn in the following year.

During the years between the wars the War Office sold off most of the smaller Victorian works on the island. In 1930 Mr. Ralph Duplain, an island businessman, was interested in buying the fort on Raz Island, where the fishing was exceptionally good, but found the asking price of £40 higher than he was willing to pay. Soon after, Fort Clonque was offered for sale at auction: he attended the sale, and bought the fort for £27 sterling. Family tradition has it that this was more than he had intended to pay, but an unknown lady had run up the bidding to an unexpectedly high figure. Only when the sale was over did he establish acquaintance with the lady: a friendship developed and prospered, and subsequently the couple were married.

This was not to be the end of the fort's military life, however. During the German occupation during the Second World War Hitler decreed that the Channel Islands, as part of the 'Atlantic Wall', were to become impregnable fortresses. Fort Clonque, in common with most of Alderney's earlier defensive sites, was turned into a strongpoint, codenamed 'Steinfeste' (rock fortress). From 1942 onwards, the Organization Todt undertook a programme of intensive permanent fortification, using thousands of forced labourers to carry out the work.

Fort Clonque was chosen as the position for the first of several important strongpoints intended to protect the most vulnerable parts of the island's shoreline. The causeway was concreted to improve access, and a bunker (casemate) was constructed inside the fort to house a 10.5-cm (4-inch) coastal



defence gun; sadly, this required the partial demolition of the soldiers' barracks and the infilling of the lower level of ancillary accommodation to the west. The walls and roof of this bunker were constructed in reinforced concrete two metres (6½ feet) thick, with the embrasure restricting the gun's field of fire to 90° (it now provides a magnificent sea view). Further modifications and additions to the Victorian works also provided close defence positions for light weapons in the event of an enemy assault.

The German defences of Alderney were certainly tested on many occasions in anti-aircraft and naval engagements, but it is doubtful whether the artillery at Fort Clonque was ever fired other than for training purposes. The Channel Islands remained in German hands long after the invasion of Normandy, and were not liberated until 9 May 1945. With the closure of this chapter in Alderney's eventful history, the fortification of Clonque Rock came to an end.

Extract from Defence Committee Report (1884): *Return showing the Construction and Occupation of the Barracks of Great Britain, arranged according to Barracks*

<i>Station</i>	<i>Officers</i>	<i>N.C.Os and Men</i>
ALDERNEY		
Tourgis Barracks	12	326
Clonque Rock	2	50
Gresnez	2	81
Doyles	1	21
Chateau l'Etoc	4	122
Old Corblets	4	48
Corblets Point	2	48
Quesnard	2	50
Houmet Herbe	1	45
Raz Island	2	62
Longy Lines	3	48
Old Clonque	-	16
Essex Hill	7	235
Fort Tournville	22	402
The Nunnery		5 + 34 Patients

Infantry regiments that formed the Alderney garrison

This list is provisional. The source of information is in all cases the archives of the regiment concerned.

<i>Dates</i>	<i>Regiment no (pre-1882)</i>	<i>Regimental name (post-1882)</i>	<i>Notes</i>
7.1782–6.1783	18th	Royal Irish Regiment	J
3.1804–11.1804	1st/57th	1st Bn Middlesex Regiment	2
12.1804–1.1806	2nd/3rd	The Buffs (East Kent Regiment)	3
1.1806–4.1807	2nd/18th	Royal Irish Regiment	
8.1806–4.1807	2nd/5th	Royal Northumberland Fusiliers	
11.1807–7.1810	2nd/67th	2nd Bn Hampshire Regiment	4
8.1809–3.1810	2nd/44th	1st Bn Essex Regiment	
3.1810–5.1810	2nd/89th	2nd Bn Royal Irish Fusiliers	
5.1810–?	2nd/11th	Devonshire Regiment	
? .1811–?	2nd/63rd	1st Bn Gordon Highlanders	J,5
?			
5.1812–9.1815	2nd/82nd	2nd Bn Prince of Wales South Lancashire Regiment	
4.1815–2.1816	2nd/15th	East Yorkshire Regiment	
4.1816–7.1816	D/15th	Depot companies East Yorkshire Regiment	
?			
8.1817–6.1819	13th	Somerset Light Infantry	G
7.1819–10.1819	33rd	Duke of Wellington's Regiment	G
10.1819–3.1820	79th	Queen's Own Cameron Highlanders	G
?			
5.1823–3.1824	72nd	1st Bn Seaforth Highlanders	G

From 1824 until 1852 there were no regular Army units on Alderney; throughout this period, however, there was always a Regimental Depot (Recruiting and Training Companies) in Guernsey, whose representatives doubtless visited Alderney.

The Garrison revived again in 1852, when the 11th Field Company of the Royal Engineers arrived. On the forts being largely completed:

8.1856–4.1857	72nd	1st Bn Seaforth Highlanders	G
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During the following two years there may have been detachments of the 73rd (2nd Bn Royal Highland Regiment, the Black Watch) and the 36th (Hereford) Regiment, later the 2nd n Worcestershire Regiment, but records are vague and conflicting.

4.1859–6.1860	1st/15th	East Yorkshire Regiment	J
6.1860–5.1861	30th	1st Bn East Lancashire Regiment	J,6
5.1861–6.1862	55th	2nd Bn Border Regiment	J
6.1862–2.1863	2nd/18th	Royal Irish Regiment	J
2.1863–8.1864	61st	2nd Bn Gloucestershire Regiment	1
8.1864–7.1865	2nd/1st	Royal Scots	1
7.1865–7.1866	1st/6th	Royal Warwickshire Regiment	1
7.1866–3.1867	69th	2nd Bn Welch Regiment	1,7
3.1867–4.1868	66th	2nd Bn Berkshire Regiment	1
4.1868–4.1869	43rd	1st Bn Oxfordshire Light Infantry	1,8
4.1869–7.1870	2nd/17th	Leicestershire Regiment	1
7.1870–5.1871	2nd/15th	East Yorkshire Regiment	1
5.1871–7.1872	1st/22nd	Cheshire Regiment	1
7.1872–8.1873	1st/9th	Norfolk Regiment	G
7.1873–9.1873	84th	2nd Bn York and Lancaster Regiment	1
9.1873–7.1874	1st/15th	East Yorkshire Regiment	G
7.1874–6.1875	2nd/6th	Royal Warwickshire Regiment	G
6.1875–6.1876	61st	2nd Bn Gloucester Regiment	G
6.1876–5.1877	104th	2nd Bn Royal Munster Fusiliers	G,9
5.1877–5.1878	75th	1st Bn Gordon Highlanders	G
5.1878–4.1879	105th	2nd Bn King's Own Yorkshire Light Infantry	G,10
9.1879–7.1880	107th	2nd Bn Royal Sussex Regiment	G,11
7.1880–4.1881	87th	1st Bn Royal Irish Fusiliers	G

In 1881 the Royal Alderney Artillery, part of the Channel Islands Militia, were reorganised as coast artillery, formed into garrison companies and allocated to the coast defences of their island which they were to man on mobilisation.

4.1881–11.1882	1st/22nd	1st Bn Cheshire Regiment	1
11.1882–9.1884		1st Bn Middlesex Regiment	G
9.1884–12.1885		1st Bn Royal Irish Rifles	G
12.1885–8.1887		2nd Bn Gordon Highlanders	G
9.1887–4.1888		2nd Bn Border Regiment	G
4.1888–2.1891		2nd Bn East Surrey Regiment	G
2.1891–5.1893		2nd Bn King's Own Yorkshire Light Infantry	G
5.1893–11.1895		2nd Bn Royal Fusiliers	G
11.1895–5.1897		2nd Bn Somerset Light Infantry	G
5.1897–9.1897		2nd Bn Northamptonshire Regiment	G,12
9.1897–9.1899		2nd Bn Wiltshire Regiment	G
9.1899–1.1900		1st Bn Worcestershire Regiment	G
1.1900–4.1901		3rd Bn Suffolk Regiment	G
4.1901–7.1901		4th Bn Norfolk Regiment	G
7.1901–12.1902		3rd Bn Lincolnshire Regiment	G,13
12.1902–9.1904		2nd Bn Leicestershire Regiment	G

9.1904–10.1907	2nd Bn Manchester Regiment	G
10.1907–10.1910	2nd Bn Middlesex Regiment	G
10.1910–10.1913	2nd Bn Royal Irish Regiment	G
10.1913–8.1914	2nd Bn Yorkshire Regiment (Green Howards)	G

During the 1914–1918 War there were usually infantry on Alderney. These were generally 'Garrison' battalions or the Royal Defence Corps, composed of low medical grade troops in whom the parent regiments were not much interested. An exception was the 4th Bn the North Staffordshire Regiment, who were in Alderney from August 1914 to September 1916, and who were an Officer Training Unit.

After the war the infantry garrison does not appear to have been taken very seriously. Although there was nominally a battalion in Guernsey and Alderney, it was often represented in Alderney by one platoon only, the rest being elsewhere including undertaking strike duty in England and police duties in Ireland. The regiments concerned, with the dates of their first arrival, were as follows:

11.1919	2nd Bn Loyals (North Lancashire) Regiment
2.1922	1st Bn Manchester Regiment
10.1924	2nd Bn Duke of Cornwall's Light Infantry
11.1927	2nd Bn Queen's Own Royal West Kent Regiment
11.1936	2nd Bn Sherwood Foresters
11.1938	1st Bn Royal Irish Fusiliers

Notes

- J Battalion HQ was in Jersey. Usually about one-third of the strength was in Alderney.
- G Battalion HQ was in Guernsey, with about half the strength in Alderney.
- 1 Battalion HQ was in Jersey, with detachments in Guernsey and Alderney.
- 2 Three companies were in Alderney. The remainder of the battalion was 'in the Channel Islands'.
- 3 It is possible that the 2nd/3rd were in Alderney until January 1807.
- 4 Depot companies remained until August.
- 5 There is no proof that a detachment of Gordons were in Alderney at this time but it is probable that they were.
- 6 At this time called the 30th Cambridgeshire Regiment.
- 7 Then called the 69th South Lincolnshire Regiment.
- 8 Then called the 43rd Monmouthshire Light Infantry.

- 9 Then called the 104th Bengal Fusiliers. They were a regiment of British troops raised by the East India Company and taken into the British Army after the Indian Mutiny.
- 10 As above. The 105th (Madras Light Infantry) became a British Army regiment in 1861.
- 11 As above. This had been the 107th Bengal Fusiliers.
- 12 After the Somerset Light Infantry left, there is a four-month gap in the records. It is probable that a company of the 2nd Northamptonshire Regiment came up from Jersey, but no record of this has been found.
- 13 This is in part assumed. Regimental records are not precise.



Fort Clonque at the time of the Duplains

The Duplain family at Fort Clonque

Ralph and Christine Duplain bought Fort Clonque primarily for leisure use – a place to go fishing and picnicking at weekends, perhaps with a view to camping out there in summer. The buildings were ruinous and derelict, and an immense amount of work was required before they could be used in any way. Ralph worked on their repair and restoration every weekend, year in, year out, always walking from the town by the steep route through Sleepy Valley (opposite the fort) in order to save twenty minutes on the walk. The rest of the family followed in the afternoon, bringing picnic supplies. The Sunday tea-parties for anything up to 14 guests from the town were a regular event at the fort, and many of the guests volunteered to help in the reconstruction. There was even a never-to-be-forgotten fancy dress party.

After much labour the buildings were sufficiently restored to allow the family to stay overnight, and in due course the Duplains were able to let them out as holiday flats.

With the coming of the war, the people of Alderney left the island, and when they returned in December 1945 it must have been with apprehension. In Fort Clonque at least there had been much change, and little of it was for the good. Machine gun posts had sprouted all over the rock – for example, there was one at the high point of the battlements, close to the flagstaff, where a grassed-over area indicates the presence of the modern water tanks – and much of the fine Victorian stonework had been obliterated by concrete structures.



The German bunker that replaced part of the Soldiers' Quarters

There were a few benefits. For example, the Germans had wired the buildings for electricity and had connected it to the island telephone system; the remains of the last telegraph pole can still be seen at the landward end of the causeway. A crude but effective hoist had been built for the purposes of transferring loads from sea-level to the fort. It consisted of a sturdy X-shaped wooden framework (shearlegs) firmly anchored into the ground near the fort together with a similar framework planted on a rock some distance out from the water's edge, with a pulley line running between the two. This provided a useful way of lifting the Duplains' dinghy out of the waves to safety in rough weather. Occasionally Mr. Duplain travelled up and down in the dinghy, but fortunately was not doing so on the day the rope finally snapped. It was never replaced.

Soon after the war builders from the Ministry of Defence were sent to the island. They rebuilt the wall between 'Soldiers' and the bunker, which had been knocked down, and put two windows in it. The Duplains carried out considerable further repairs to the buildings and divided them into five units. They did all the bookings, decorating and cleaning themselves. It must have come as a welcome interlude when in 1953 the fort was used as a setting for the MGM film *Crest of the Wave*, a version of the stage play *Seagulls over Sorrento*: it was released in Britain under its stage title. It is still shown occasionally on television: close observation will reveal creative additions to the fort, principally fake 'concrete and steel' structures made out of plywood. There was some local disappointment that Gene Kelly, star of the film, did not come to the island in person for the filming, but was represented by his stand-in. Many Alderney people, however, including young David Duplain, were employed on the film as extras at £1 a day, and Mr. Ralph Duplain received an invitation to the premiere in London.

SELF-SERVICE FLATS AT FORT CLONQUE

FORT CLONQUE is on a small islet off the Western tip of Alderney and is connected to the island by a Causeway (which is covered by the tide at high water during the "Spring Tide" periods for about two hours daily).

THE FLATS are separate buildings in various corners of the Fort, and vary in size.

- (i) GATE HOUSE FLAT:—
- (ii) MAIN BLOCK:—
- (iii) WEST BLOCK:—
- (iv) THE CABIN:—
- (v) TOP FLAT:—

Everything is provided in the flats with the exception of Sheets, Pillow Cases and Face Towels. Most visitors send sheets etc, by Parcel Post to save weight for Air Travel.

Cooking, on full size Cooker, and lighting are by Calor Gas.
Telephone, ALDERNEY 551, is installed for use by the visitors.
Groceries are delivered on certain days.
Milk is collected from a cottage near the Causeway.
Taxis are easily obtainable if needed at reasonable charges.
Gas is charged extra.

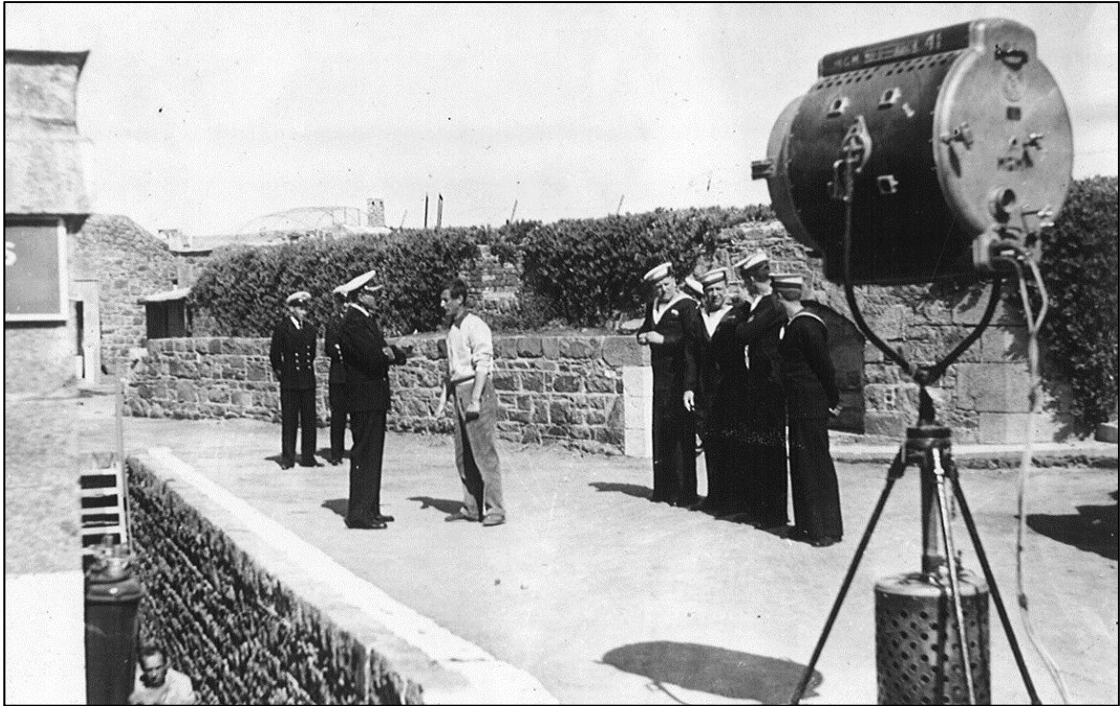
To book a flat or for any further information, letters should be addressed to:—

**R. E. DUPLAIN, ESQ.,
VICTORIA STREET,
ALDERNEY.**

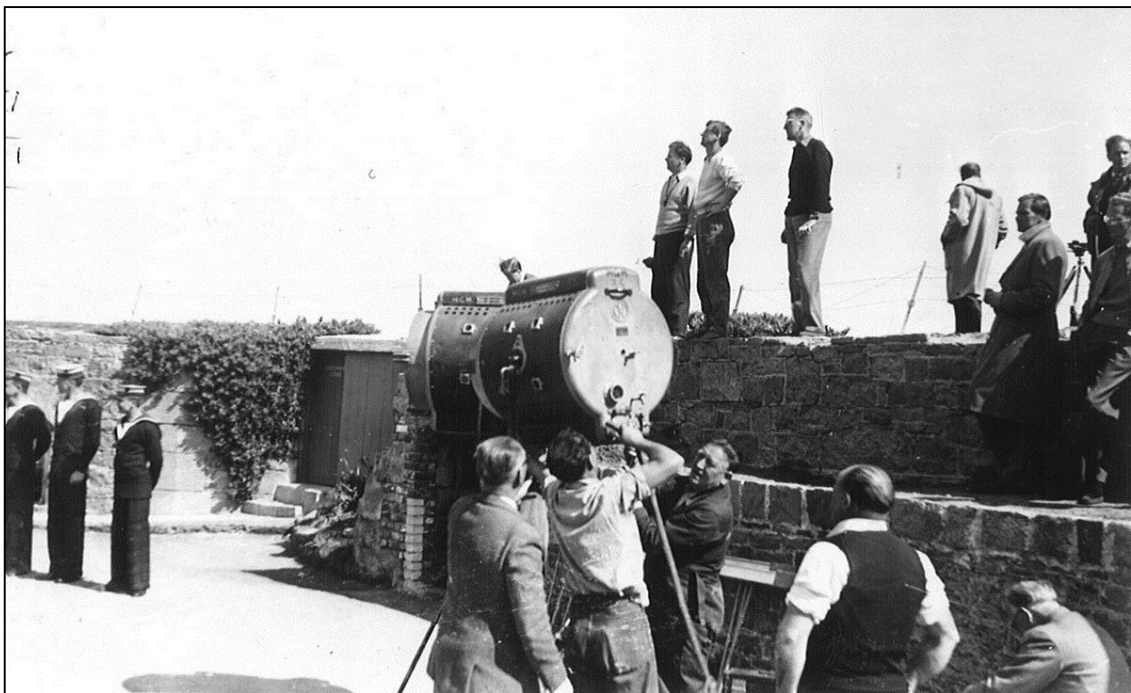
TELEPHONE: ALDERNEY 14.



The German hoist; transferring the Duplains' dinghy



Not a naval occupation: filming *Crest of the Wave*
(from the stage play *Seagulls over Sorrento*) at Fort Clonque



But much of the damage suffered by the fort buildings during the war had never been made good, and they were steadily deteriorating. In spite of the efforts of the Duplains, who were now no longer young, the fort required more time, energy and money spent on it than they could give. Every building needed repair, and the concrete causeway built by the Germans was seriously eroded, although Ralph Duplain had laid down a narrow track – just wide enough to take a wheelbarrow – on top of the concrete.

This was the point at which the Landmark Trust stepped in, and bought the fort from Mr. and Mrs. Duplain.





Restoration by the Landmark Trust

Although the Channel forts had formed the backbone of our great Victorian coastal defences, most of them were at that time abandoned and falling into ruin. It was a far-sighted action on the part of John Smith, the Trust's founder, to take on one of them and set about its repair.

The Trust's first tasks after taking over the fort were to survey the buildings down to the last stone, and then to number and mark every piece of stonework that needed to be moved back to its original position. The bunker was full of rubbish, only one original window had survived in 'Officers', roofs were sagging, and cast iron girders were rusting away. The old bricks had been made in the local brickworks from island clay and were of poor quality. All the stone and wood used in the repairs was salvaged: the oak floorboards in the living room of 'Soldiers' came from Fort Tourgis, for example, while the 'Officers' fireplaces came from Fort Albert. New doors were made, with handles produced specially by a Guernsey blacksmith.

The main task that faced the Trust, and its architect Philip Jebb, was the undoing of the extensive damage done to the fort by the Germans, in their indiscriminate use of concrete, asphalt and barbed wire. In addition to this, the aim was to reinstate the exterior of the fort to its original Victorian appearance – except for the bunker, which was anyway pretty well indestructible, and which now serves as a bedroom. The light and pleasant rooms inside the two barrack buildings were also to be restored, but modernised as necessary.

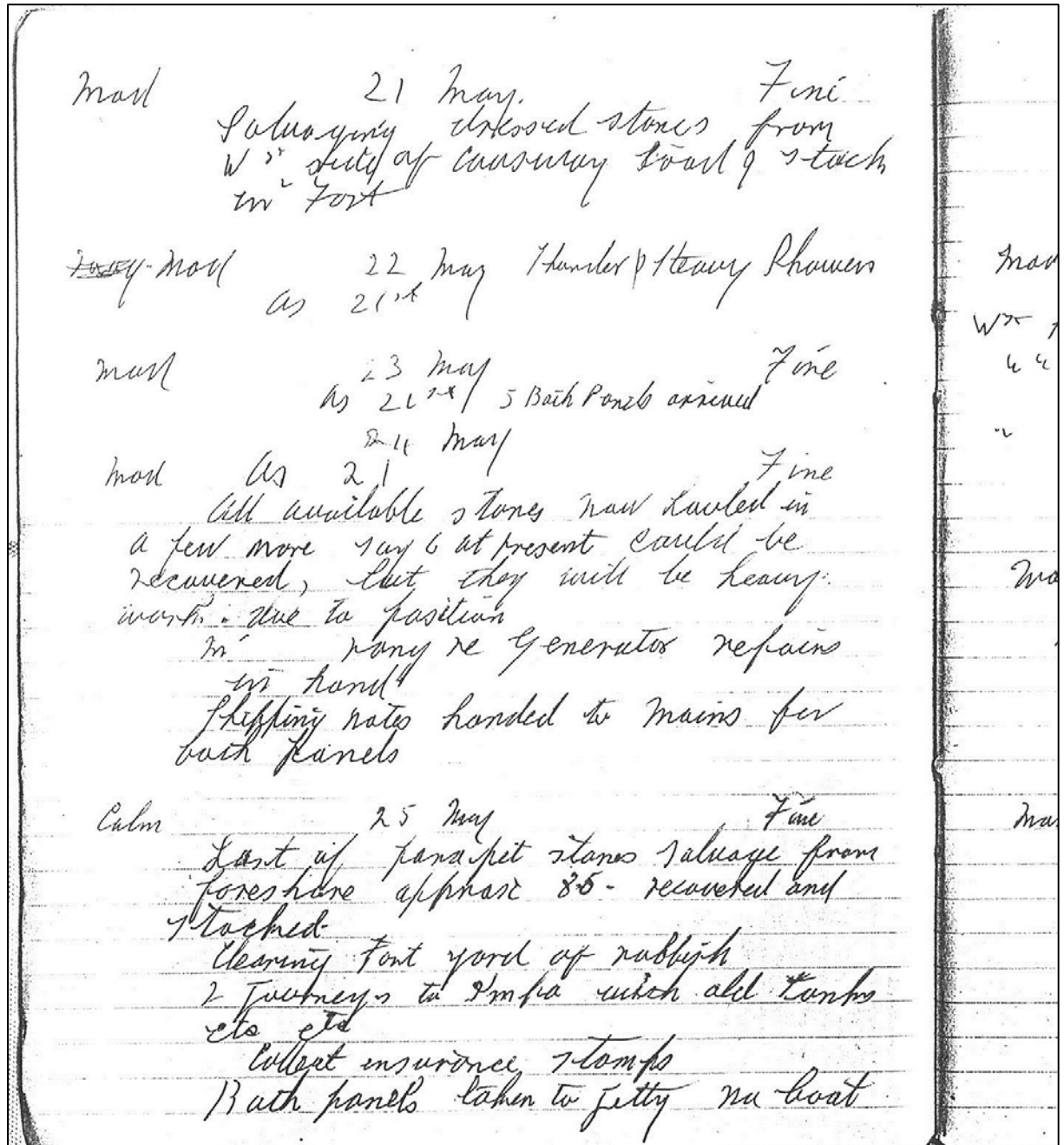
The difficulties of managing such a project, on what is virtually an island off an island, were formidable. All materials and equipment had to be specially transported to the fort by sea. Moreover, what could be done on any given day depended entirely on the weather, and especially on the wind which in Alderney

can rise in an hour or two to a force to which it is impossible to stand up. Even the provision of basic services presented quite a problem. For many years water came from a spring on the shore, to be stored in a large tank. And only in 1990 was the fort connected to the island's electricity supply, candles and gas having previously supplied all light and heat.

Some of the work had to be done by a regular contractor, but much else could be done – and would best be done – in a more gradual way. For instance, it was essential that all concrete be removed without causing damage to the blocks of granite that had been set carelessly in it, so that they could be reused. By the greatest good fortune, just at the point in 1967 when Landmark was considering how to achieve this, Arthur Markell retired from his post as supervisor of the Admiralty Breakwater.

Arthur Markell – ‘a man who really knows what life means, and who shows it in the work he is doing’ – had exactly the experience and skills the Trust needed, and he was employed at once. In 1984, after having worked for the Trust for some sixteen years or more, he was described as ‘an incredible good 79 years .. and having been a civil engineer can turn his hand to most things... his woodwork is of cabinet-maker standard.’ (He was nothing if not versatile: he also taught piano and had played in good hotels in London as part of dinnertime entertainment, as well as in the local cinema.) He was also said ‘always to have a smile on his face’ and to be ‘a perfectionist in everything that he did – the material for every job was carefully chosen and nothing but the right material would do, and the position of every screw and nail was precisely measured before insertion’, ‘you couldn’t imagine a better man for the job’. Throughout the restoration of the Fort he kept a diary in which he recorded every day the weather, the comings and goings of visitors and the maintenance and restoration tasks he had carried out on the Fort that day. With the help of an assistant, Mr. Markell was largely responsible for all the long and arduous work of clearing up the fort, rebuilding parapets and repointing walls, renewing windows and doors,

fitting new bathrooms and kitchens, and painting walls. A team of builders, a maximum of five at any one time, was brought in only when it was necessary:

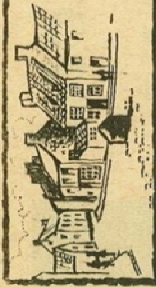


A page from Arthur Markell's diary (1973)

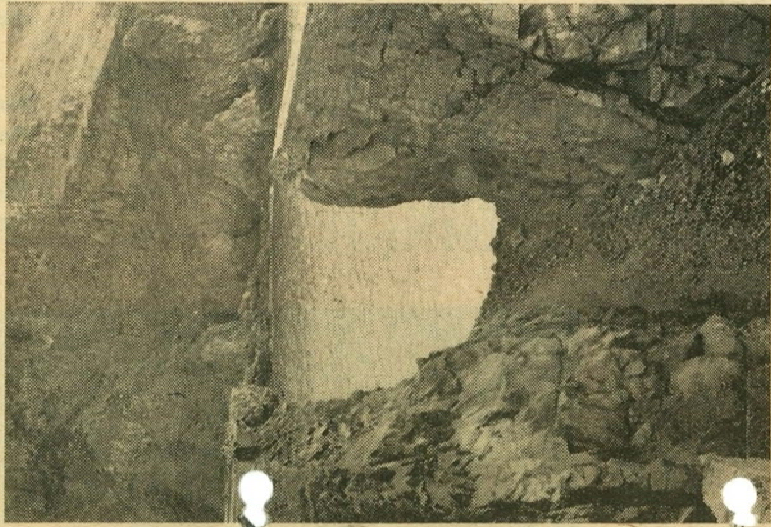
to clear the unwanted concrete with pneumatic hammers, to renew the drawbridge, the ramp and the roofs of the barrack buildings (for which the original formula of lime cement poured over brick vaults to form a flat surface was reproduced) or to repair some of the vertiginous outer walls. Unfortunately, after Mr. Markell had carried out substantial repairs to the walls of Battery no. 3, the natural bridge that connected it to the rest of the rock collapsed during a storm in 1967, and that battery is no longer accessible. The collapse came as a shock to Mr. Duplain and caused him considerable anxiety, as he was afraid that the Trust might have suspected him of knowing the weakness of the arch, and concealing his knowledge.

Working with Victorian buildings of any sort teaches two main lessons: first, not to be afraid, indeed to be sure, of using a large scale, because they loved to – and in military buildings more than most; and, secondly, to be thorough about detail, because theirs was perhaps the supreme age of detailing, and a repair will look right only if done correspondingly well. This has been true at each of the buildings of this type that Landmark has restored – Crownhill Fort at Plymouth, the West Blockhouse at Dale in Dyfed, and especially here, at Fort Clonque.

Star, Wed., Nov. 15, 1967



Alderney



Storm damage in Alderney: the breached causeway at Clonque, victim of the recent gales. (Photo: J. Cary)

STORM damage in Alderney, while not as extensive as that in the other islands during the recent bad weather, has produced one spectacular result.

At Clonque, the southwestern arm of the island on which the Germans had built a reinforced concrete blockhouse some 40 feet above the beach, has been undermined by the erosive action of the sea and is expected to fall with another assault from wind and weather. The causeway extending from this point has been breached and a gap of some 20 feet isolates a gun pit on the south-west pinnacle.

The main structure of the fort is not affected and Messrs A. Markel and P. Allen, who are employed by the owners, The Landmark Trust, can be relied upon to continue with the work of restoring Clonque Fort to its Victorian splendour.

Other erosion is also evident, particularly at Corblets Bay. The road from Arch Bay to Fort Corblets had been endangered by the action of the seas some years ago and white stones had

been placed on the roadside to indicate the danger. Further erosion has occurred at this point and the road will probably have to be re-aligned or supported on the seaward side.

In relating the weather figures to the damage done, the published figures may be misleading. During October, less rain fell than in the same month last year. At 4.03 inches it was nearly one and a half inches less than last year at 5.51 inches. It would appear that the rain fell during daylight hours — there were 97.6 hours of sunshine against 99.0 hours last year.

The Guernsey Evening Press and Star Wednesday November 15 1967

Working on the restoration

The following is a representative extract from Arthur Markell's site diary:

12 December [1978]

[Weather] conditions very bad. The sea started to lap over the causeway at 1530 [hours]. Worked O/T [overtime] but was unable to cross the causeway until 1940. Got soaked to the skin fixing generator house shutter.

Force 10 gusting to 11.

13 December

Very rough. The night tide of 12 [December] broke over the Soldiers' Quarters sea wall. Scaffolding washed down from stack. Timber mast, two forms, table, all washed up the steps. The gas bottles were torn down. All this and the weight of water burst in the Soldiers' Quarters door, tore out the lock and split the [door] stile. All rooms were flooded. Awful mess.

All day clearing up. A gas fire cylinder was washed up the steps to the main entrance courtyard.

Bunker flooded. Had to leave it untouched. Too wild to work on it. A God-forsaken mess.

Informed LT [Landmark Trust] to stop Christmas visitors.

14–19 December

All spent clearing up and repairs after storm damage. What a mess. Drying out and securing windows.

20 December

Christmas and annual leave. In London, informed Mr Smith about damage.

Refurbishment in 1999

It was discovered in 1998 that one of the cast iron beams in the Officers' Quarters bedroom had cracked through, possibly as a result of thermal shock. This was a problem that had arisen before: during the late 1980s the Officers' Quarters sitting room had been similarly affected, and all the ceiling beams had had to be renewed. This time, it was felt to be important that the last few remaining cast iron beams should be retained, and more radical measures were undertaken to meet this aim.

You can see where the cracked beam in the bedroom was repaired, but this was only part of the work that was needed to make the roof safe in the long term. This required the entire interior of the Officers' Quarters to be supported by a forest of timber props holding up the iron beams and brick vaulting while several layers of concrete roof coverings were removed from above. These were replaced with a new reinforced concrete roof of a somewhat complex design that actually holds up the iron girders and brick arching.

At the same time the opportunity was taken to improve the detailing at the parapets on both the Officers' and Soldiers' Quarters, and also to renew the asphalt roof coverings, which had reached the end of their working life.

Repairs and improvements were also carried out on the Soldiers' Quarters kitchen and bathrooms, the water supplies, the underground drainage and the electrical services, all of which had suffered from relentless wear from the aggressive marine environment and from hundreds of visitors over the years since the original restoration. (Similar work will be needed to the Officers' Quarters and other smaller buildings in the future.) The Officers' Quarters kitchen has been simplified, since most visitors' parties congregate in the Soldiers' Quarters.

All these activities meant that the drawbridge had to be lowered to enable materials to be taken in and out. The courtyard area was completely re-levelled and resurfaced, in line with the more military appearance that Landmark wanted to achieve at the end of the work. With the same aim in view, the Fort has been entirely refurnished in a more military style by John Evetts' furnishing team.

The building work was carried out by a local contractor, Tony Bohan, and his team of island workers, under supervision of Richard Glover, a consultant building surveyor. The asphaltting team came from Jersey and Guernsey. The completion of the contract on programme was a remarkable achievement, which necessitated working throughout the winter. One of the difficulties of working on Alderney is that many materials have to be ordered from the mainland, allowing for the fact the boat from Weymouth only sails every two weeks. Military planning and forethought are needed at Fort Clonque even today!



Captain William Jervois and his wife Lucy, painted by William Fisher at about the time of their marriage in 1850



William Jervois: notes on his life and career

William Francis Drummond Jervois was born in the Isle of Wight in 1821, and entered the Royal Military Academy at the age of 15½. He must have been an unusually talented cadet since he obtained his commission within only two years, an exceptional achievement.

Young Jervois proceeded to the School of Military Engineering at Chatham, where his survey work was considered so good that his sketch sheets were framed and glazed as a pattern for future young officers. From there he was posted to the Cape of Good Hope (a four-month journey by sea at that time) and was set to surveying and building roads and bridges in the young colony. Some of his expeditions were hazardous affairs subject to attacks by trekking Boers and hostile Africans. Thirty years later his maps, prepared by his own improvised triangulation surveying method, were said to be the only ones available 'possessing any pretensions to accuracy'.

He left the Cape on promotion in 1848 and for a few years was based at Woolwich and Chatham, and in 1850 he married Lucy Norsworthy. In 1852 he was ordered to Alderney with his company, but did not relish the idea, probably thinking it would be a dull place for himself and his young wife, and managed to get an alternative posting to Brighton. Hearing, however, that Alderney was now regarded as being as important as Gibraltar he begged to go as originally intended to Alderney (Lucy's views on the change of plan were apparently not recorded).



**Major-General Sir William Jervois, G.C.M.G., C.B.,
Governor of South Australia (seated),
his son Major John Jervois, R.E. (standing, left)
and his A.D.C. Major John Adams Fergusson:
The photograph was taken in about 1880**

Constructing the Alderney fortifications became the chief business of Jervois' life for the next three years. At this period most officers engaged in designing works relied very much on the assistance of the clerks of works for the details. Captain Jervois, however, arranged that every detail for the Alderney works should be worked out by himself and the officers under him, in addition to superintending the actual construction. In 1853 he volunteered for service in the Crimea, but was told that his present task was too important to permit him to leave it.

In 1854 Queen Victoria and Prince Albert paid their first visit to the Channel Islands, landing at Alderney. According to the custom by which a brevet step in rank was conferred on the commanding officer on such an occasion, Captain Jervois became a brevet-major. (Promotion by brevet gave the privilege of temporarily holding a higher rank than one's own, though without the appropriate pay and allowances.)

In the following year Major Jervois was transferred to London as Commanding Royal Engineer. At this time the disastrous military deficiencies in the Crimea were attracting a great deal of public attention, and he worked for some time on the construction of army barracks. This was followed by his promotion to Assistant Inspector-General of Fortifications at the War Office. Within a few years, official policy again focused on fortifications. The old system of commissioning local officers to design such projects was abandoned and Jervois and his team undertook the whole task of designing the full range of the new works. As war fever mounted, they also undertook the making of battlefield maps for the defence of London, since no large-scale maps of Britain were available at the time.

Lord Palmerston was enthusiastic for increasing the security of British naval bases and sent for Jervois in order to consult him. He arrived for the meeting carrying a roll of plans for new defences of Plymouth, prepared years before in

his spare time; it is recorded that Palmerston 'always after gave him most cordial support'. Jervois then became Secretary of the Royal Commission appointed to consider what fortifications were necessary: after much discussion, and some opposition from the permanent Defence Committee, the Commission's report was adopted. In effect, all the land and sea defences of the commercial harbours of Britain and those of the naval stations and coaling ports abroad were reconstructed according to Jervois' proposals and under his supervision.

His reputation as a world expert on fortifications was at its peak. The American Civil War was now in progress, and he was sent to Canada to report on the defences there. The notorious *Trent* affair, when a US captain somewhat arbitrarily removed some Southern emissaries from a British mail steamer, had very nearly led to war between England and the United States, and Jervois returned to Canada several times before peace was finally declared. He travelled widely throughout the British Empire to report on defences, and was knighted in 1875.

He retired from the War Office soon after, and was thereupon appointed Governor of the Straits Settlements (a group of trading stations centred on Singapore). The people there were unhappy at the British assumption of authority, and at one point a local Sultan had everything in hand for the assassination of Jervois and his party. The signal for attack was arranged to be the Sultan's dropping of his handkerchief: unfortunately he was so intent on Sir William's conversation and charm that he completely forgot to do so, and the opportunity passed.

Jervois handled the unrest in the Straits with an 'independent force of character' characteristic of some of the Victorian empire-builders. He met protests that some of his more severe measures against rioters (flogging and dismissal) were contrary to the colony's penal code with, 'I do not care two straws about the penal code'. He then summoned the local headmen, gave them a severe

collective reprimand and threw them into prison: then he put them on board his steam-yacht and sent them all off into the China Sea 'to get seasick'. The townspeople, however, thought the headmen were being taken off for execution: the shops reopened and the riots were at an end and were not renewed for many years.

In 1877 he was appointed Governor of South Australia, and served there for five years before taking over the Governorship of New Zealand in 1883, a post that he held until 1889. Soon after he was admitted a Fellow of the Royal Society, and busied himself with a movement for handing over the naval defences of the British Empire to the Royal Navy. He took much pleasure in painting in water-colours, and one of his paintings of a New Zealand landscape was accepted by Queen Victoria.

In 1895 he lost his wife of forty years, and also his second son John (who was born in Alderney). In 1897, at the age of nearly 76, he died from injuries received in a carriage accident.



**George Napier Ferguson, who led the cliff rescue in 1899,
with his wife**

Cliff rescue at Fort Clonque

The following article was written by George Napier Ferguson, who lived at Fort Clonque with his children until his death in 1902 at the age of 49. It was passed to us by his granddaughter, Mrs Lorna Rosbottom.

On the 4th May 1899, I was at dinner when at about 8.30 a knocking came at the gate, and on going up, there were two soldiers who told me that one of their comrades had fallen over the Cliff near Telegraph Bay, and would I lend them my boat to rescue him – the tide was then full out – but on the turn – there were other soldiers on the Cliff, so I went with them to a point outside the Fort, and shouted to them across the bay, for two more to come to launch the board, they heard us (as the wind was east) and three or four came. By the time we had got the boat launched it was about 9 o'clock, as they had to carry it about 300 yards across the rocks, at least a dozen soldiers volunteered to go – but I knew that if they went, not knowing much about boats and nothing of the rocks and current, in all human probabilities they would never return alive, and so turn an already sad accident into much worse. So it was a matter of either refusing the boat or going myself – and had the wind been either southwest or north, it would have been impossible for any small boat to land a party at the place in the dark without having it smashed, but as the wind was east I saw there was a fair chance of success. Three soldiers got into the boat, so I told one to get out, (as my boat 8 feet 10 inches long could only carry four, three of us and the rescued man) so one got out, and Corporal Smith and Private Payne and myself went.

We had to keep far out to avoid the sunken end of the reef at the S.W. point which we had to round – then the soldiers whose outline we could just see on the cliff shouted to let us know where Hurle had fallen over. We came in for the creek – and then our real danger began. I impressed on Smith and Payne the necessity of being cool and quick – as if a hole was made in our boat it would go badly with us. We grated over sunken rocks about 50 yards from the rocks on which we had to land, and from this on, it was a zig zag course through rocks, some in, some out of water – but with all our care and the men's quickness in landing on the rock up to their middle, two or three waves broke over us. I told them to make all haste as the tide was rising, and to let me know if the man was alive (which I very much doubted). In the meantime I kept the boat out from the rocks on both sides of me, two or three times I was carried on top of the swell of the incoming tide and dashed against the rocks – and when I could I baled out with my hat.

For about 20 minutes they could not find him (though they had a good lantern) then one of the soldiers above them threw a stone where the man had fallen over, and strange to say you could see the bounds of the stone like a ball of phosphorus, descending against the black cliff – they then found him. I shouted to them to know if he was alive, as every minute made the chance of ever getting back to Clonque more doubtful – they answered that he was. I told them to make all speed – but it was no easy job to carry a smashed-up man over high rocks and boulders about 200 yards to the nearest point where the boat could come. After three-quarters of an hour or more they succeeded.

I then backed the boat up the creek, and jumped out on the rock to hold her off – just then a heavy wave broke over her and washed one of the oars out of her, this fortunately I succeeded in recovering. (I had taken the spurs out and put them into my pocket lest they might be accidentally knocked out.)

While getting him into the boat, she – the boat – was dashed several times against the rocks, and gave forth a breaking sound which I did not like – however we hauled Hurle in, then two of us got in, and the third (I think Smith) held the boat till I got the spurs in their places, then he got in, and I slowly pulled her out through the rocks into the Channel.

Then I found we were more than half full of water, and by this the tide had a strong set which would bring us out into the Swinge, and now the east wind which up to this had helped us, was dead against us, and though I pulled 'all I knew' I found we were being slowly but surely carried out, as we were waterlogged.

I then gave Smith one of the paddles (he was up in the bow seat) and told him to row as hard as he could, and I kept time to his oar. We just managed to get under the lee of the rocks at the back of Clonque and so out of the strong tide – by this the boat was full at the stern, the water coming in and going out at each stroke. I told him if he let the boat lose its way, it would sink, but he did not, and so we got in after an hour's row.

Neither Smith nor Payne lost their presence of mind for a second the whole time, and were as prompt to obey every order as if they were on parade.

I may add, that had Hurle been dead, I would not have taken him on board, as we had our own lives to consider.

(Signed) George Napier Ferguson
Barrister, M.A. & J.P.
County Dublin

Clonque Fort
Alderney
19th May 1899

[Private Hurle was taken to Essex Castle, then the military hospital. He had sustained multiple fractures, but eventually recovered. (It seems he had been looking for gulls' eggs.) Mr. Ferguson approached the War Office with a recommendation that the two soldiers should be awarded the Albert Medal for their gallantry. This was refused, but on 16th May 1899, the District Orders by H. E. Major General Seward, Commanding Guernsey and Alderney District, included an account of the rescue, ending as follows: 'The chief merit is due to Mr. Ferguson without whose local knowledge of the waters the feat would probably have failed; at the same time the soldiers most gallantly helped Mr. Ferguson, and the Major General will endeavour to obtain some public recognition of their plucky conduct, in the meantime he directs that Corporal Smith and Private Payne be called out on the Queen's Birthday Parade and highly commended for their behaviour and that a narrative of the occurrence be entered in the Regimental Records of the Wiltshire Regiment for permanent information.]

Just plain Alderney folk

By Miles Kington, a Landmarker (from *Punch*, 28 June 1978)

This Thursday as ever is, the Queen and Prince Philip will arrive in and depart from the Channel island of Alderney. It isn't their first visit there. I wonder if she remembers the other one a good few years back? It's recorded that she drove round the town of St Anne's thoroughly impressed with the number of people lining the royal route, unaware that it was the same batch of population moving swiftly from vantage point to vantage point. When the royal route swung out into the country, the natives gave up the pursuit and the couple suddenly found themselves in an uninhabited isle, so much so that Prince Philip was reduced to saluting horses in the fields.

I think she probably does remember that earlier trip. This time her route avoids the countryside altogether and sticks to the town. There will be many disappointed horses in Alderney this Thursday.

Having just returned from a fact-finding mission to Alderney, I can now offer the Queen a theory on the failure of the population to follow her into the hedgerows. I think the pubs in St Anne's had just opened. On the island the pubs are the centre of social life and when the shops close from 1 to about 2.30 (which they do) and the streets become unnervingly empty (which they do) it seems logical to assume that the pubs soak up the missing population and the missing population soaks up drink and gossip (which they do). If I were planning the Queen's itinerary, I would time it so that it was between opening times. Say, between 3 pm and 5 pm.

I don't suppose it's anything but a coincidence, but this Thursday the Queen is due to arrive at 3 pm and leave at 5 pm. Sad, really, because when she arrives from the harbour and proceeds up Victoria Street (named after the relative of that name) she won't be able to pop into the Albert (n.a.t.r.o.t.n.) and see one of the last places on British soil where you can buy a round for six people and still have change from a pound. Instead, she will have to turn right along New Street, which has been New Street for so long it is being renamed this Thursday as Queen Elizabeth II Street.

What she will be able to do, as always, is keep her eyes open for the special effects laid on for visiting royalty. You know the sort of thing: brand new lavatories, tarmac paths across lawns, scaffolding painted red, white and blue. Except that none of those things was being laid on, not when I did my research ten days before. What they were doing instead was putting up street names in St Anne's and painting yellow HALT signs at road intersections. Alderney, you see, is the kind of place where they do the absolutely essential long after it's necessary. It must be one of the last civilised spots in Europe.

Take another example, your Majesty. When you arrive in the harbour you will notice a bonfire smouldering on the iron jetty to the left. This is not a beacon for your visit. It is not even, as it might well be, a Jubilee bonfire a year late. It is the first sign that Alderney is doing something about the disused jetty built by the Germans in the War. Thirty-three years later they have finally decided to pull it down. As the Alderney Journal commented – and they should know – it may not be the right decision but at least Alderney has made a decision and that is rare enough for general applause to be given.

Nobody talks much about the German occupation, which makes sense as none of the inhabitants was here. The entire population vacated the island just before the Nazis arrived and came back after the War ended. About seven months after the War ended, because the British forces kept many of their German prisoners for that time to put the island straight again, and reading between the lines one gathers that the Germans were the best builders and decorators the island had ever had. Admittedly they installed some fairly undesirable slave camps and concrete gun emplacements, but they were also responsible for the first mains drainage, electricity, communal dairy, water tower, etc. And an iron jetty, which they are now trying to burn down.

As you pass up Victoria Street, your Majesty, do look at the fruit and vegetable shop on the right. It is the main greengrocer's serving an island no point of which is more than two miles away. Look at the notice in the window. It says "Orders Taken and Delivered. Distance No Object".

Further up Victoria Street you will notice a shop called the Riduna Stores. Riduna is supposedly the Latin name for Alderney. Centuries ago an Alderney scholar was studying a Latin list of the islands round Britain and noticed that the one after the Isle of Wight (Vectis) was Riduna. That had to be Alderney, he decided. He decided wrong, because in Roman times Thanet was also an island and Riduna is the Latin for Thanet. Which has not prevented the name Riduna being adopted for a good many firms on the island to this day, and I can only admire such fixity of purpose.

If the facts I have listed so far fell into the wrong hands, there might be some who would assume that the inhabitants of Alderney are lazy, shiftless, unreliable and given to drinking. Nothing of the sort. They are affable, relaxed to the point of absurdity, easy-going and given to drinking. Why, after all, put up street names when everyone knows what they are called anyway? Why paint HALT on the road if all cars go slowly enough to banter passers-by? If Alderney folk were really lazy they would take it easy at their job. In fact, they all take it easy at least two or three jobs. The stonemason drives a taxi in the evening; the bicycle hire man works in the harbour; the man at the airport helps the stonemason. Even the actor I got talking to in the Albert turned out to play the piano in the Grand Hotel of an evening.

It's the sort of place, in fact, where, if you offer a bank card with your cheque, they wave it away contemptuously. If planes are delayed at the airport they don't make you sit around in the lounge; they take your phone number in town and promise to ring you. It's the kind of place Homer wrote about, only he called it the island of the lotus eaters, where time runs slow and you start to forget where you came from. If Homer had lived on Alderney, of course, he would never have written the Iliad. T. H. White moved to Alderney on the proceeds of *The Once and Future King* and never really wrote anything again. Even after two weeks on this enchanted isle, I was beginning to feel my will dissolve, until I had even stopped caring who won the World Cup.

Still, your Majesty, I reckon you'll be safe with only two hours there. Just about.

Sources:

David Duplain (son of Ralph and Christine Duplain)

Charlotte Haslam

John Jervois (great-great-grandson of William Jervois)

Colin Partridge

Roger Pierpoint

Ian Walker

Museum of the Royal Gloucestershire, Berkshire & Wiltshire Regiment,
The Wardrobe, The Close, Salisbury

Royal Engineers Historical Society, Institution of Royal Engineers, Chatham, Kent
Royal Engineers Journal

The Fortifications of Alderney (Colin Partridge and Trevor Davenport, Alderney
Publishers, 1993)

The Independent Magazine 10.11.1990, article by Marcus Binney:



ILE D'AUREGNY

BILLET
D'ETAT

le Vingt-Neuf Juin, 1978

Visit of

Her Majesty The Queen

and

H. R. H. The Prince Philip,
Duke of Edinburgh

BILLET D'ETAT

To the Members of
The States of the Island of Alderney

I have the honour to inform you that a Meeting of the States will be held on Thursday, 29th June, 1978, on the occasion of the visit to the Island of HER MAJESTY THE QUEEN and HIS ROYAL HIGHNESS PRINCE PHILIP, DUKE OF EDINBURGH, when a Loyal Address will be presented to HER MAJESTY on behalf of the States.

HER MAJESTY has graciously consented to preside and to reply to the Loyal Address.

J. KAY-MOUAT

President

Members should be in their places not later than 3.45 p.m.

Cars must not be parked in New Street, Victoria Street or Church Street.



Her Majesty, Queen Elizabeth II visiting Alderney in 1978 alongside the then President of Alderney, Mr J Kay-Mouat.

TO HER MOST EXCELLENT MAJESTY QUEEN ELIZABETH II.

MAY IT PLEASE YOUR MAJESTY,

We, the States and the Court of Alderney, humbly offer the assurance of the full loyalty and devotion of this Island to Your Majesty's person and throne.

Our Island is jealous of the historic rights and privileges which we enjoy under the Crown and which have been fortified and reaffirmed over the years by usage and the declarations of Your Majesty's Ministers.

We would like to acknowledge the part played by Your Majesty's Principal Secretary of State and the Home Department in our continuing prosperity and also the help we have received from our friends and colleagues in the Island of Guernsey. Since Your Majesty's first visit, the standard of living of our inhabitants has risen and it is ever our intention to improve these standards without spoiling the character of the Island.

We have been happy and honoured to welcome Your Majesty and His Royal Highness The Prince Philip to the Island of Alderney again, we pray that your reign may be long and peaceful and we wish health and happiness to Your Majesty and all the members of The Royal Family.

The
ROYAL ALDERNEY MILITIA

by
Victor Coysh

*Alderney Militia - 1815
Infantry.*



June H Hughes

THE ALDERNEY SOCIETY
1982

(The cover illustration is of a Militia officer of the early 19th century
from a painting by June Hughes)

 THE ROYAL ALDERNEY MILITIA

 By Victor Coysh

It would be satisfactory to be able to state that the Island's trained band started life in, say, 1250, but unfortunately this is impossible. Records as early as that appear to be non-existent and even were they available, a defence force of this nature almost certainly did not suddenly come into being. It evolved over a period of time, meeting the needs of the moment and becoming a recognised body long after its birth pangs.

In the opinion of Dr. John Le Patourel, the Guernsey historian, the Channel Islands militias were "called into being by the exigencies of the Hundred Years War, but it is unlikely that there was a permanent and organised local force in any of the islands by the end of the 14th century". This war broke out in 1338 and a year later Alderney was captured and looted by the French.

It may well be that long before the Hundred Years War, some sort of defence force was in being in Alderney. Its purpose would be to resist invaders, drive away pirates and, when these activities were not in progress, to keep watch for marauders. For centuries La Giffoine was the site of an alarm beacon, to be lighted when the foe was seen to be approaching and it is significant that, much later, Telegraph Tower was built not far off, whose purpose was precisely like that of the more ancient watch-station on the heights.

Before France became England's foe the need for insular defence scarcely arose, save for the repulse of casual raiders, but when King John lost Normandy in 1204 it was a different matter. Imposing castles were built in Jersey and Guernsey, though it was not until much later that what is now known as Essex Castle was constructed. These strongholds were for the use of professionals; the task of militiamen in the Channel Islands, as it eventually emerged, was coastal defence from watch-houses, Martello Towers (during the period of the Napoleonic Wars) and batteries.

The Protector Somerset was responsible for the building of Essex Castle in 1549, then known as Les Murs de Haut. Much more ancient was Les Murs de Bas, styled the Nunnery later, which, according to Louisa Lane Clarke's guide to Alderney, was originally a blockhouse and was rebuilt in Elizabethan times as a fortification for the Harbour at Longis. Again, it seems doubtful whether militiamen were expected to garrison it.

There appears to be no reference to the existence of an Alderney Militia during the regime of the Chamberlains (approx. 1584–1646), although in 1627, because of the threat of a French invasion, the Governor (who was in gaol for debt) asked to be released in order to assume command of the defences. Did this include the Militia? In the current Alderney Guide it is stated that "some form of Militia had existed in the Island for several centuries and this force was organised for the defence of the Island".

The first element of certainty dates from August 16th, 1661 when Captain Nicholas Ling was appointed Lieutenant-Governor and Commander-in-Chief of the Militia by Sir George de Carteret, to whom Alderney

had been granted by Charles II. Formerly Ling had commanded the Sark garrison and was a professional soldier.

Ling, whose official residence was Government House, now the Island Hall, retained command of the Militia until 1679, when he died in Alderney aged 80 years. Five years later the governorship of the Island passed into the hands of the Le Mesuriers, all of whom assumed the military command of Alderney, except for a brief period in the 18th century when Thomas Le Cocq held this position.

In 1770 the strength of the force was 200 men, whom the King supplied with arms and ammunition. It was from this period onwards that the Militia became of value and significance, since the wars, or threats of war, with France were, for a century or so, almost continual and the position of Alderney, as a Channel outpost and neighbour of Cherbourg, was of considerable military importance. As in Jersey and Guernsey, a constant watch was kept and in this duty the women of Alderney assisted, dressing like troops, we are told, and manning (if that be the word) the beacon of La Giffoine and, apparently, showing themselves on the cliffs in body if a suspicious vessel drew near. Organising this early example of a Womens' Institute must have been even more difficult than persuading the men to guard the cliffs after a hard day's work.

Louisa Lane Clarke records that in 1777 Peter Le Mesurier reorganised the Militia, which was in "a lamentable state of disorganisation, without arms, without officers, without laws". The force was supplied with "200 stand of arms" and Col. Peter Le Mesurier drilled the citizen soldiery in person, we are told. "His example animated the officers with such a spirit of zeal and emulation that in a very short time the corps was inferior to none in the sister islands".

The Alderney Militia was supplied with uniform in 1781 (the year of the invasion of Jersey by the French), though the troops received no pay. Mrs Clarke mentioned the women of Alderney, whose attire comprised a scarlet cloth petticoat and jacket, a large ruff round their necks and a round linen cap "stiffened so much as to be taken off and put on like a man's hat".

When Governor John Le Mesurier died in 1793 his son Peter succeeded him and in 1795, while superintending the mounting of a gun, it fell on him, severely injuring him. He died in 1803 and was loved by all and especially the Militia, whose members presented him with a loyal address at the time of the accident. Yet in 1761 one of them, William Ollivier, had threatened to kill Peter's father and threw a great stone at him, laying him low.

By the end of the 18th century Alderney was by no means defenceless, for in addition to Essex Castle and the Nunnery there were batteries at York Hill (below Butes, whereon once stood the archery butts used by early Militiamen), on the site of Battery Quarry, at Roselle, Corblets, Mannez (where there were also a guard-house and barracks), Longis, and at Platte Saline. There were watch-houses on Fort Hill (Essex), Platte Côtil and La Giffoine, barracks at Clonque, artillery barracks at Butes and magazines on Les Rochers. There was also "La Touraille on the mount", some sort of look-out on the site of Fort Albert. Not all these defences were manned by the Militia, for by that time regulars were stationed in the Island.

A small force of light dragoons augmented the Militia in 1803, but this body of cavalry did not last for long. E.A.W. Martin, in his *History of Alderney* (1810) recorded that the States built and maintained Alderney's batteries and guard-houses. In 1807 the British Government granted £8,000 for the building of barracks and a hospital for 800 troops, but these were for the garrison, although probably Militiamen benefited considerably, since the bulk of their training must have come from associating with the military insular defence.

In 1831 the Militias of the Channel Islands were made "Royal". Twenty years later the Alderney force, comprising artillery and infantry, totalled about 150 men. Of these approximately 100 were gunners and the remainder foot-soldiers. In 1853 the Lieutenant-Governor, Major-General John Bell, wrote to Lord Palmerston stating that Alderney's Militia field artillery and infantry were of little or no use as a field force, but might be of great value if trained as artillerymen for service in the forts with the Royal Artillery.

By this time the Victorian forts were being built on Alderney and since 140 guns were to be mounted the number of regular gunners was insufficient. His Excellency's letter (preserved in the archives of Government House, Guernsey) revealed that there were only enough gunners to man Fort Grosnez, armed with 27 heavy guns it was stated, which was then the principal fort, although others were under construction. The idea of disbanding the infantry and concentrating all Militiamen in the artillery was later adopted.

In 1860 it was proposed to purchase a house in St. Anne's for use as a military arsenal. It was the property of J.H. Le Mesurier and was for sale at £600. It stood in Ollivier Street and would provide space for a drill-room, band-room, an area for gun-training and accommodation for the manual fire-engine. The Alderney States agreed to its purchase and the building continued to serve the Militia until it was disbanded. In 1954 the building was demolished.

In the middle of the last century smuggling by the coast was rife and some of the smugglers purchased property near Mannez in order to carry on their "free trade" between the French coast and the Island. Government was perturbed at this activity and instructed the Alderney authorities to curb it and to keep particular watch on the cottage on Burhou, suspected of being used by French smugglers. Perhaps the Victorian Militia men assisted in this vigilance.

The troops of the Alderney Militia turned out on the occasion of laying the foundation stone of the breakwater in 1847, when the field-guns fired a salute. The local troops were also on parade when Queen Victoria arrived at Braye in 1854, as Paul Naftel's excellent drawing clearly shows. This was probably the last occasion on which gunners and infantrymen paraded ceremonially.

In St. Anne's church the colours of the Militia infantry are preserved. In 1905 the Militia was again reorganised and compulsory service was discontinued. The number of men was reduced and this state of affairs continued until the First World War, when the Militia was temporarily disbanded, many of its troops serving in other regiments overseas. Earlier in the war, Alderney gunners manned the quick-firers at Fort Albert as well

as the field artillery pieces kept in the Butes gun-sheds and the cannon at Roselle Battery. The Militia manned Fort Grosnez for a period and used Fort Tourgis for training.

After the war, the Alderney Militia was revived, but only for a few years. By 1928 the Channel Islands Militias had become of small importance in the eyes of the War Office and the island authorities were informed that the British Government would no longer pay for their upkeep. Accordingly, the Militias of Jersey and Guernsey were reduced in size and maintained by the States, while that of Alderney was disbanded.

At the Annual Dinner of the Royal British Legion it is customary for those present to stand and state the regiment in which they served during the last war. It is with a sense of pride that one or two veterans rise and say "Royal Alderney Militia", for it was this little force that helped to keep the Island as it has been since the days when its men and women kept watch for the foe.

Historical records are invaluable, but how much more readable are personal reminiscences! Happily, memories of Alderney's Militia have been reserved, through the medium of the Guernsey Evening Press, and I append some of these to round off this article. In 1963 I interviewed Mr. Fred Odoire, of Balmoral, who served in the Militia Artillery, training at Fort Tourgis. He helped to man the 6in. guns mounted there. He served in Alderney throughout World War 1, but had some time off to attend to civilian affairs, though if a signal were made at Fort Albert he would have to resume duty at once. He recalled the 9pdr and 12pdr field guns kept at Butes and remembered the King's Birthday parades held there. The Bandmaster was John Brooks-Effard, of the 1720 House. Mr. Odoire stated that Militia Engineers manned the searchlights at Roselle Battery.

When I interviewed Mr. Tom Herivel in 1969 he too recalled the horse-drawn guns, which were shot in practice from La Giffoine, the targets being on Burhou. There was one occasion when a shell almost hit the Lieutenant-Governor, who was visiting Burhou at the time. Happily, he was not hit, but clearly there was some discussion on the matter later on. Gunners also fired at targets towed by the War Department vessel "Buller". During the First World War Mr. Herivel, of the Blaye, worked the guns at Fort Albert.

Mr. W.R. Hammond, interviewed in 1961, had interesting memories of the Militia. His artillery instructor was his father, a sergeant-major of the Royal Artillery and later landlord of the Campania; this was in 1901. My informant mentioned eight 15pdr field guns stored at Butes, each drawn by four horses. The animals were kept by farmers, who used them when they were not needed for army purposes. Mr. Hammond remembered the searchlights at Fort Albert, one of which covered the breakwater (this light was fixed) and the other covered the harbour (this had a moveable beam).

Further memories of the Militia have already appeared in *Bulletins of the Alderney Society and Museum*. That for June 1972, contained Mr. Archie Rowe's reminiscences ("Granddad's Alderney Army", by M.H. Bradshaw-Jones); the issue for December 1972 ("The Militiaman's Hat", by P.M. Wilson), described a hat brought to the Museum for attention; The December 1979 Bulletin

referred to the Militia in Barbara Wilks' "Alderney in 1859"; that of September 1981 contained a contribution by myself: "All was not well on Butes".

APPENDIX

A 1798 Almanack (one of the earliest published) contains these details of the Alderney Militia:—

Artillery: Captains Pierre Gauvain and Jean Sanford.

Lieutenants: Joseph Lorani (sic), Nicolas Robilliard, William Sanford, Phillipe Brine, Nicolas Ollivier, Amice Ollivier, Jean Rogers.

Infantry: Major Nicolas Robilliard. Captains Pierre Le Cocq (Adjutant), Jean Gauvain, Thomas Nicolas Robilliard. Lieutenants Nicolas Barbenson snr., Nicolas Barbenson junr., Samuel Le Cocq, Jean Le Mesurier, Thomas Le Cocq, Frederick Williams, Pierre Simon, Jean Le Ber, Pierre Gauvain.

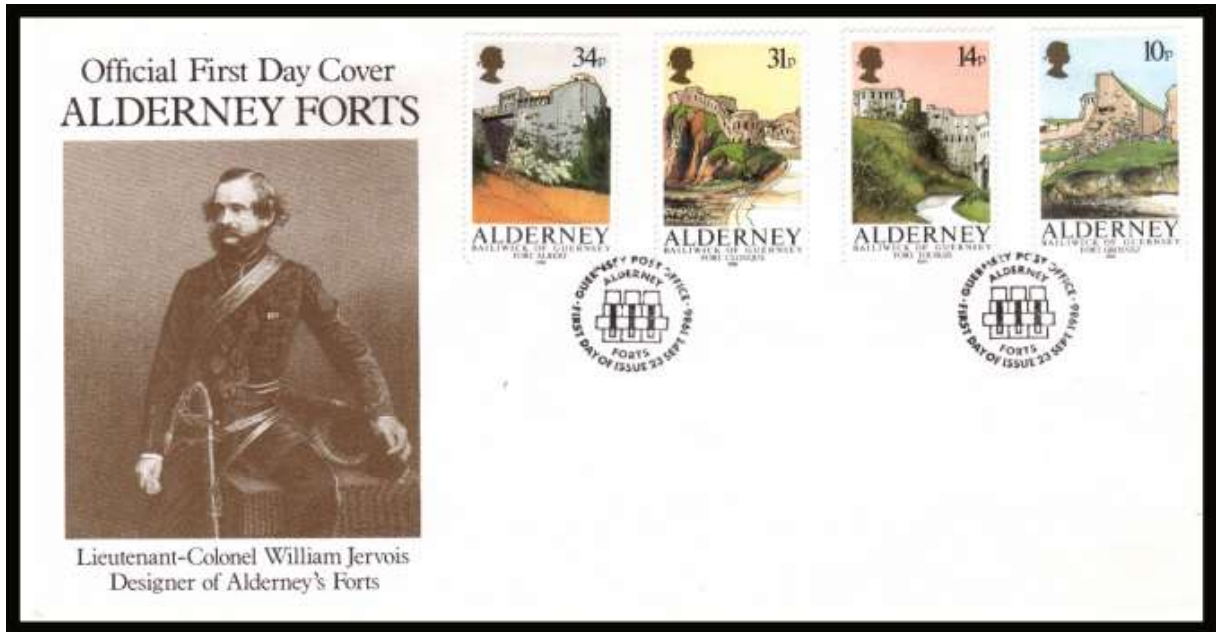
By comparison, the 1928 Press Directory reveals that the Militia (a year before it was dissolved) was commanded by Lieut. Col. W.R. Thompson, assisted by Lieut. S.A. Gaudion and 2nd Lieuts. J.M.V. May and A. A. Fletcher-Jones. Adjutant was Capt. H.G.T. de Sausmarez, R.A., the chaplain and the Rev. J. Le Brun and Sergt. T.P. Lydon, R.A. was Permanent Staff.

In 1851, Louisa Lane Clarke, in her Guide to Alderney, mentioned the women's martial costume, adding that they "manned" beacons and a watch-house

at La Giffoine. Other beacons were on Essex Hill and at Longis and Longis Common, according to a map in the Guille-Allès Library, Guernsey and Capt. M. White's map of 1824. Mrs Clarke wrote that during the Napoleonic Wars a French vessel spotted red-coats on the cliffs and sheered off. Actually, they were women.

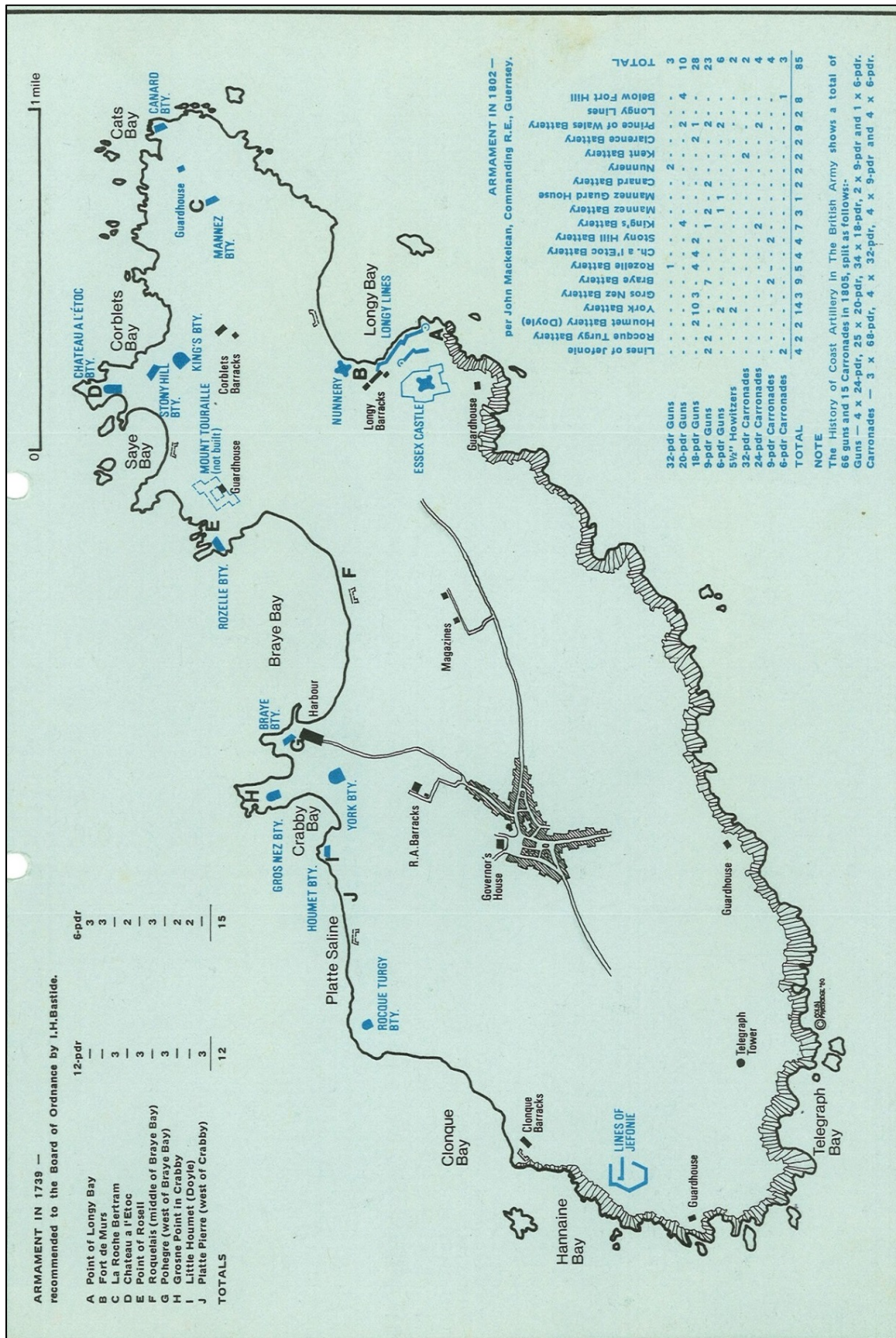
In "The History of Coast Artillery", by K.W. Maurice-Jones, it was stated that "In Alderney the coast defence batteries were always manned by the island militia". In 1781 the Royal Alderney Artillery was re-organised as coast artillery. It was formed into garrison companies and allocated to the coast defence of the island, which it was to man on mobilisation. The volume mentioned that in 1805 (the year of Trafalgar) Alderney's guns were as follow: 4-24pdrs., 25-20pdrs., 34-18pdrs., 2-9pdrs., 1-6pdr., 3-69pdr. carronades, 4-32pdrs., 4-12pdrs., and 4-6pdr. carronades. Their positions were not stated in the book, unfortunately. In 1914 Alderney had 2-6in. and 2-12in. pdr. guns. Probably more ancient artillery was ignored.

The Guernsey Evening Press, describing Alderney's celebrations at King George's Jubilee celebrations in June 1935, stated that the Militia was "recreated" with a team of six horses drawing a gun and limber, together with a party of infantrymen, all dressed in early 19th century uniform. The party was under the command of Capt. J.F.R. Le Mesurier and formed part of the island's cavalcade.



Part of the official first day cover of the Alderney fort series of stamps
(23 September 1986)





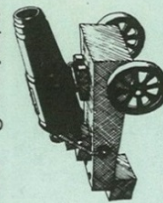
in black on the map, as explained by the key in that colour. Peter Le Mesurier, in 1777, reorganised the Island Militia into an efficient force with the support of the British government.

Military importance returned to the island with the onset of the Napoleonic Wars. In 1782 the British government sent a garrison of some 300 men who were housed in The Nunnery, (so nicknamed by soldiery at this time) and neighbouring buildings. Barracks were built below Essex Hill and above Clonque, followed later by Fort Doyle and and by the Telegraph Tower for communication with Guernsey and Jersey, via Sark. Other quite substantial fortifications, now mostly hidden by later Victorian and German works, were built or refurbished as shown in blue on the map.

By the end of the Napoleonic Wars Alderney mounted imposing artillery defences for an island with a population between 1,000 and 1,500. These guns and carronades were manned by the Island Militia with the help of one Master-Gunner and two Invalid Gunners. The carronade, made by the Carron Company in Scotland, was invented in 1776 and extensively used at sea and on land. It was shorter and lighter, calibre for calibre, than the normal mid-18th century weapons, and much easier to handle.

After the Napoleonic Wars there was a general run down in the British home defences which caused anxiety to some authorities, including the Duke of Wellington. Accordingly, in 1830, a design for a "Strong Redoubt with Keep" at Mount Touraille for 250 men and twelve guns was submitted by the Commanding Royal Engineer, Guernsey, but turned down in London.

It is salutary to compare this phase of the progressive fortification of Alderney with the vast and wasteful military construction in the Victorian and Second World War eras, described respectively in the other two pamphlets in this series; wasteful, because each, before completion, was already overtaken by events. © C.A.Hynes/c.w.Partridge



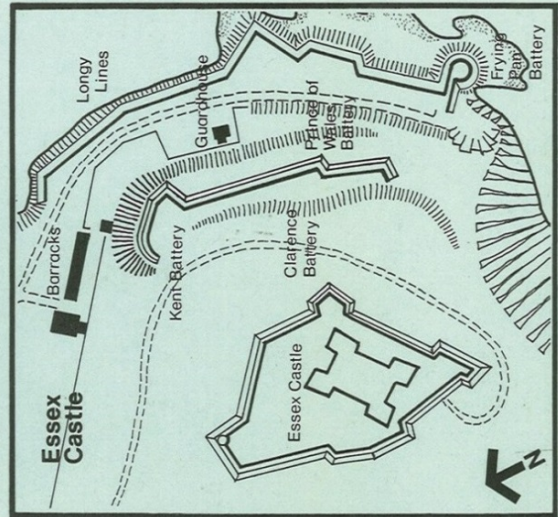
32-pounder Carronade

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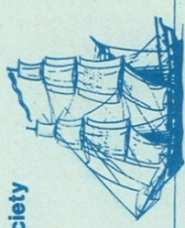
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Essex Castle, without gazebo (circa 1810), and Longy Lines. See also plan below. (reproduced by courtesy of Prialux Library)



Alderney Society



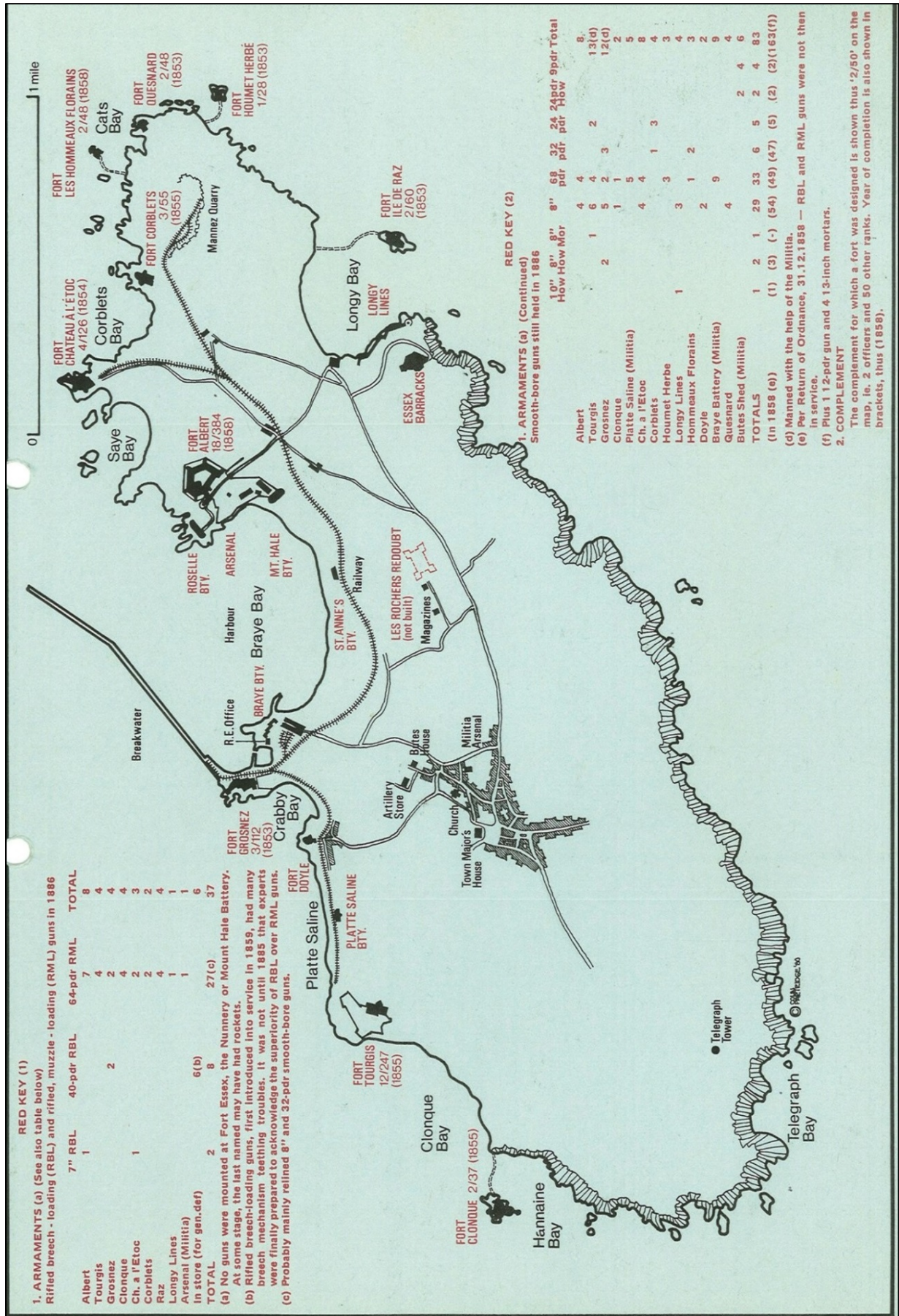
1. PRE-VICTORIAN

A Guide to the Fortifications of Alderney

It was not until the middle of the 16th century that any serious attempt was made to fortify the island. Earlier, at Longy Bay, which offers natural shelter from west winds, a Roman fort may have existed at The Nunnery site, as a Roman as well as Iron Age remains have been found in the vicinity. Braye Bay, offering shelter from east winds, was never so important before Henry Le Mesurier built the stone jetty and warehouses there in 1736.

In 1546, under Henry VIII, fortifications were started and, under the Protector, Somerset, vigorously continued on Essex Hill and Longy. A garrison and labour force were provided, but for reasons of economy, these were withdrawn in 1554 during Catholic Mary's reign before all the works could be completed. What remains today of the upper fort are the north and west sides only of the outer wall, within which could be accommodated the islanders and their flocks. In the centre of this enclosure was the main fort itself, divided into four donjons. This structure and the east and south walls were razed when the Victorian barracks, (later hospital) known as Essex Castle, were built in the 1840s. Between 1812 and 1818, John Le Mesurier added the domed tower or gazebo which is such a prominent landmark.

With the construction of the stone jetty at Braye in 1736 and the outbreak of the Seven Years War in 1756, Alderney entered a prosperous era, mainly due to the proceeds from privateering to which the islanders took readily. Battery sites about that time are marked A to J



This was countered by the introduction of the Iron Clad warship in 1858, later entirely steel, largely immune to such missiles, but displacing a very much greater tonnage. Against such ships only rifled guns, firing projectiles with considerably greater penetration and range, were effective. Starting in 1863 steps were taken, therefore, to reline existing cast iron, smooth-bore guns with rifled, wrought iron tubes, as it was quite impossible quickly to replace such large numbers of these guns by new construction.

Meanwhile, the string of stone-faced forts constructed in Alderney over the period 1850 to 1858 are, in many cases, distinctly reminiscent of castles embodying such romantic features of outdated military architecture as exposed curtain walls, machicolations and drawbridges, supplemented by contemporary features such as glacis slopes and caponiers. Captain William Jervois, RE. (later Lt-General) was responsible for the design of all of the forts with the exception of Grosnez, assisted by several junior officers, including the youthful Lieutenant Gordon (later Gordon of Khartoum). Layout, though traditional, employed new techniques such as artillery platforms supported on brick vaulting resting on cast iron beams, held laterally by iron tie bars.

Mount Touraille was chosen as the site of the main defence, later renamed Fort Albert, though Les Rochers had previously been considered for this purpose.

By 1864 more than a million pounds had been spent on the breakwater to provide a harbour still not big enough for warships of the tonnage by then contemplated. In addition, over a quarter of a million pounds had gone on fortifications, in turn themselves outmoded by the increased range and penetration of the rifled gun and howitzer, supplemented by the heavy mortar.

The very mixed armament in the forts in 1866, as was to be expected by this rapid turn of events, is shown in the map key. This impressive array of ordnance had, during the run up to the First World War, dwindled to only two 6-inch BL and two 12-pdr QF guns.

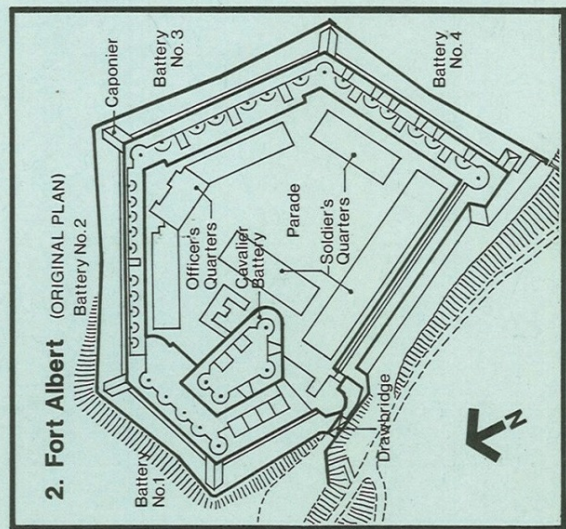
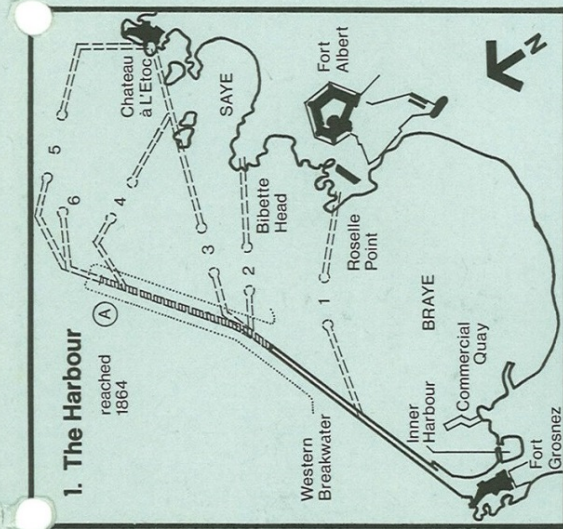
Changes in population, due to the imported labour force and garrison, had a marked impact on the island's economy. By 1851 the population had risen from less than 1,500 to 3,333, reaching a peak of 4,932 in 1861 and then falling to about 1,850 in 1891.

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A Guide to the Fortifications of Alderney

Some 25 years after the exile of Napoleon, the French proceeded to create a strongly fortified naval base at Cherbourg. To counter this, the British Government, influenced by the francophile Lord Palmerston, authorised construction of a "harbour of refuge and observation" at Alderney, complemented by perimeter forts on all but the southern, cliff-bound coast of the island.

In 1844 the Admiralty commissioned a design for a modest harbour of 67 acres at Braye enclosed by two breakwaters. Work on the western one was started in 1847 (see Fig. 1). As will be seen from the plan, the original design was progressively stretched, culminating with actual construction by 1864 of a single length of 1,600 yards (1,462m) out to point A, thus increasing the harbour to 150 acres. The last, seaward deflected portion of 600 yards (548m) of this breakwater was extremely difficult to construct and more so to maintain. After persistent gale damage it was, therefore, abandoned and now forms an underwater, artificial reef upon which seas often break.

The attractive inner, stone-faced harbour was built between 1847 and 1849 to shelter barges and other craft engaged in building the breakwater. The commercial concrete quay was built much later between 1895 and 1900.

This vacillation over the breakwater design requirement was due to the extremely rapid pace of developments in naval and military warfare at this time. The Crimea War of 1854 showed the effectiveness of smooth-bore guns firing explosive-filled spherical shells against wooden ships.

close knit defences comprised thirteen strongpoints and twelve resistance nests split into four sectors. Much larger Jersey and Guernsey, by comparison, had only thirteen and twelve strongpoints respectively. The black key gives more information about guns and mines.

The German garrison totalled some 3,200, made up of 890 infantry; 590 Navy; 1,050 Air Force; 70 artillery; 200 service corps and 400 auxiliaries. By way of explanation, manning German coast defence guns was primarily a naval responsibility, as was anti-aircraft an Air Force one. Incidentally, the airstrip was deliberately made unusable to prevent use by the British, so no flying personnel are included in the above quota.

Battery "Annes" gun positions and those of the heavy anti-aircraft battery at Mannez were constructed to the highest fortress standard, as also were the casemated 10.5 cm and some anti-tank gun positions, headquarters and command bunkers, observation posts and the Longy anti-tank wall in particular. Of the Victorian forts, only Les Hommeaux Florains and Houmet Herbe were not strengthened for use.

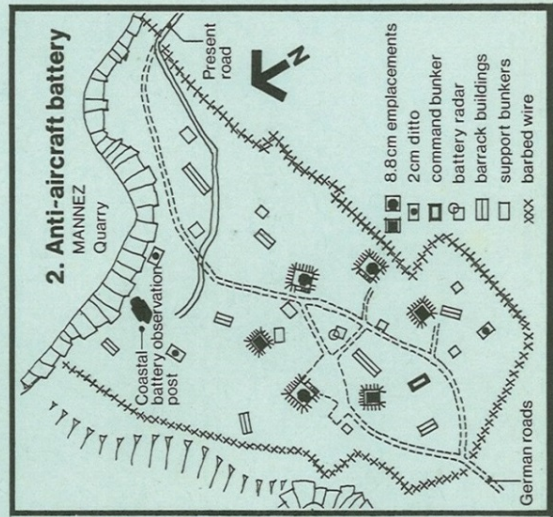
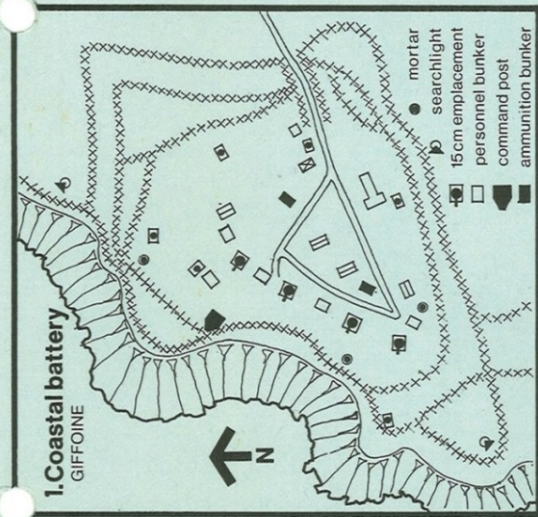
Battery "Blücher" outranged the other two coastal batteries by 2,800 metres and was able to harass the American forces on Cap de la Hague in July 1944. For that reason its guns were temporarily silenced by the 16-inch guns of HMS Rodney. No trace of this battery's gun positions now remain because, being located on good agricultural land, they were completely removed after the war. Nearby, the peculiar concrete and granite battery observation post still remains however.

In exploring these and other works, note the standardisation of design, at least in details where not in whole. The incomplete 10.5cm gun casemate near the Lighthouse shows construction methods for an important defence work. In general, note too the design of entrances with their right-angle turn, protected by a rifle or light machine-gun embrasure. Emergency exits are provided by horizontal access to the bottom of a vertical escape shaft. Tobruk pits, with separate access, cover an all-round field of fire for local defence, mounting rings for weapons or tank turrets. Many accommodation units still reveal provision for gas-proofing, forced ventilation and bunks. © C.A.Hynes/C.W.Partridge

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A Guide to the Fortifications of Alderney

In 1929, for reasons of economy, the two 6-inch and two 12-pdr coast artillery guns in Alderney, manned by the Island Militia, were dismantled along with the guns in Jersey and Guernsey.

So, with the exodus of all except a handful of its population on 23rd June 1940 and the arrival a week later of the German forces, Alderney had by then been without coast defences for more than a decade. This deficiency was to be made good with a vengeance by the Germans during the next five years as this pamphlet shows, though to even less useful purpose than the Victorian counterparts.

The forced labour for this vast undertaking was accommodated in the three Organisation Todt camps, Helgoland, Norderney and Borkum, holding up to 1,500 each, and the SS Baubrigade 1 camp Sylt holding 500. To handle the enormous shipments of material required, a steel jetty (demolished in 1978) was constructed, extending the present quay.

The total amount of concrete poured by September 1944, when contact with the continent was severed, was some 86,000 cubic metres, involving the excavation of many tons of rock. Notwithstanding this, the percentage completion of projected fortress work by then was only 40% in Alderney. The large observation tower at Mannez, with basement and three floors providing observation for each of the three coastal batteries, was itself, for example, only one of six such projected.

It will be seen from the green detail on the map that the

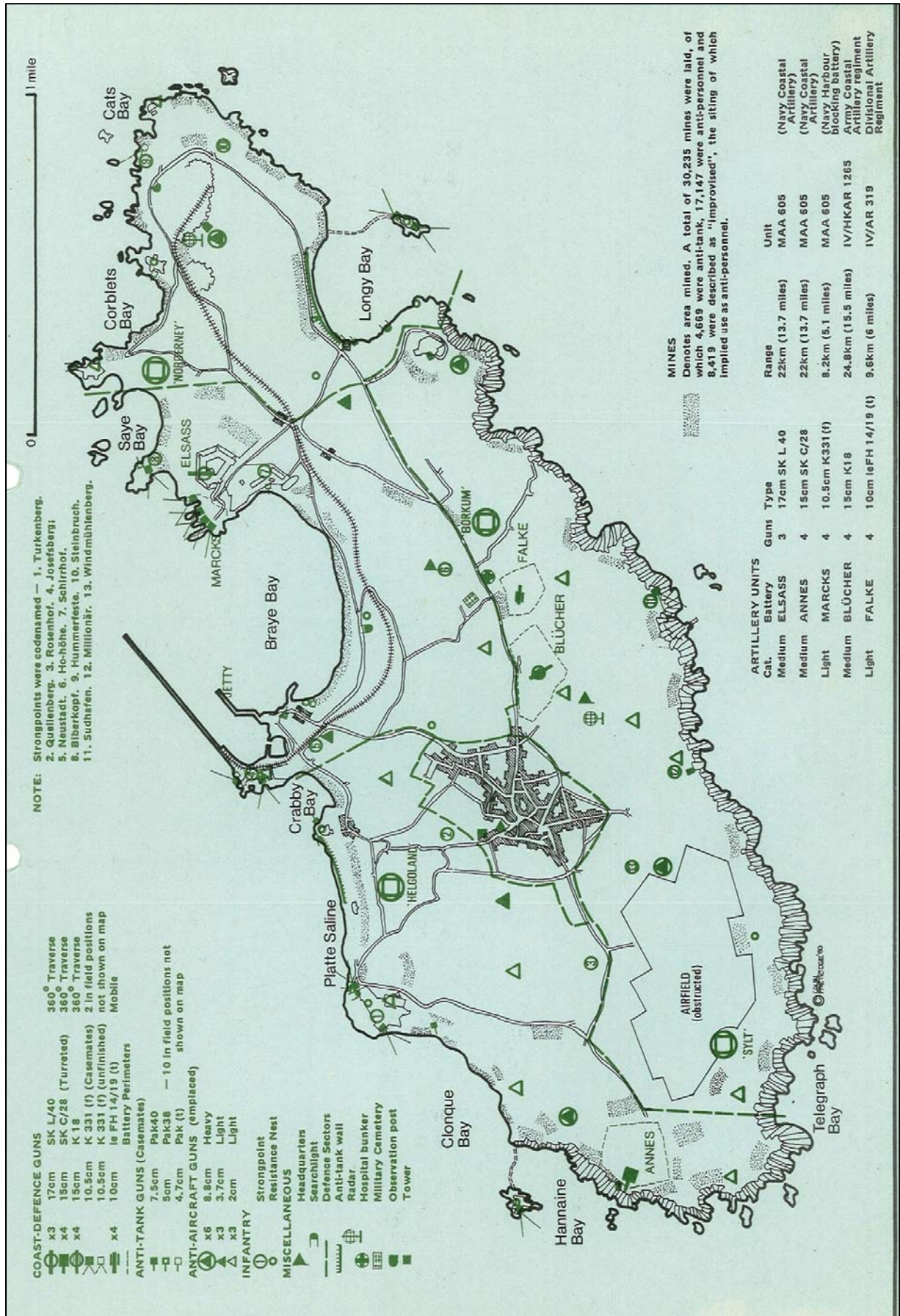


Plate VII.

R.C.D.
3204

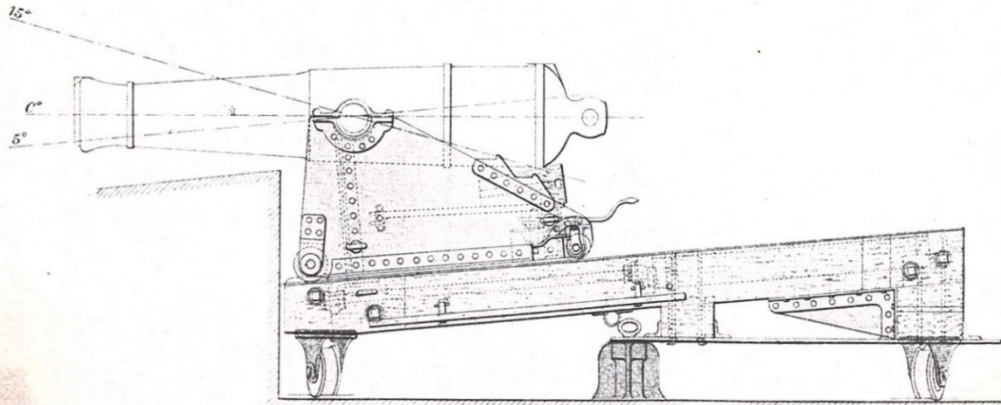
CARRIAGE, GARRISON, SLIDING, MEDIUM N° 10.

Iron R.M.L. 64 P^r. 71 Cwt. 4 ft. 3 in. or 3 ft. 6 in. parapet, for platforms, N^{os} 11 & 12.

PLATFORM, TRAVERSING, MEDIUM N° 11.

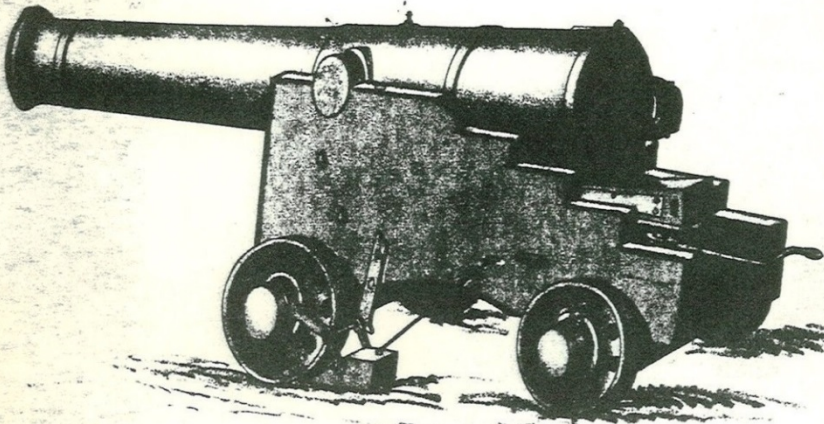
Wood. B.L. 7 inch 82 cwt. R.M.L. 64 P^r. 71 Cwt. and 58 Cwt. 4 ft. 3 in. parapet for iron carriages N^{os} 2, 10, & 13 (13 ft. 2 in. long.)

Scale, $\frac{3}{8}$ in - 1 Foot.



DANGERFIELD, LITH. 22, BEDFORD ST COVENT GARDEN: 3111 3/86.

**64 P^r
32 P^r CONVERTED CAST IRON RIFLED M.L. GUN.**
MOUNTED ON WOOD GARRISON CARRIAGE.



Lith. at the R.C.D. H. Butler, Lith.

*Es. P. Field
Genl. A. C. W.*

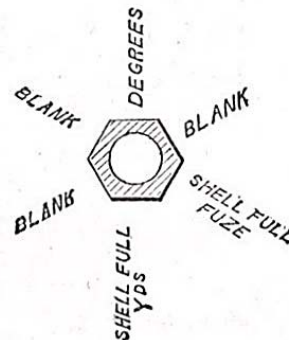
64-pr. rifled muzzle-loading Gun of 58 cwt. converted from a 32-pr. cast iron Gun of 58 cwt.

DESCRIPTION.

Length	{	total	9 feet 6 inches.
		of bore	9 feet 0.45 inches.
		of rifling	8 feet 5.45 inches.
Preponderance		6 cwt.	
Calibre... ..		6.29 inches.	
Nominal weight... ..		58 cwt.	
Grooves		3	
Twist of rifling uniform, ...		1 in 40 calibres.	

SIGHTING (see plate I).

The gun is provided with two sights, viz. :—
 1 centre hind sight. This is a short scale for use at close quarters and moderate ranges. It works in a gun-metal socket fixed in the gun, and is provided with a set screw; is six-sided, and marked as follows :—



1 centre fore sight. Consists of a pillar, collar, and socket of gun-metal, a steel leaf, and screw for fixing the leaf. The socket is permanently fixed in a bracket attached to the gun; the pillar and collar each lock into it with a bayonet joint—so that when once the sight is in its true position it cannot be removed without first raising the collar and turning the pillar round a quarter of a circle.

PROJECTILES.

		WEIGHT.	
		lbs. ozs.	
Shells,	{	* Common.—See plate II { empty	57 9
		Shrapnel.—See plate III { filled, with 7 lbs. bursting charge ...	64 9
			{ filled, with 234 mixed metal bullets, } 65 0	14 per lb., and 5 ozs. bursting charge
Shot,	{	Case, filled with 49-8 oz. sand shot, clay and sand.—See plate IV	51 11
		Spherical, (for practice only).	32 0

Common shell is used on land fronts against earthworks, buildings, &c.; on sea fronts against shipping.

Shrapnel shell is used when the range is beyond the effective power of case shot; on land fronts against bodies of troops, on sea fronts against boats.

Case shot is used for close quarters against troops or boats.

CHARGES.

Full or service 8 lbs. L. G. powder.

VELOCITY.

1245 feet (initial).

FUZES.

Percussion, R. L., for use with common shell intended to burst on impact or on graze, and for shrapnel intended to burst on graze.—See plate V.

Wood, time,	{	5 seconds M. L. O., for use with shrapnel shell when time of flight is less than 5 seconds.—See plate VI.
		9 seconds M. L. O., for use with common shell when time of flight is less than 9 seconds, and for shrapnel shell when the 5 seconds fuze is not available.—See plate VII.
		20 seconds M. L. O., for use with common shell when time of flight is longer than 9 seconds.—See plate VIII.

* There are two patterns of these shells in use—one 14 inches and the other 16 inches in length.

NOTE.—Hollow shot, if there are any in store, are to be used for practice; where there are none, common shell, empty and plugged, should be used.

SERVING AND WORKING THE GUN.

The gun detachment consists of one non-commissioned officer, and nine gunners.

"Telling off."—The men fall in two deep, the non-commissioned officer gives the word "Tell off." [The men are told off as for M. L. guns.]

The detachment is marched into the battery and is halted in line, facing the parapet, and to the left rear of the gun which is to be worked. The detachment is now in the position of "detachment rear," or that which it occupies when it comes into the battery as a relief, and whilst the relieved party is marching off.

"Take post under cover."—No. 1 gives "right turn," and (after turning with his detachment, takes an oblique pace to his left rear) "double march." The detachment, stepping off, wheels to its left at the left corner of the platform, the front rank filing to the left of the gun, the rear rank to the right; Nos. 2 and 3 halting close to the parapet, and near the mouth of the embrasure, the other numbers forming upon their right and left in succession, No. 1 following in rear of the rear rank; they turn to the right about together.

The detachment, now close to the parapet, is in the position it should occupy when not actively engaged in working the gun.

When there is no parapet the detachment files on to the gun, at the command, "Take post at the gun," Nos. 2 and 3 halting in line with the muzzle, Nos. 4 and 5 the trunnions, Nos. 6 and 7 the vent, No. 1 the trail, and the whole in *echelon*.

GENERAL DETAIL OF DUTIES FOR DETACHMENTS OF 10 MEN.

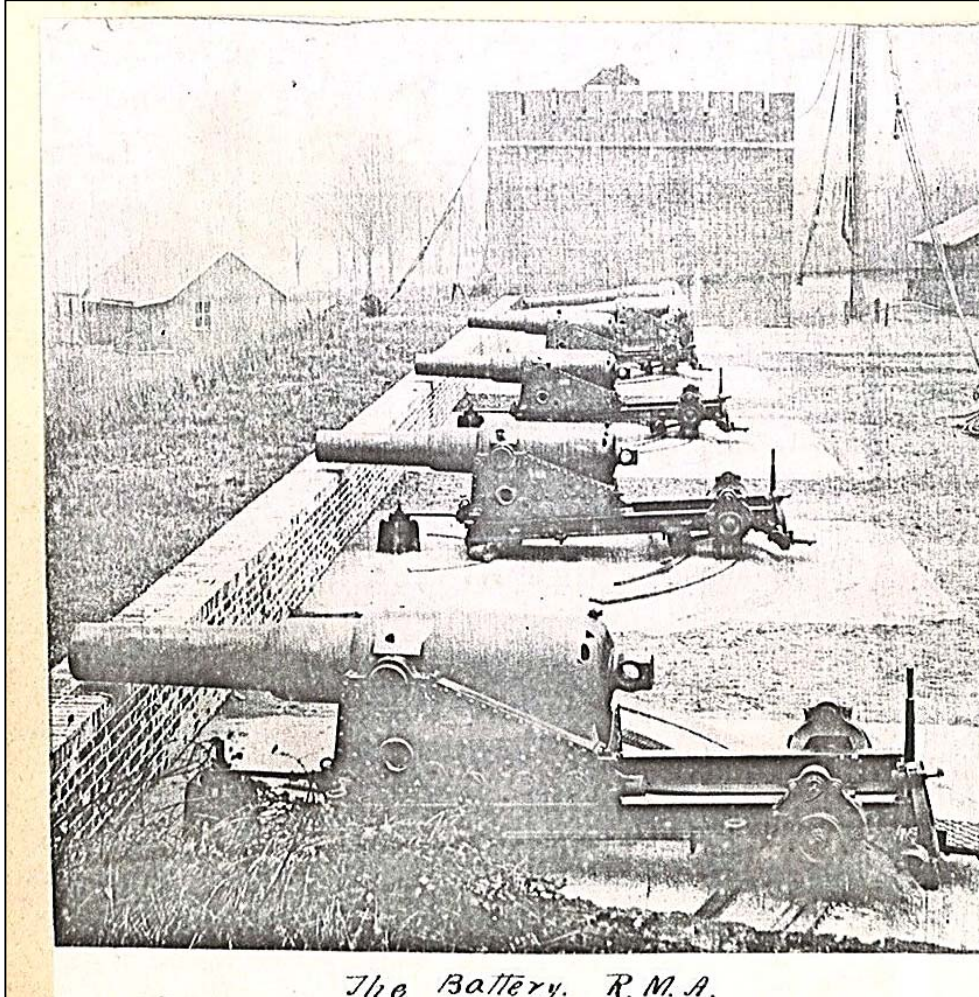
- No. 1.—Points, commands, and directs the gun into the line of fire in running up.
 No. 2.—Searches, sponges, rams home, runs up, and elevates.
 No. 3.—Loads, assists to ram home, runs up, elevates, and uncaps fuze when in bore.
 No. 4.—Clears the vent, serves it, pricks cartridges, runs up and traverses.
 No. 5.—Serves No. 3 with projectiles, wads if necessary, runs up and traverses.
 No. 6.—Supplies side arms to No. 2, cleans sponge if necessary, attends stool bed, elevating screw and quoin in laying, has charge of sponge bucket.
 No. 7.—Serves No. 3 with cartridges, makes ready and fires.
 No. 8.—Assists to prepare shells, and to supply gun with projectiles, and spare stores when necessary; brings up cartridges from magazine.
 No. 9.—Bores and fixes fuzes, prepares and brings up shells.
 No. 10.—Attends to the magazine and serves out cartridges to No. 8.
 Besides the men told off as above, some will be required to move powder barrels, load shell, &c.

AMMUNITION FOR 100 ROUNDS.

Cartridges, flannel, filled, 8 lbs.	...	...	100
Fuzes,	{	percussion, R. L.	60 for land fronts.
		Pettman, general service	60 for sea fronts.
		time, wood, M. L. O.	{ 5 seconds 25 9 " 50 20 " 25 } in cylinders of 5 each.
Match, slow	...	...	1 lb.
Portfires, common	...	...	4
Primers, brass, shrapnel shell	...	...	30
Shells, filled, with plugs,	{	common	60
		shrapnel	30
Shot, case	...	...	10
Tubes, friction, copper	...	...	125. In cylinders of 25 each.
* Wads, grummet, 32-pr.	...	...	At discretion of officer commanding R. A.
Wads, papier maché, fuze hole, general service	...	...	1 per shell.

RANGE TABLE.

Rifled common and shrapnel shell of 64 lbs.				Spherical solid shot of 32 lbs.		
Charge, 8 lbs. L. G. powder.						
Distance of object.	Elevation.	Fuze.		Distance of object.	Elevation.	Time of flight.
		Tenths.	Corresponding range.			
yards.	degs. mins.		yards.	yards.	degs. mins.	seconds.
100	0 10	1·0	175	100	0 9	0·25
200	0 21	1·5	265	200	0 18	0·52
300	0 32	2·0	350	300	0 28	0·80
400	0 43	2·5	430	400	0 39	1·09
500	0 55	3·0	510	500	0 51	1·39
600	1 7	3·5	590	600	1 4	1·71
700	1 19	4·0	670	700	1 18	2·04
800	1 32	4·5	750	800	1 33	2·38
900	1 45	5·0	830	900	1 49	2·73
1000	1 58	5·5	910	1000	2 6	3·10
1100	2 12	6·0	985	1100	2 24	3·48
1200	2 26	6·5	1065	1200	2 43	3·88
1300	2 40	7·0	1140	1300	3 2	4·29
1400	2 55	7·5	1215	1400	3 21	4·70
1500	3 10	8·0	1290	1500	3 42	5·13
1600	3 25	8·5	1365	1600	4 5	5·57
1700	3 41	9·0	1435	1700	4 29	6·02
1800	3 57	9·5	1505	1800	4 54	6·48
1900	4 14	10	1575	1900	5 21	6·95
2000	4 31	11	1715	2000	5 51	7·43
2100	4 48	12	1850	2100	6 19	7·93
2200	5 6	13	1980	2200	6 48	8·44
2300	5 25	14	2110	2300	7 18	8·96
2400	5 44	15	2235	2400	7 50	9·49
2500	6 4	16	2355	2500	8 23	10·03
2600	6 24	17	2475	2600	8 57	10·58
2700	6 45	18	2595	2700	9 31	11·14
2800	7 6	19	2715	2800	10 6	11·71
2900	7 28	20	2830	2900	10 42	12·29
3000	7 50	21	2945	3000	11 18	12·88
3100	8 13	22	3060	3100	11 55	13·48
3200	8 36	23	3170			
3300	9 0	24	3280			
3400	9 24	25	3385			
3500	9 49	26	3490			
3600	10 14	27	3595			



The Battery. R.M.A.

STORES FOR SERVICE OF 64-PR. R. M. L. GUNS.

Axletrees, wrought iron, round, with wheels and limber, for transporting gun carriages and traversing platforms	1 per district, 2 if over 10 traversing platforms.
Bags, canvas, { cylinder, wood, common hook-borer	1 per gun. 1 per gun.
Bars, crow, 6 feet	1 per battery.
Bits, hook-borer	6 per gun.
Boxes, tin { grease, half round tube, garrison, with strap	1 per 3 guns. 1 per gun, and 10 per cent. spare.
Brushes, piasaba	1 for 6 guns, for occasionally cleaning the bore after practice.
Buckets, wood, sponge	1 per gun.
Cans, tin, oil, lubricating	1 per 6 guns.
Caps, canvas, sponge	1 per sponge.
Carriages, complete. See <i>frontis-piece</i> . { wood, common standing and sliding dwarf traversing platforms.	32-pr. 58 cwt. 1 per gun, according to description of work.
Cases, leather, cartridge, No. 4.	2 per gun. To bring filled cartridges to gun in action.
Clippers, portfire	1 per battery.
Cylinders, wood, common	1 per gun.
Fids, wood, muzzle, 32-pr., for slinging guns.	1 per battery.
Flanges, iron, spare, for trucks of traversing platforms	1 to 20 platforms.
Gauges, iron, shot or shell, cylinder, high.	1 per district.
* Gyns, triangle, 18 feet, light, complete	1 per battery.
Hammers, claw, large	2 per battery.
Handles, hook-borer	1 per gun.
Handspikes, { common, bevelled, 6 feet metal roller, 7 feet	5 per common carriage, 2 per sliding carriage. 2 per sliding carriage.
Heads, spare, { rammer sponge	1 per 2 guns.
Hooks, hook-borer	2 per gun.
Horns, powder, miner's	1 per battery, for priming guns if required.
Instruments, extracting projectiles	1 per battery, and 2 spare per district. A bag is supplied to cover the head in transport.
Keys, iron, plug, general service	1 per gun.
Knives	2 per battery.
Lanyards, friction tube, garrison, tarred, 12 feet	3 per gun.
Levers, { iron { crow, 7 feet, for general purposes wood, { shod { platform, 4 feet	1 per 3 guns. 2 per gun on sliding carriage.
Linstocks, with cocks	1 per battery.
Pedestals, wood, to replace elevating screw of carriage when removed	1 per wood carriage.
Plugs, vent, Haye's pattern	1 per gun, to protect the vents of mounted guns.
Prickers, priming iron, garrison, 12-inch	2 per gun.
Punches, steel, vent, 12-inch	1 per 2 guns, for use when the pricker fails.
Rammers, with staves	2 per gun.
Ropes, { drag, heavy, pairs preventor	1 per district. 1 per sliding carriage.
Sights, spare, { centre hind centre fore	1 to 6 guns, or under.
Spanners, McMahon's, 15-inch	2 per battery.
Spikes, common	2 per gun, for spiking vents.
Sponges, with staves	2 per gun.
Staves, sponge or rammer, spare	1 per gun.
Sticks, portfire	2 per battery.
Tackle, double sets, complete, luff	1 per traversing platform.
Tampeons, wood	1 per gun, and 1 spare per 6 guns, to protect the bores.
Trucks, hollow soled, spare	1 to 20 traversing platforms.
Wadhooks, with staves	1 per 3 guns, for drawing the charge, and searching bore.
Wrenches, { for sights cross handled knock-up	1 per 10 guns. 1 per 10 traversing platforms. 1 per district.

* Unless a heavy gyn is available.

The following will be required for each room in which Laboratory operations are carried on.

Adzes, or hammers, copper, coopers', for opening powder barrels... ..	2 per cartridge filling room.
Barrows, powder, covered, for conveying powder barrels from magazine to filling room, and filled cartridges back to magazine... ..	2 per work.
Brushes, water carriage, for brushing shells outside filling room	2 per shell room.
Brushes, paint, sash, tool, No. 6, tied down so as to leave $\frac{3}{8}$ -inch of hair	In such quantities as may be required.
Cans, oil, pint, feeding	1 to 2 lanterns.
Drivers, coopers', boxwood, used with adze.	2 per cartridge filling room.
Drivers, screw, diaphragm shrapnel, large, for inserting and removing the primer in shrapnel shell	2 per shell filling room
Drifts, wood, general service	2 per shell filling room.
Extractors, fuze, small	1 per shell filling room.
Funnels, copper, cartridge.	3 per cartridge filling room.
Funnels, leather, copper spouts, common, large	2 per shell filling room.
Gauges, filled {brass, ring... ..	1 per cartridge filling room.
cartridge, {wood, lengths and diameters	1 per cartridge filling room.
Instructions, sheets	2 per shell or cartridge filling room.
Keys, iron, plug, general service	2 per shell filling room.
Mallets, mortar, for tapping shells when filling or searching	2 per shell filling room.
Needles, brass, laboratory, for sewing cartridges	5 per cartridge filling room.
Paint, ground, red, consisting of red lead 2 lbs., linseed oil $\frac{1}{4}$ pint, and litharge 2 ozs.	In such quantities as may be required from time to time.
Plates, stencil, for marking shells "filled".	1 per shell filling room.
Scales and weights, 8 lbs., sets... ..	1 per cartridge filling room.
Scissors, pairs, {gun-metal, 9 $\frac{1}{2}$ inch, for cutting choke off cartridge.	2 per cartridge filling room.
{lamp, for trimming wick.	1 to 2 lamps.
Scoop, copper, for taking powder out of barrels	1 per cartridge and shell filling room.
Scrapers, copper, shell, small	1 per shell room.
Shoes, magazine, pairs	4 per cartridge and shell filling room.
Wadmiltits, small, 9 ft. x 6 ft., for protecting ammunition	2 per filling room.
Worsted, No. 14. {for choking cartridges.	4 ozs. to 100 rounds.
{for repairing do.	2 ozs. per gun.

For each battery or work.

Tools, smiths' and wheelers', for repair of guns and carriages.
 Lanterns, copper, magazine, with wick and oil 2 per work.

For each district.

The necessary machines for moving and mounting the guns.

For drill and practice.

Bags, calico, for blowing charge of common shell.	} As may be required.
Cartridges, drill, wood, covered with raw hide.	
Shot, spherical.	
Tubes, dummy, drill.	

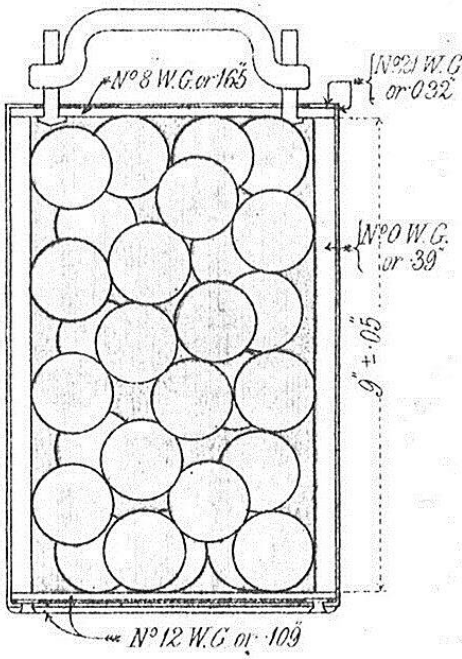
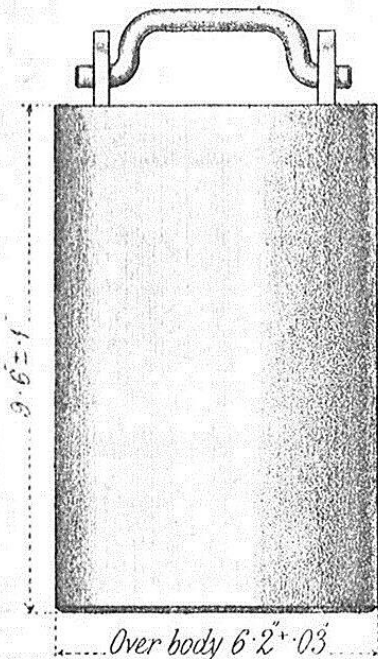
SHOT RIFLED MUZZLE LOADING CASE

64 PR

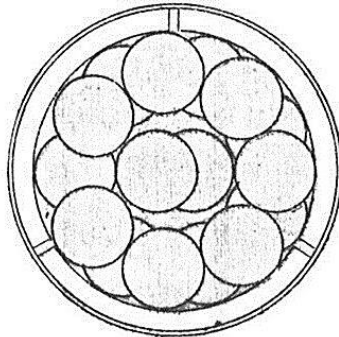
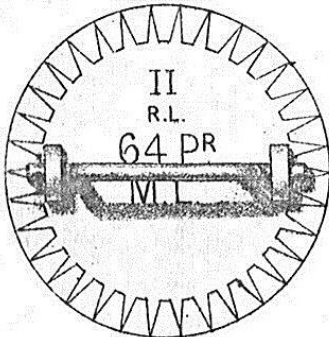
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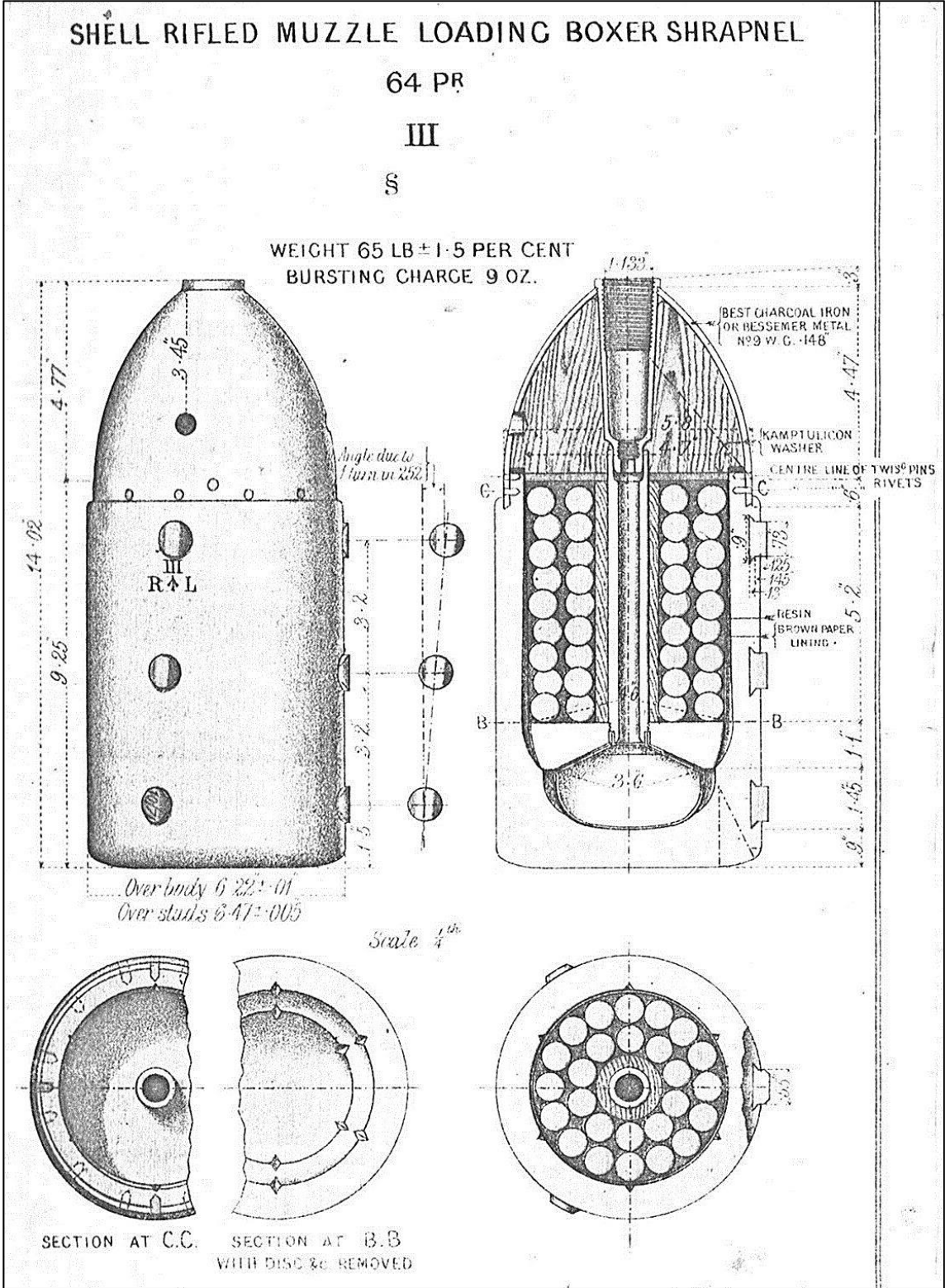
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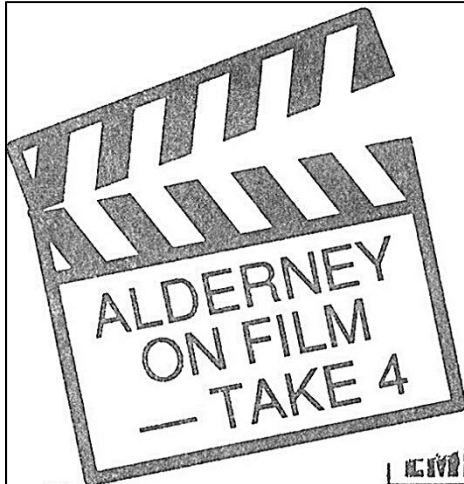
	lb.	oz.
IRON CASE	20	13
8oz. SAND SHOT 49	23	14
CLAY & SAND	6	14
AVERAGE WEIGHT	51	0 ± 2 lb



Scale 1/4th







When islanders became 'stars' of naval drama

Jill Watson's flashback to filming at Fort Clonque

SEVERAL Alderney lads had the chance to appear in a film when MGM came to the island in 1953 to shoot scenes for "Crest of the Wave" at Fort Clonque.

The film was a screen adaptation of a popular comedy "Seagulls over Sorrento" by Hugh Hastings, which ran for several years in London's West End.

Under the expertise of the producer, John Boulting, and the director, his twin brother Roy, a stage farce became an action-packed naval drama about a secret anti-submarine weapon and the tensions created when a small group of men are incarcerated in a lonely place.

The action takes place on a remote island off Scotland and the Boulting brothers visited Guernsey and Herm before deciding that Alderney's Fort Clonque was the perfect setting for their secret experimental station.



A number of alterations were made to the fort before filming could begin, including "concrete and steel" doors and several bunkers, all made from plywood and plaster but difficult to tell from the real thing.

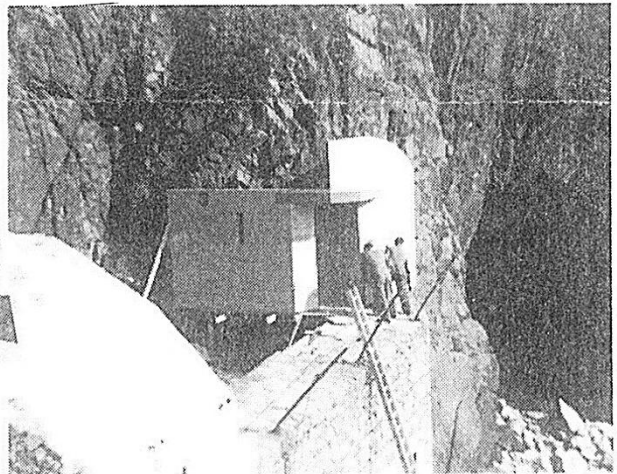
MGM wanted an American angle to the story so the film — which was released in Britain under its stage title — would have more appeal to audiences in the United States. So three Americans were introduced into the story and Gene Kelly was chosen for the leading role.

In fact, Kelly never came to Alderney — a stand-in was used for long shots of his character and all his filming was done in London studios.

Members of the cast who came to the island were Sidney James, Bernard Lee (seen later as "M" in the Bond films), John Justin, Patrick



SCENE from the film: Sid James (centre) with Ray Jackson (right) and David Orr.



BUILDING THE SET at Fort Clonque — all timber and plaster.

Milk o' Punch got the filming off to a good start!

Doonan, Patrick Barr, Michael Newall, John Fabian, Fred Wayne, Geoffrey Richards, David Orr, Ray Jackson, Peter Bathurst and John Horsley.

Among local extras, who played the parts of naval ratings were David Duplain, Barry McLernon, Billy Le Poullain, Barbie Cosheril and John Sumner.

The making of the film caused a great deal of excitement on the island and hotels and guest houses were packed with actors and technicians. Many stayed at the Grand Hotel and Sid James was at the Harbour Lights.

The first Sunday they were on the island was Milk o' Punch day, which got things off to a good start!

Some scenes were shot on Jersey and featured two midget submarines which were used during the 1939-45 war and were lent to the film company by the Royal Navy. Their most famous exploit was the damaging of the giant Ger-



ISLAND EXTRAS: From left, back: Billy Le Poullain, Dave Bell, Michael Burnett, Dave Duplain, John Sumner, Leslie Miller, unknown; front: unknown, Barbie Cosheril, Bob Stevenson. **BELOW:** Dave Duplain, unknown, Barry McLernon.

man battleship Tirpitz in a Norwegian fjord.

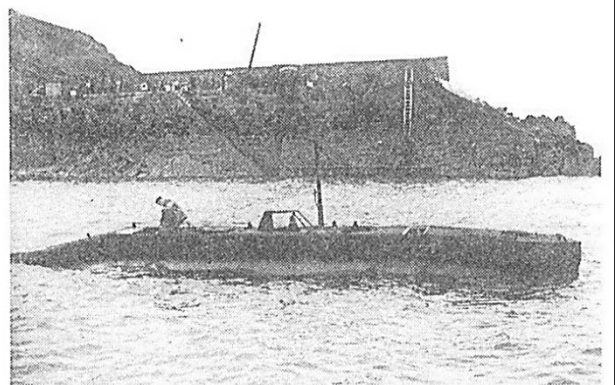
The film had its premiere at the Empire Cinema, Leicester Square, London, in 1954. The band of the Royal Marines played and one of the special guests was Ralph Duplain, owner of Fort Clonque.

From time to time the film is shown on TV and is well worth looking out for despite the comment in Leslie Halliwell's Film Guide: "A long-running British service comedy has been Americanised to little effect, but it remains just about watchable."

Islanders will find it fascinating — Clonque looks magnificent, although some parts of it are a little difficult to recognise.

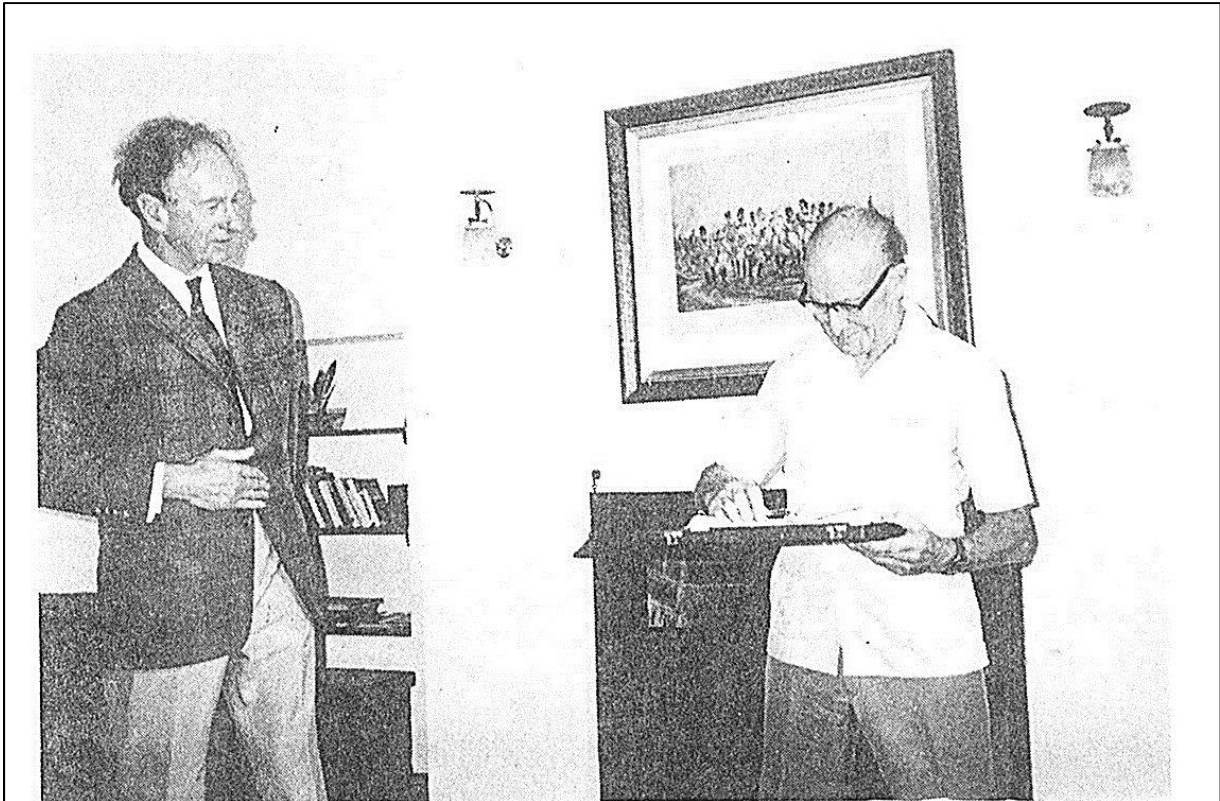


FILM CREW at work.



SUBMARINE — made of wood and filmed in Jersey.

ALDERNEY MAGAZINE, SUMMER 1993 — 21



To mark his retirement after 20 years with the Landmark Trust, Arthur Markell is presented with a plasterer's trowel in silver by the Trust's founder, John Smith (left). Barbara Benton

LANDMARK TRUST HONOURS ARTHUR MARKELL

It was fitting that when the Landmark Trust decided to honour Arthur Markell with a reception to mark his retirement, they should do so in Fort Clonque. For he more than anyone else has left his mark there. For the past 20 years, he has devoted all his energies to carrying out a steady programme of restoration at the Fort, one of the Island's most dramatic and picturesque Victorian defenses, and its appearance today is due in no small measure to Arthur's skill and devotion.

It was in 1966 that the founder of the Landmark Trust, John Smith, came to Alderney to negotiate the purchase of Fort Clonque from the Duplain family. During those negotiations, he met and had long discussions with "an enthusiastic young man" about the possible conversion and restoration of the Fort. That man was Arthur Markell, at the time responsible for the maintenance of the Admiralty breakwater.

Due to retire as Superintendent of the Breakwater, Arthur was persuaded by Mr Smith to come and work for the Landmark Trust, a charity which seeks to rescue buildings in distress and tries to give them life and a future, mostly by letting them for holidays.

Fort Clonque quickly became Arthur's constant preoccupation. He was undaunted by the fact that the repair work was often heavy and difficult. He worked in close co-operation with the Trust's architect, Philip Jebb, and was meticulous in his restoration work as he set about undoing the damage inflicted by the Germans.

It was inevitable, perhaps, that his wife, Iona, should also get involved, looking after the caretaking side while Arthur, assisted over many years by Keith Martel, busied himself with transforming the Fort's interior. Now, however, they both feel they have reached the age when they deserve a rest, and for the second time in his life Arthur is retiring.

The reception and buffet lunch to mark the occasion was attended by his family, friends and all those who, from time to time, have assisted him in his restoration work. There was a bouquet of flowers for Mrs Markell, and a plasterer's trowel in silver—inscribed 'Arthur Markell from a grateful Landmark Trust, August 1987'—was presented to him by Mr Smith with the thought that "it might encourage him to come back occasionally and continue the job—a job that without him could not have been done".