Childhood Memories of Havant in the Second World War
1939 to 1945

Mickey Mouse Gas Masks

British

American

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I dedicate these memories to my granddaughter, Grace India Horler, who inspired me to write them down and to talk about 'my war' to her classmates at the Bosmere Junior School, and to her sister, Jodie Rees Horler.

Whilst these are mainly my own memories, I have taken the liberty of including extracts from the diary of Arthur Herbert Jones. These recorded his experiences as a volunteer Air Raid Warden, which were published in his book entitled *Front-Line Havant 1939-45*.

Havant Borough History Booklet No. 33

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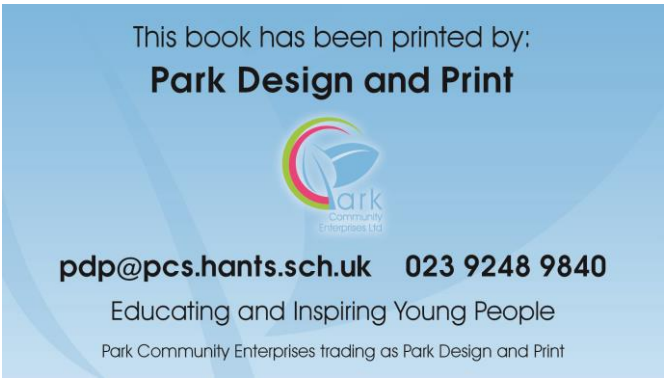
Havant in the Second World War

Ann Griffiths



Childhood Memories of Havant in the Second World War 1939 to 1945

I was born in Waterloo Road at 12.45 p.m. on 18 June 1937, the one hundred and twenty-second anniversary of the Battle of Waterloo. As was often the custom, I was named Ralph after my father, luckily I suppose as I could have been called Napoleon or Wellington. This day was some premonition of the circumstances in which I was shortly to grow up. I was an only child, but as my father had twelve brothers and sisters and my mother fourteen, I had fifty-one aunts and uncles and over fifty first- cousins, so I was not exactly lonely.

At this time my father was the steward of the Working Men's Club in North Street, Havant but soon after my birth this closed and he obtained work on the concreting of the runways at the new Royal Air Force base at Thorney Island. When this was finished he was employed as a cook in the Officers' Mess as he had been a cook in the Royal Flying Corps during the First World War. However when war broke out, the men were released and women took over. He again became unemployed as he had many times before, a not unusual experience for many. Counting all their money my parents found they had the grand total of 13 shillings and 5 pence (67p) between them. Father said they would have to apply for Public Assistance at which my mother expressed the shame she would feel when she told her mother.

Anyway, a position at the Frater Mining Depôt in Gosport was advertised for which my father was successful. He was told this was because he was the only one out of the six applicants who wore a suit to the interview.

During the late 1930s there was a lot of nervousness about what was going on in Europe. Germany had been defeated in the First World War of 1914 to 1918, dubbed *'the war to end all wars'*, and was struggling to re-establish itself as heavy compensation conditions imposed by the victorious nations made it difficult for its economy to recover. There was a large number unemployed and the value of their currency, the Reichsmark, fell so rapidly that the price of a loaf of bread could rise during the course of the day. These circumstances made it possible for Adolf Hitler, who had fought in the First World War as a corporal, to rise to power by promising to solve the nation's problems.

Under the terms of the Treaty of Versailles, which was written on parchment reputedly made in Havant, the German government was severely restricted as to what it could do. As it was realised some of its conditions were too onerous they were gradually relaxed and in 1935 the Germans were allowed a limited amount of rearmament. This, however, they exploited to the full and began to substantially build up their military strength.

In 1936 Germany regained control of Saarland and although the Treaty forbade them joining together with Austria the rise of the Nazi Party there led to their Chancellor, Artur von Seyss-Inquart, inviting Hitler to occupy the country. This took place in March 1938 and became known as the Anschluss, Hitler's annexation of Austria to Germany.

Hitler then demanded the return of the Sudentenland, which had been given to Czechoslovakia by the Treaty. Anxious to avoid another war the British Prime Minister, Neville Chamberlain, and others pursued a policy of appeasement and allowed this to happen. This was confirmed in the Munich Agreement, which was signed in September 1938. Chamberlain returned to the United Kingdom waving a piece of paper with his and Hitler's signature upon it and declared that he had secured: '*peace in our time'* and that: *'Herr Hitler had assured him that he had no other territorial ambitions in Europe.'* However this optimism was short-lived as Hitler invaded the rest of Czechoslovakia the following March.

Still not satisfied Hitler then invaded Poland on September 1, 1939. As the United Kingdom had a pact with Poland, in which it was agreed to support them if they were invaded, an ultimatum was sent to Hitler stating that if he did not immediately withdraw his troops then we would declare war on Germany.

This he failed to do so on 3 September 1939 Neville Chamberlain broadcast the following message to the nation:

> *I am speaking to you from 10 Downing Street. This morning the British ambassador in Berlin handed the German Government a final note, stating that unless we heard from them by 11 o'clock that they were prepared at once to withdraw their troops from Poland, a state of war would exist between us. I have to tell you that no such undertaking has been received and that consequently this country is at war with Germany.*

So at the age of just over two years I was at war with Germany, and later Japan, and would be for the next six years. I cannot remember anything of this time, not even the first tragedy to strike my family. On 14 October 1939 a German submarine penetrated the supposedly safe harbour at Scapa Flow in the Orkney Islands and sank the battleship HMS *Royal Oak* with the loss of 834 lives including my cousin, Hubert Cousins, who was just 20 years old. I can however remember our second tragedy, which was the loss of another cousin, Leonard Harris, on 3 August 1940 when he went down in the submarine HMS *Thames*. He was 24 years old.

I was by now aged just over three years old and this event is the earliest I can remember, I cannot even remember the time I took the top of my finger off in my mother's mangle, so my wartime memories start roughly from this date.

My father left home at six o'clock in the morning and travelled by train, bus, ferryboat and bus to get to Gosport. As he arrived home safely each evening I never realised the danger he and many others were in. Travelling and working in Portsmouth was dangerous as the city was a prime target. In those days bombs could not be directed accurately as they can today so they generally missed the important places and unfortunately fell on residential areas.

Portsmouth was bombed throughout the war during which time over 1,000 people were killed. The first raid took place on 11 July 1940 with the worst one taking place on 10 January 1941. Being close by we could clearly hear the sounds of the bombs exploding and the anti-aircraft (ack-ack) gunfire attempting to shoot the planes down. It is surprising we did not suffer more than we did. Anti-aircraft guns were located at gun-sites at Southleigh Farm and at North Hayling and one each at three sites in Leigh Park. For a time there was a bofors gun on the Civic Centre roundabout.

A large number of High Explosive and Incendiary bombs were dropped in the Havant area. Mary Guy and Linda Coggell were killed on 10 October 1940 when bombs, aimed at the railway, fell on their bungalow and nearby houses in Fourth Avenue. On 5 December 1940 Ethel Ripley and Violet Todd were killed when a bomb fell on their cottage in Glenleigh. On 17 April 1941, Herbert and Elizabeth Wills were killed when a bomb fell on their cottage at Helmsley House in Bartons Road. A number of other houses received direct

hits which resulted in some injuries and windows, ceilings and roofs were damaged by bomb blasts.

There were also many instances of strafing by machine-gun fire. On 10 October 1940 Mrs Florence Luff was killed while hanging out her washing in Hulbert Road, Bedhampton and it was said that this was the cause of the damage to the date-stone of Havant Council School, now called Fairfield Infant School.

On 10 February 1943 two bombs fell not far away from my home. One hit a house in Montgomery Road and the other one fell alongside of the railway line in what is now the playing field of Warblington School. No damage was done but a cow was killed. The crater remained for a number of years and made a useful slope on which we tobogganed when it snowed. These bombs were no doubt aimed at the railway junction and the nearby control room and signal box. Had the control room been hit there would have been considerable disruption to the electricity supply to the passenger trains, which would have had to revert to being steam hauled.

A report in the *Evening News* described the incident as follows:

> *Two bombs were dropped by an enemy plane on a small town on the South Coast, but although one destroyed a large house and did considerable damage by blast to a council school, houses and shop windows, the only fatal casualty was a cow, which had been grazing in a field. Two large splinters of the bomb were picked up in the school playground. Fortunately the pupils had left a few minutes earlier…*

The small town was of course Havant. In the stop press of the same newspaper the following report appeared:

> *Southern England Attacks. German radio claims that German bombers attacked towns in Southern England yesterday, penetrated into the interior, and bombed factories and installations. A railway line was interrupted by a direct hit, added the radio.*

It is more than likely they were referring to this raid and were reporting, falsely, that they had hit the control room, signal box or the junction. I understand the German people did not believe their own radio reports but tuned in to the BBC for more accurate information. I particularly remember these two bombs falling. When the air-raid warning siren sounded, I, being

one of the pupils who had just left the school, had been sitting in front of the fire painting. My mother and I ran in to our shelter, which was in the garden, and heard some of our slates falling off the roof and windows breaking. When the all clear sounded my mother looked out to see what had happened and could see smoke in the room where I had been. She rushed in to find it was burning soot, which had been shaken down the chimney. When she came back to me all I was interested in was asking: '*is my painting all right?*' It wasn't of course, being ruined by the soot. The air-raid siren sounded whenever enemy aircraft were spotted in the area to warn us to take cover and if possible to get in to an air-raid shelter. The note of the 'Alert' rose and fell to give a somewhat monotonous wailing sound. When the danger had passed a continuous note the 'All clear' was given out. As my mother was very deaf she relied upon me to run to her and say: *'It's on Mum'*, whenever the siren sounded.

Most people had an air-raid shelter in their gardens. Ours was an Anderson type, named after its inventor Sir John Anderson, which was made of thick corrugated steel half sunk in to the ground with a concrete floor and sides and covered with earth. It could not withstand a direct hit but provided good protection against falling debris and flying shrapnel. Shrapnel was the name given the metal fragments coming from bombs and anti-aircraft shells and was named after the man who invented the exploding cannon ball in about 1800, Lieutenant Henry Shrapnel. There were also Morrison shelters, named after Herbert Morrison, which were placed inside the house. These were metal tables that were of sufficient strength to withstand upper floors falling on them, thus protecting anyone sheltering beneath them.

When the air raids were frequent it was more convenient to sleep in the shelters at night although they were damp and cold and had only a paraffin lamp or candles for lighting. I think children managed to sleep through all the noise but I remember a few times when I woke up asking my father if I could go outside and see what was going on. Of course he would not let me but he often went out himself, with a tin helmet on, and would come back in to tell us it was '*All quiet'* being the usual phrase used.

Once we did go out to see a German aeroplane caught in the searchlights. These were powerful lights shining up in to the sky to catch the planes so the anti-aircraft guns could fire at them although it was always difficult to score

a direct hit. There was a searchlight battery in the field on the other side of the present flyover near Bosmere School.

Bombs fell where the police station now stands on what were allotments. One gardener had just planted his seed potatoes and then *Jerry* came along a few hours later and blew them up. He somehow saw the funny side of it and said: '*it was the quickest time he had ever harvested his potatoes.'*

I remember going down to Homewell where a falling bomb had badly damaged the backs of numbers 15, 16 and 17. A lady came out came out with a cup in her hand and said as she took a drink from the spring: '*I have no gas or electricity but at least I have plenty of water*.' A bit of an understatement as the spring has been estimated to produce over four million litres of water per day.

On 13 June 1944 the Germans sent over the first Pilotless Aircraft Bomb, (Vergeltungswaffe-1, Retaliation Weapon-1), also called V-1 Flying Bombs or Buzz-bombs, because they buzzed like an insect, and Doodlebugs. These bombs were propelled by a rocket motor, which kept going for a preset time calculated to reach a specific target. As long as you could hear it you knew you were safe but when it stopped you had to duck as it would fall in just a few seconds. They were mostly aimed at London but many did come over Havant, I heard only one when it came directly over our house, it sounded like a noisy motorbike. I was roused from my bed and told to dress for the shelter but in the confusion I got undressed instead. Anyway the motor kept going so we were safe. We did not see any of the later V-2 rocket bombs

In 1940 our fighting troops were being slowly pushed back until they became surrounded at Dunkirk where they were in danger of being killed or captured. This desperate situation gave rise to the organisation of everything that could sail across the channel, Operation Dynamo, and rescue them. The operation was a brilliant success, for over a period of nine days, from 26 May to 4 June, nearly 340,000 British and French troops were evacuated. There was however some sadness for Havant. During the evacuation on June 1, our namesake ship the destroyer HMS *Havant,* made two trips bringing back nearly 2,000 troops; but on her third trip with another 1,000 troops on board she was bombed. Six crew members and a number of troops were killed but the remainder were transferred to HMS *Saltash* who sank her by gunfire.

Some of the troops saved at Dunkirk passed through Havant on trains heading for the west. Those who had been injured travelled in special

hospital trains painted white with large red crosses on them. Under the Rules of Warfare drawn up in the Geneva Convention these trains, and other such facilities, were supposed to be immune from attack.

On 4 July the Prime Minister Winston Churchill, who had replaced Neville Chamberlain, gave one of his many famous wartime speeches, which included the words:

We shall fight on the beaches; we shall fight on the landing grounds, in the fields, in the streets and in the hills. We shall never surrender!

At the same time every householder was issued with a leaflet entitled: *'If the INVADER comes. What to do and how to do it.'* The next major event was the Battle of Britain so called after a speech by Winston Churchill in the House of Commons in which he said:

The Battle of France is now over and the Battle of Britain is about to begin.

This battle became the sustained attack launched by the German Air Force, the Luftwaffe, against the Royal Air Force and important installations with the object of overwhelming us so we would have to surrender or to make it easier for Adolf Hitler to launch his planned invasion code-named Operation Sealion. The air battle took place during the summer and autumn of 1940 mainly over south-east England. Victory in this battle was followed by another of Winston Churchill's famous speeches, which included the memorable phrase:

… never before in the field of human conflict has so much been owed by so many to so few!

As a result of the bombing of Portsmouth many barracks and other military establishments had been damaged so it was necessary to find other accommodation elsewhere. A number of camps were built in Emsworth, Hayling Island, Bedhampton and Leigh Park and most of the large houses in the area were requisitioned for the 'Duration' of the war.

During the war a number of special weeks were held in order to encourage Havant's residents to save their money in various Government accounts, such as War Bonds, Savings Bonds, Defence Bonds and National Savings Certificates or to donate towards a specific objective. During 'War Weapons Week' in July 1941 displays were put on of all sorts of war paraphernalia.

One of these was held in the church hall in Market Lane, now Market Parade, where machine guns, rifles, grenades, bullets, bombs and other equipment were displayed.

For 'Spitfire Week' in 1941 one was parked in a field in Market Lane. I remember this well as there was a woman, dressed surprisingly to me in trousers, spraying camouflage paint on to the fuselage. As she knew my mother she let me have a go; so at the age of four years I was doing my bit to help the war effort. If a town could raise the cost of a plane, which I think was £5,000, then it would be named after it but I do not know if we were able to achieve this. Similarly, if during the 'Warship Week' of 1942, a certain amount was raised then a ship could be adopted and the crew supported by *'comforts from home'*. During this week a large model of a warship was placed on top of the Static Water Supply (SWS) tank, which had been erected on the large pavement area at the front of St Faith's Church. As a result of this appeal HMS *Oribi* was adopted.

The static-water-supply tanks, of which there were others in Market Lane and where the East Pallant car park now is, held water for fire fighting purposes. Also in Havant Park the Lavant Stream was partly dammed so it could provide a considerable amount of water. We children liked to lift the sluice gate and see the water flow, that is until the park keeper, Albert Till, who was a volunteer fireman, spotted us and chased us off. On this occasion we were not very helpful to the war effort.

In March 1943 during a 'Wings for Victory Week' £192,851 was raised; enough for 11 war planes, and at other times a 'Tanks for Attack Week' and a 'Salute the Soldier Week' were held but I do not remember these. However I well remember the 'National Savings Week', which was held in 1944, because I had my photograph in the *Evening News.* This was taken at the railway station with Dick Smart of Hayling Island and his model steam traction engine, which he drove around the town as part of the promotion. We used to buy 6d (2½p) savings stamps at school and when we had a book full they were exchanged for a 15s (75p) certificate, which was redeemed with interest if kept for, I think, 10 years.

Havant railway station served a vital role during the war and was extremely busy dealing with troop trains and goods traffic. Passengers were mainly people going to work, principally in Portsmouth, as leisure trippers were discouraged by posters asking the question 'Is Your Journey Really

Necessary?' Trains loaded with tanks and guns could often be seen going through but mostly these ran during the night. A large number of steam engines coupled together also went through to be made ready for shipment to France if an invasion were successful. These were either large American engines or British Austerity class engines, which had been built by the North British Locomotive Company in Glasgow, and were designed to give a high power output using the minimum amount of material. The term austerity, meaning basic but functional, being the description also given to most things made during the war or to the way we lived. A few of these engines are still running today. Some years later I worked on the very spot where these engines had been made, helping to build diesel electric locomotives. The goods yard was especially busy and two extra sidings were put in to help cope. My friends and I went and watched these being laid and one of the workmen allowed me to have a go with a pneumatic drill to help demolish a wall. At seven years old I again did my bit to help the war effort. No health and safety rules in those days!

During the early part of 1944 local activity built up considerably as preparations were made for the invasion of France. More and more troops and equipment were being brought in to the area and additional camps were set up in the local woodlands, which provided good camouflage cover from any enemy reconnaissance planes that flew over. We watched tanks being driven out of the goods yard and saw convoys of lorries, tanks, Bren gun carriers, DUKWS (these were amphibious vehicles, which sailed like a boat and could be driven straight on to dry land), and large trailers called Queen Marys, which carried aeroplane wings and fuselages, passing through the town. I especially remember one convoy of tanks travelling through during the night as it woke us up. The next day we saw where they had had difficulty in steering through the bend in East Street and they had damaged the granite kerbstones. Many of these were later replaced but some remain showing where they were chipped by the tracks of the tanks as they passed.

So it was obvious something big was about to happen but we did not know exactly what. Perhaps we had a good clue when on the evening of June 5 we found a tank parked in Fairfield Road. We chatted to the crew and took them sandwiches but I do not think they knew exactly where they were going. All became clear when on 6 June, code named D-Day, we went out and found the tank had gone and heard the announcement on the radio that the invasion

had begun. I like to think it was this tank that left us with a permanent reminder of its brief stay by the scoring on the wall in East Pallant where its front and back tracks collided with it as it moved off. One hopes the crew survived the war but of course many did not. The names of the Havant people who were lost in the Second World War have been added to those who were lost in the First World War on the War Memorial.

At the same time heavy night time bombing raids were being carried out on Germany and we would go out and watch large flights of bombers going over and listen to the low drone of their engines and see their red navigation lights. When we read today of all that was going on both in Havant and the surrounding area, in particular in Portsmouth Harbour, and the fact that the whole operation was being directed by General Dwight D. Eisenhower (Ike) and Field Marshall Bernard Montgomery (Monty) from just up the road at Southwick House, it is difficult to realise that it was all happening here on our doorstep.

My most memorable event of the war occurred on evening of D-Day when we watched the sky filled with low flying heavy bombers towing gliders full of troops on their way to support the troops who landed in the morning. A sight which will never be seen again.

Many important people must have arrived at the railway station. I remember one day being in North Street with my mother when a man said Winston Churchill had just arrived. Two large cars passed by and my mother told me to wave but I cannot recall seeing anyone. I like to think if he was there he may have waved back to me. It was said that he and Ike had lunched at the Bear Hotel but I do not know if this is true. On 22 May 1944 King George VI reviewed the troops at Rowlands Castle and was seen in his car travelling along Bartons Road.

There was no great industry in Havant during the war but there were some local companies making important contributions to the war effort. Stent's leather works was engaged in making flying jackets and other leather goods and the Army and Navy Hat and Cap Co. in South Street made all sorts of military caps. Small sheet metal companies at the rear of The Dolphin Hotel, where the Meridian centre now is, and at the rear of The Bear Hotel made parts for aircraft. The Airspeed Company had a factory in Langstone making wooden components for Horsa gliders and Mosquito fighter-bombers. This was situated partly in the grounds of Langstone Towers and partly on the

area that is now The Saltings. No doubt many of these products flew over us on 17 September. It was believed that the old Empire Cinema in North Street was used as a torpedo store, hopefully without their warheads.

When plans were being made for the invasion it was realised it would be extremely difficult to be able to capture a port in which to unload troops and supplies so it was decided two harbours would be required. These were to be built in concrete sections, towed across to the invasion area and then linked together to form the harbours. The codename for this operation was Mulberry hence they became known as Mulberry Harbours. Some of these sections were made at Hayling Island but unfortunately, or fortunately, one sank and could not be used. This one can be seen today at the ferry end of the island. Gravel taken from the pits in Southleigh Forest was used in their construction.

Toys were a luxury and we had to make do with what we could find to play with. A bent stick made a gun, shrapnel from shells and bombs was a prized possession and often we found strips of aluminium foil called window or chaff, which was dropped by enemy planes in order to confuse our radar. You can therefore imagine my delight when in about July 1944 I found a thunderflash, which had not gone off. The army used these when training to simulate hand grenades. They were like a very large banger firework. What happened next was reported in our local weekly newspaper the *Havant and Emsworth County Press:*

DANGEROUS CURIOSITY

What might have been a much more serious accident occurred to little Ralph M. Cousins, aged 7, son of Mr. and Mrs. Ralph Cousins, of Waterloo Road. Whilst near the Labour Exchange, he saw, and picked up, an object, which he took home. Later on he began to inspect the article, and some of the contents he placed in a tin. After throwing in a lighted match there was an explosion. Fortunately it was not a particularly heavy one, but little Ralph's face was burnt and he had to be attended to at the first-aid post. (The attention of all is again called to warning people not to touch anything that looks suspiciously like ammunition.)

Luckily I had only put the gunpowder from the fuse in the tin, the main explosive part, which I had pulled out by my teeth, was left on the ground.

Apart from having a certain amount of pride at having my name in the paper I am also proud of my reaction to what I did immediately after.

At first I was too frightened to go indoors to my mother but instead ran to my school just around the corner and rubbed my face, which was stinging me, in cold wet grass. I then went home and showed my mother what I had done whereupon she took me to the First Aid Station, which was located in the St Faith's Church Hall, where they bound me up with sticky gauze. Guess what? The recommended initial treatment for a burn today is to bathe it with cold water to reduce the shock. This I had found out quite instinctively all those years ago. When we came home my mother brought in to me the explosive part of the thunderflash, which she was holding in her hand in front of the open coal fire. I remember screaming at her to take it away. This she did and took it to the police who told her what a lucky escape I had had. Other children were not so lucky as many were killed and injured by ammunition they had found and played with as, indeed, many still are today where fighting continues in the world.

At the start of the war we imported about three-quarters of the food we required. Fearing this amount would be severely reduced by a blockade or shipping losses, food rationing was introduced in 1940 and we were all issued with ration books. These had green covers for those under five, blue for five to sixteen and buff for adults. This ensured children had extra rations. You had to register with a particular butcher or grocer and every time you bought something you had to hand over some coupons or have your book stamped. You had to be very careful to ensure your ration lasted the week. The amount of food we could buy was calculated to be enough to keep us healthy and fit for work and everyone had a fair share. Nevertheless the amounts were small compared to today's standards and there was little variety. For instance for margarine there was just one sort, National Margarine, which was hard and not very tasty and we were only allowed 4 oz (100 grams) per week. At some times only one egg per week was allowed and 12 oz (350 grams) of sweets had to last a month, but most parents gave their ration to the children. My mother always made sure I had the butter and sugar while she had the margarine and used sweeteners in her tea; by today's advice it should have been the other way round. At one time horse and whale meat and a tinned fish called Snook was on sale but these did not prove to be very popular. Spam and corned beef was part of your meat

ration. Sausages were not rationed but goodness knows what went in to them. It was said, hopefully wrongly, that some butchers put in the sawdust from their shop floors, which was put down to soak up any spilled blood. Occasionally my uncle brought us a rabbit or pigeon he had killed with his shotgun. Although they were very tasty you had to be careful not to swallow the lead pellets. However if you had the money you could always pay a high price and get extra from Under the Counter or on the Black Market. Some people, so-called Spivs did very well. During the war we were probably fitter than we are today, you certainly saw fewer overweight people.

Food did not come in the fancy wasteful packaging we see today, cheese and butter came in large blocks and your grocer became skilled in cutting off your ration or weighing out just a small amount. Sugar came loose and was put into a cone of blue paper, which was fascinating to watch being made. Meat was totally unwrapped and certainly there was no Best Before or Sell By dates on it. You relied on your senses of sight, smell and taste and if it seemed all right you ate it. A deposit was paid on bottles, which was returned when you took the empty back. You got three- farthings (¾d) for each jam jar the buying power of which in 1945 would be about 10p today. Not much but useful pocket money. Also as you did not have a refrigerator or freezer you had to do your shopping nearly every day. Petrol was severely rationed and petrol coupons were only given out for essential use, which meant many private cars were laid up for the whole period of the war.

With food rationing you were very conscious not to waste anything. This discipline remains with me today as my grand children will testify as I eat up anything they have left. Any unavoidable scraps were fed to the cat or other animals; no special food for them. Collecting food waste today is thought to be a modern idea but a man used to come round with a van to collect it then for feeding to his pigs. The Government slogan of 'Waste not. Want not' is just as relevant today. Rationing for all food did not finally end until 4 July 1954 as it was still in short supply. Strangely bread was not rationed during the war but was after.

Another slogan was 'Make Do and Mend'; we could not afford to be a throwaway society. Nobody laughed at you if you went out with patches on the seat of your trousers because they had worn through and it certainly was a case of 'A Stitch in Time Saves Nine'. Holes in pots and pans were fixed with a pot mender, which was a pair of washers secured by a screw and nut.

Clothes and furniture were also rationed. The Civilian Clothing Act was passed in 1941 and in 1942 Government set up the Utility Scheme to ration materials and regulate the production of civilian clothing during the war. Utility-made clothes carried a label reading CC41 (Civilian Clothing 1941). The scheme was later applied to furniture and other goods as well. Utility meant items were functional rather than attractive, similar to austerity. Ladies skirts were made without pleats and men's trousers did not have turn ups. Boys' trousers were short, resulting in chapped legs in wintertime. Pencils were not painted but just plain wood. I still have a utility oak and beech coffee table, which is as solid today as when it was made. Parachutes were made of silk and many a used one was converted in to underwear or even a wedding dress. Extra coupons were made available to newlyweds or to those who had been bombed out. The scheme ended in 1952.

In order to help combat the food shortages a 'Dig for Victory' campaign was introduced to encourage us to grow as many vegetables as we could ourselves. This campaign was inspired by a speech broadcast by the Minister for Agriculture, Sir Reginald Dorman-Smith, who was the Member of Parliament for Petersfield, on October 3, 1939 in which he said:

> *Half a million more allotments properly worked will provide potatoes and vegetables that will feed another million adults and one and a half million children for eight months out of twelve ... So, let's get going. Let 'Dig for Victory' be the motto of everyone with a garden and of every able-bodied man and woman capable of digging an allotment in their spare time.*

All spare land was turned into allotments and many people kept chickens, rabbits and pigs.

To make sure everyone was sufficiently fed Community Feeding Centres later called British Restaurants were set up by the Ministry of Food and run by local committees on a non-profit making basis. The meal sizes were strictly controlled and cost about 9d, (just under 4p). Havant's was in two Nissen huts, named after their inventor Lieutenant George Nissen, in Park Way close to where, perhaps appropriately, the Kentucky Fried Chicken restaurant now stands. It continued in use after the war and when the original Bosmere School was built it did not have a kitchen so children had to go there for their lunches.

A number of organisations were set up or were in being in order to keep control of the area and to assist in times of emergency. These all came under the general heading of Civil Defence and included the Police, Fire Service, Ambulance Service, Red Cross, St John's Ambulance Brigade, Women's Voluntary Service, Home Guard, ARP (Air Raid Precautions) Wardens and the Havant and Waterloo Urban District Council. The police of course continued in their role of keeping law and order.

As we had a spare room we took in lodgers, I am not sure if we had to or not but in any case they provided a useful source of extra income. Many times we had couples stay before the man was going off to fight. Mother was often concerned as to whether or not they were married, but given the circumstances did not question too deeply. I know of at least one soldier who spent his last days in England in my bed. Walter Padley, who was to become the Member of Parliament for Ogmore, also stayed. Every so often the police came to check mother's records but on one occasion they came to arrest a woman who had been shoplifting; she was taken off wearing some of my mother's precious underwear she had also stolen.

Before the war the fire engine was operated by the council and manned by volunteers, at the outbreak of war the Auxiliary Fire Service was formed as well. In 1941 the two were combined to form the National Fire Service. They were kept busy with the places which were bombed but I do not think we had any major fires but they were often sent to Portsmouth and Southampton. A friend of mine, who having been away for three nights in Southampton, when asked by his wife: '*where do you think you have been?*' replied exasperatedly: *'on a ruddy picnic'.* Some picnic.

The Women's Voluntary Service proved a valuable support service in many roles. In times of bombing they provided drink and food to those fighting the fires and to people made homeless. They helped in areas where children had been evacuated and ran clothing and bedding banks. Their base was a house in Fairfield Terrace and was there that we went to collect our orange juice and cod liver oil. These were provided for young children in order to make sure that we received our essential vitamins. The cod-liver oil was not very popular and was later replaced by a thick brown mixture of malt and cod-liver oil, which was spooned from a jar. My mother also made sure that I had my weekly dose of Syrup of Figs to keep me regular.

At first there was only one ambulance, which was driven by Harry Beach who when on standby kept it at his home in New Road, Bedhampton. His son, Henry, was the schoolboy friend of my cousin Leonard Harris who lived a few doors from him. They both signed up for the submarine service and later served together and were both lost on the submarine *Thames*. So there they are, still together, lying somewhere at the bottom of the North Sea.

A lady donated her Bentley motorcar for conversion for use as an ambulance. At the end of the war it was converted back and is, I believe, now in Australia.

The Red Cross detachment ran the First Aid post, which had been set up in the St Faith's Church hall. They were a large group and must have had many injured to deal with including of course myself.

One of the first jobs undertaken by the council employees was to take down all of the road direction signs in order to confuse the enemy if they landed, but as they never did the only ones confused were us. In May 1940 an Order was made that required all iron railings to be collected so that they could be melted down for the war effort. Similarly aluminium saucepans were collected for turning in to parts for aeroplanes. However it is now thought that most of the material collected was not suitable and was dumped in the Thames Estuary. The council also helped local builders to clear up and repair bomb damage. One of their lorries was adapted to spray down buildings with water in the event of a gas attack.

Under the National Service (Armed Forces) Act of 1939 all males between the ages of 18 and 41 were called up for military service unless they were in a reserved occupation, this being an occupation that was deemed to be essential for the war effort and in 1941 the age was raised to 51. On May 14, 1940 the government broadcast an appeal asking for volunteers to form Local Defence Volunteer (LDV) forces. On August 23, 1940 their name was changed to Home Guard, now known irreverently as Dads' Army. Single women between the ages of 20 and 30 were also called up and many others volunteered for the Women's Land Army. During the war the Ministry of Labour and National Service called unskilled women, who could be directed to work anywhere 'Green, Mobile Females': what an insult to womanhood!

The Home Guard was formed when there was a real risk of an enemy invasion with the intention of their being able to delay the enemy for as long as possible to give the regular army time to form a front line from which the

invasion could be repelled. Initially these men were expected to fight crack German troops with nothing more than a collection of shotguns, air rifles, old hunting rifles, knives and pieces of gas pipe with bayonets welded on to their ends! They were later supplied with more up to date special weapons.

They were regularly seen training and marching around the town but they were never called in to action. They were stood down on December 3, 1944 and disbanded on 31 December 1945. I also remember a military band marching around the town.

The Air Raid Precaution (ARP) organisation was set up in 1924 after concerns expressed over the dangers to the civilian population that might be caused by air raids. During the First World War bombs dropped from Zeppelin airships had killed some 1,000 people. One flew over Havant.

In April 1937 the government decided to create the Air Raid Precautions Wardens' Service to be manned by volunteers. During the war they had a number of duties to perform which included the following:

- Ensuring the blackout was observed by patrolling the streets. If a light were spotted they would shout out something like: '*Put that light out!*' or '*Cover that window!*' At the start of the war a complete blackout had been imposed, all of the streetlights were turned off and windows had to be covered with a black material in addition to their curtains. However due to the large number of accidents that occurred masked torches and headlights were later permitted.

- Sounding air raid sirens and ensuring people outside went into public air-raid shelters in an orderly fashion. There were a number of large shelters in the park.

- Checking gas masks. Gas had been used extensively in the First World War and it was feared we would be attacked by gas. By 1940 everyone had been issued with a gas mask. The one for babies was like an incubator in which they were totally enclosed. Young children had a coloured one nicknamed Mickey Mouse, (actually they did not look like Mickey Mouse but were so called after the American model that did have a Mickey Mouse face on them) that had a beak to make them more acceptable to wear and adults had black ones. In fact when you put them on it was difficult to breathe, as you had to suck the air through a filter. Fortunately we never had to use them but they

were supposed to be carried at all times. If you lost one a replacement had to be paid for.

• Evacuating areas around unexploded bombs as well as helping to evacuate casualties from bomb damaged properties.
• Finding accommodation for people who had been bombed out.

• Judging the extent and type of damage and informing the Control Centre to send out the rescue services.

• Putting out small incendiary fires.

In some areas where telephone communication was poor Fire Guard Messengers were appointed. These were children volunteers aged between 14 and 18 who acted as messengers or runners who would be expected run or cycle through the night raids ferrying messages between Air Raid Wardens and the fire department units and also to supply incendiary volunteers with their buckets of sand.

Arthur Herbert Jones, who was private secretary to Sir Dymoke White Bt., the local Member of Parliament, was one of the first to volunteer to join the ARP service as a volunteer warden in October 1938. He recorded his experiences during the war and published them in a book entitled *Front-Line Havant 1939–45*. As his record is obviously better than my memories I trust he would not have minded my quoting extracts from it and using his diary as a basis for giving a more comprehensive picture of wartime time Havant. He wrote as follows:

When in late August 1939 war seemed inevitable we were supplied with navy blue battle dress style uniforms, including heavy boots, (which I later found excellent for gardening) a tin hat, metal badge, stirrup pump for dealing with incendiaries, a whistle and a large wooden rattle for giving warning of gas attack.

I was amazed by the speed with which the area was being prepared for resistance to invasion. Concrete bunkers at strategic points in the road system seemed, like mushrooms, to have sprung up overnight. For example, three large ones were built within 100 yards (95 metres) of my office in the grounds of Southleigh Park House, two at the junction of Horndean Road with Emsworth Common Road, one is still there, and another in Bartons Road in what are now the grounds of the Spire Hospital, opposite the

junction of that road with Eastleigh Road. Each had slits for machine guns and rifles covering all approaches.

The defence works which brought home to me most impressively the full horror of what conditions might be like if the invader came, were two hide-outs for guerrillas, deep in the estate owned Southleigh Forest. Constructed secretly, they were two holes about 6 feet (2 metres) deep, with boarded walls and a metal roof, which was covered with soil to a depth of not less than 6 inches (15 cm), and a ventilator shaft opening in undergrowth a yard (metre) or so away, all so effectively concealed that one could walk over them without knowing they were there. Each was designed to hold about six men.

My first encounter with an enemy aircraft was in early August 1940. Alone in my Connaught Road home one evening (my wife and children had gone to stay with friends in a less dangerous part of the country), I became aware of the slow approach of an aeroplane, obviously flying low. There had been no alert but the engine noise was somehow different from that made by British planes. There, coming towards me over the Brighton to Portsmouth railway line, was a large plane, yellowish-brown in colour, with the German cross distinct on its fuselage. As I looked at it, almost in disbelief, I realised that the sharp rattling sounds which came from it intermittently, were bursts of machine-gun fire aimed, it seemed, at whatever took the gunner's fancy. I dashed indoors out of sight.

Soon afterwards, there were two more low-flying daylight raids affecting the Eastern end of Havant. The first, I believe, was intended for the railway [electricity] control room. It was by a single plane flying at rooftop height above the railway line from Rowlands Castle. It dropped some bombs a few metres from the railway tracks at Denvilles. One demolished a bungalow killing the two ladies living there, and one landed in my friend's lawn not far away but did not explode. Others caused considerable damage to nearby properties.

The other raid which took place about the same time was a machine-gun strafing run. Again in the early evening, two fighters flew very low over the railway line from Rowlands Castle, machine-guns blazing. They roared at treetop height overhead. A minute or so later they came back, possibly for a second attack, but one was brought down and fell in a field at Stansted Park Home Farm, Rowlands Castle, and the pilot killed.

I lived in the northerly of the two brick and flint cottages that stand near to the Bartons Road railway bridge. On an early evening in, I think December 1941, an alert, followed quickly by a plane that I was sure was an enemy one, flew backwards and forwards, east-west, low and slow overhead, untroubled by anti-aircraft fire. I waited to discover what it was up to. I had not long to wait. A curious whooshing sound was followed by what seemed like hundreds of incendiary bombs, most of which penetrated the soft, mid-winter fields around me to a depth of several centimetres, where they blazed magnificently and did no damage, though I believe some landed in the grounds of West Leigh House.

About a week before Christmas 1941 the noise of aircraft engines low overhead caused me to don my warden's tunic and tin hat and go outside. I realised that they were Beaufort bombers from nearby Thorney Island making as they often did, a circuit or two, before flying off on their mission. There were three of them. Two flew off but the third seemed to be in trouble: the engine noise was irregular. Suddenly it crashed and burst into flames. I was standing on the railway bridge, about 300 metres away, and got there, running, at about the same time as the RAF Commander from Thorney, who had seen the crash from the airfield and got there by car. The field around me was strewn with pieces of paper, some charred. The Commander told me that it was carrying Christmas mail for the troops, army and naval, at Malta. The junction of Forestside Avenue with Whitsbury Road marks the spot where it crashed.

Another incident I recall was being awakened before dawn by a man shouting. I went to the bedroom window and listened but failed to discern the exact direction from which the shouts were coming from or what was being said, and so went back to bed, assuming it was a railwayman shouting to his mates. Next day I was told they had come from a German airman who had parachuted out of his disabled plane. [I often said to my parents: *'careful what you are saying there might be a German outside.'* No doubt inspired to do so by the slogan: 'Careless Talk Costs Lives.']

On the evening of April 17, 1941 when it was it was still not quite dark I was trying to make out an enemy plane, which was flying low and relatively slowly to the North of Havant, as if looking for a special target. As my eyes followed the engine noise I saw a huge orange flash, followed almost instantly by another. I realised that the first was near to the Bartons Road

railway bridge and the second very close by. Next day I saw that I had been right. Two land mines had come down; the first had fallen on to the small paddock in front of the cottage that we had recently left, midway between the railway line (and the bridge) and the cottage, that is about 20 metres from each, causing a huge crater. Inside I found that the front room facing the blast, had its windows blown out and splinters of glass were buried deep in to the thick plaster on the old walls. Anyone in it could not have survived. The second mine fell near a cottage in the grounds of Helmsley House, Bartons Road, killing Herbert and Elizabeth Wills.

On the area now occupied by Greville Green a camp for Free French sailors was set up its entrance being from Allendale Avenue. [The camp was called Bir Hakeim Barracks after a remote desert oasis in Libya, which was the scene of a famous battle between Erwin Rommel and Free French forces.] *Shortly before D-Day General de Gaulle, it was whispered, had visited the camp. All very secret.* [I remember a group of these sailors at Havant station offering us sandwiches, which we did not accept as we were not hungry.]

Just before D-Day, to avoid delays in case vehicles broke down, lay-bys had been constructed, strong enough to carry tanks, one on the garden of Eastleigh House in Bartons Road, one on the west side of Horndean Road and one on the west side of East Leigh Road. The latter two are still there.

The following is a compilation of the incidents in the Havant area, which were recorded in Arthur Jones' diary (in italics), the Hants Control Incident Chart and the Urban District Council of Havant and Waterloo Daily Information Report of Incidents in the Neighbourhood logbook:

1940

May 12. UXB (Unexploded Bomb) in Elmleigh Road.

September 9. UXB Manor House, Bedhampton.

September 11. At 20.02 one HE (High Explosive) bomb fell and exploded at Leigh Park. No casualties, no damage.

September 29. 24 IBs (Incendiary Bombs) on Leigh Park in open ground. No damage, no casualties.

September 30. Explosion of HE bomb at chalk pit Portsdown Hill Road, Bedhampton.

October 1. HE bomb north of Observation Post, Bedhampton.

October 8. At 18.45 HE bombs at 4th Avenue, Denvilles. Demolition of three houses and two bungalows. Two women, Mary Guy, 65, and Linda Cogell, 72, killed. Fires dealt with. Woman, Florence Luff, killed at Hulbert Road, Bedhampton and naval rating killed in Leigh Park at 19.00 by machine-gun fire. Naval authorities took charge of rating's body.

October 9. Removal of UXB at 4th Avenue. Area closed and evacuated.

November 18. At 05.45 two HE bombs and one oil incendiary dropped at Morelands Camp, Purbrook causing damage to buildings.

November 24. At 22.50 two UXBs at North Hayling and it was suspected that others fell in Langstone Harbour. Air raid Southampton. Havant District called upon to send two pumps under the Regional Fire Scheme.

November 29. HE bomb fell in field near island end of Langstone road-bridge doing no damage.

December 5. Between 19.00 and 20.30 at least 12 HE bombs and 200 IBs in the Havant, Bedhampton and Hayling Island districts. Four fires were started in Havant doing some damage before being brought under control. One house in Denvilles was demolished, Petit Cottage, Glenleigh, and the three occupants killed. Some damage to water mains and telephone wires at Hayling Island and several houses slightly damaged.

December 6. Two UXBs dropped previous night north of Havant [Elmleigh Road] exploded at 13.15 and 19.00 together causing slight damage. Two bodies, Ethel Ripley, 53 and Violet Todd, 52, recovered from house demolished in Denvilles.

December 10. It has now been established that 25 HE bombs fell on land in the Havant, Bedhampton and Hayling Island districts on the evening of December 6. Several more fell in Langstone Harbour. Some were of a large calibre. Those that fell in Denvilles and Stockheath forming craters 60 feet (19 metres) across and 10 to 12 feet (3 to 4 metres) deep. The rescue party searching for the bodies at Denvilles have found sufficient pieces to establish

the diameter of this bomb was 20 inches (50 cm), which indicates a weight of at least 1100lb (500kg).

December 14. It has now been established that in addition to the bombs already reported a large time-delayed bomb fell in the mud near to the Emsworth Sailing Club on the evening of December 5 and exploded about 16.30 the following afternoon. The Rescue Party working at Denvilles have dug up the remains of a large oil incendiary bomb but there is no evidence that it ignited.

December 15. Examination of the IBs used by the enemy in this district so far has revealed that these have been of pre-war stock, some of them four to five years old. Generally speaking they have not been difficult; to deal with and have been of poor quality but experience in other districts recently point to a better and more modern type being brought in to use and an increasing number being of the explosive type. These bombs are slightly larger and contain a small explosive charge, which acts within two minutes of the bomb igniting scattering molten metal. Instructions have now been received that every small IB should be regarded as likely to contain an explosive charge and should not be approached without some protection to the face and hands from the molten metal thrown out by the small explosive.

December 16. About 21.00 two HE bombs fell at Salterns, Hayling Island causing no damage or casualties.

December 19. Early morning. British bomber crashed near Thorney. Crew baled out, one killed.

December 24. At 03.30 a British bomber crashed and caught fire near to Leigh Park the crew being killed. During the daylight December 23 some dogfights took place over the area but nothing dropped.

December 28. At 00.38 a British bomber crashed, caught fire and exploded at Thorney Island. All the crew are missing.

1941

January 4. At 20.15 a small HE bomb fell on open ground ½ mile North of Emsworth station causing no damage**.**

January 6. A bomb crater of recent origin has been found in a field between Park Lane, Bedhampton and Stockheath.

January 17. At 23.18 three HE bombs and one UXB fell at Park Lane, Cowplain breaking water, gas and sewer mains and telephone wires. No casualties. At 00.33 two HE bombs fell in field at Stockheath Farm. No casualties. At about 20.30 a British fighter plane crashed at North Hayling, the Polish pilot, Flight Lieutenant Jan Falkowski, baled out and was rescued from the foreshore.

January 20. One HE bomb fell at 22.50 near South Hayling Church causing no damage or casualties.

February 18. At 12.45 an enemy bomber flew over Havant at a low altitude and was engaged by ground posts with machine-guns. Some of the spent bullets falling in the streets. At 14.30 four HE bombs dropped at Thorney Island causing no damage and no casualties. It is thought that some IBs fell in to the mud between Thorney Island and Warblington Cemetery at the same time.

March 2. At 21.00 6 HE bombs dropped at Purbrook Heath damaging some windows but no casualties.

March 4. Small explosion in Langstone Harbour west of North Hayling Railway Halt at 22.25 which may have been a small bomb or a faulty shell.

March 10. One UX anti-aircraft shell in centre of Havant to Rowlands Castle road opposite stables in Leigh Park. [Anti-aircraft guns were sited at Prospect and Little Leigh Farms also one behind the Cricketers.] Traffic diverted, road not closed. Hole of entry covered with sandbag. Four HE bombs near Langstone Bridge no damage. Four HE bombs and several incendiaries at Horndean Road/Southleigh Road. Slight damage to buildings, one haystack burnt out. An anti-aircraft shell slightly damaged a house in Clovelly Road, Emsworth. One HE bomb and one UXB in sea south of Webb Lane, Hayling Island, two HE bombs and several IBs on Golf Links and ferry causing slight damage to houses and one wooden building burnt out.

March 11 and 12. Owing to exceptional disorganisation of normal communications in Portsmouth, Gosport and Fareham no information was received from Group Control on the 11th March and information, which

would have been transmitted by telephone on the 12th of March, has been received by post on the 13th. On the night of 10th/11th considerable damage was done in Portsmouth and Gosport with lesser damage at Fareham from both HE bombs and IBs The parts chiefly affected were Broad Street, The Hard and Queen Street, Portsmouth and the waterfront in Gosport. Some damage was caused to Naval Establishments and essential services were considerably interfered with. At 20.30 several incendiary bombs were dropped at Widley and Purbrook Heath but were quickly dealt with and a fire at Purbrook Heath was soon got under control. At 23.30 four HE bombs were dropped in the open field near Mengham, Hayling and one UXB at North Hayling no damage, no casualties Bombs were also dropped and caused some damage at Selsey, in the Isle of Wight, and in the Hants County Area. On the night of 11th/12th there was intermittent bombing in Portsmouth, Gosport, Southampton, Isle of Wight and Hants and west Sussex generally damage was slight and casualties few. At 22.38 an HE bomb was dropped in the searchlight field at Langstone Road, Havant causing some damage to buildings and telephone wires, but no casualties. At 22.40 several IBs, many of the explosive type, were dropped at the anti-aircraft gunsite, Crookhorn Lane, Purbrook, in the Belmont district of Bedhampton and on Portsdown Hill. Six small fires were started but were quickly dealt with by the Police, Wardens and Auxiliary Fire Service. One casualty from burns was treated in hospital. The known casualties in the Group area on the 12th were 87 killed, approx. 400 seriously injured and approx. 200 slightly injured.

March 13. At 22.30 one UXB fell near to Tournerbury Lane, Hayling Island.

March 14. At 21.55 four HE bombs dropped near Thorney Road, Emsworth causing damage to sewer. No casualties. At 22.30 6 HE bombs and one UXB fell near to Northwood Farm, Hayling Island. No damage or casualties.

March 17. At 04.15 one HE bomb was dropped on the Golf Links at Hayling Island.

March 19. At 03.20 15 UXBs dropped near junction of Southleigh Road and Eastleigh Road one of them cracking a gas main another damaging the roof of a cart shed.

April 9. At 00.45 stick of HE bombs and some IBs one mile south of Rowlands Castle at Comley Arch blocking road, B2148, and railway. Small fire no casualties. 20 foot (6 metre) crater on line – line closed for 24 to 36 hours. Passenger road service between Havant and Rowlands Castle. One cottage badly damaged. No casualties. Road repaired and open to traffic. Railway re-opened to traffic in the afternoon. At 22.37 four HE bombs fell in Langstone Harbour about one mile north-west of Hayling water tower. At 00.10 three HE bombs dropped in Hulbert Road, Bedhampton causing two houses bad damage but no casualties. At 00.27 five HE bombs dropped behind Hayling Council School on open ground.

April 11. Four HE bombs in Havant Thicket. At 02.45 eight HE bombs dropped in Langstone Harbour between Farlington and Langstone Bridge followed by IBs in north Hayling immediately south of the bridge. One UXB at Gutner and several HE bombs in Chichester Harbour.

April 12. Several IBs dropped on Westbrook Farm, Cowplain. No damage quickly put out.

April 17. At 22.00 magnetic mine dropped in garden of Saxted House, Tower Street, Emsworth causing considerable damage. At 22.15 two magnetic mines exploded north of Emsworth in creek of Chichester Harbour. Considerable damage to about 100 houses in High Street, South Street, West Street, North Street and adjacent streets. Two slight casualties. HE bombs in Almeda Road off Fir Copse Road, Purbrook. 15 houses demolished one or two slight casualties. Damage to water, gas and electric mains. Woman [Lily May Mould, 27] died at 43 Privett Road from shock of explosion. Magnetic mine in copse 50 yards south of Stakes Road, Waterlooville towards rear of Purbrook Boys Industrial School. Damage to houses no casualties. UX magnetic mine located at Oaklands, Stakes Hill Road, Waterlooville. Houses within 400 yards evacuated. Road closed. At 22.05 magnetic mine in Queens Enclosure, London Road, Cowplain on soft surface. Damage to properties in Park Lane and London Road. No casualties. At 22.30 magnetic mine at Lovedean Lane. seven houses demolished and one part demolished. One man killed and one woman seriously injured. One man, two women and one boy slightly injured, road closed to traffic. A large number of bombs were dropped on the Sinah Warren, Hayling Island gun site killing six gunners and injuring 30. Three guns were put out of action.

April 18. At 00.15 HE bomb at Helmsley House, West Leigh Road [Bartons Road]. Cottage demolished. One male dead. One child missing. Two women and three children slightly injured. At 00.20 One HE bomb and 200 IBs. in open field junction of Southleigh Road and Westbourne Road one mile north of Emsworth Police Station. No Damage. No casualties. 00.30. Bomb dropped at junction of Victoria Road and Record Road. Damage to two houses. No casualties. At 02.25 several bombs in field east of Hallett Road. Several houses badly damaged. No casualties. At 05.30 suspected UXB on lawn of 18 Park Road, Purbrook three yards from house. At 07.30 suspected UXB in garden of 74 The Brow. UX magnetic mine in field at rear of Ardingley, Hambledon Road. Houses evacuated and road closed. Number of IBs in centre of shopping area of Waterlooville. At 02.30 Magnetic mine in field at Brambles Farm, Hambledon Road. Damage to houses and property but no casualties.

During the nights April of 17th and 18th five enemy aircraft were destroyed during an attack on the Portsmouth district with parachute mines, HE bombs and IBs. Incidents occurred at Emsworth, East Denvilles, East Leigh Park, Portsdown Hill, Bedhampton, Purbrook, Stakes, Waterlooville, Lovedean, Stoke and several points in south Hayling Island causing considerable damage including houses demolished and a few casualties at most incidents some being fatal. 72 parachute mines were dropped in 11 different parts of the district the heaviest attacks being at the southern end of Waterlooville and south Hayling Island. More than 30 land mines, 96 HE bombs and thousands of IBs fell on Hayling Island.

April 19. Three HE bombs and one UXB. dropped in Hulbert Road causing bad damage to two houses but no casualties.

April 23. Four HE bombs at Gable Head, Hayling Island damaging a searchlight and destroying three houses. No casualties. Two HE bombs at Eastoke on beach.

April 29. At 23.20 reports of a large UXB having fallen were received from Waterlooville, Havant and Emsworth all indicating a location north of Havant but although a search has been made over a wide area between Havant and Rowlands Castle nothing has so far been found.

May 9. At 19.38 a tug [*The Irishman*] and dredger were blown up by presumably a mine dropped on the night of April 17/18th in Langstone Harbour. Casualties one dead one injured six missing.

May 19. The UXB known as 'Satan' at Hulbert Road, Bedhampton was blown up hurriedly at 12.58 on the 17th owing to tunnel being burrowed down to it starting to cave in.

June 9. The first Air raid Warning was received in this district at 00.53 on June 7, 1940. At this hour on June 7, 1941 the total time spent under warnings between the two being 1137 hours 27 minutes. Two HE bombs dropped in Langstone Harbour near to the Binness Islands.

June 14. One UX anti-aircraft shell at High Lawn near Leigh Park House. Police report UXB not shell. Diameter of hole 9 inches (24 cms) depth 5 foot (1½ metres). 13 HE bombs dropped near to Stakes Hill Lodge and Crookhorn Farm. At 02.50 500 IBs were dropped in Manor Road and Church Road Hayling Island and were all speedily dealt with. At 03.15 three UXBs were dropped near Gable Head, Hayling Island and exploded at 11.50 damaging some houses and utility company's mains. At 06.32 two HE bombs exploded near Mengham, Hayling Island.

June 21. At 12.10 a British plane made a forced landing and caught fire at North Hayling. Crew escaped uninjured before two bombs exploded.

June 22. Prospect Farm buildings. Ack-ack (anti-aircraft) shell or small HE bomb burst nearby. No damage or casualties.

1942

March 26. Crashing of British plane on railway line by Selangor Avenue.

March 27. Railway line cleared.

August 20. Four HE bombs. House in Ranelagh Road, hit, some damage two slight casualties. Two HE bombs Southleigh Farm, Southleigh Road, blocked by debris.

No.1 Rescue Party. Report of night of August 21, 1942. Received message to report to incident at Ranelagh Road at 23.22. Arrived at incident 23.30. Started searching and was informed by police and warden occupants of house were safe and arrived back at depot at 23.50. E. Neal, Leader. [My

father took me here the next day and the workmen repairing the damage showed us the cupboard under the stairs in which the occupants had sheltered.]

November 30. At 12.29 one house in Havant Road, Emsworth seriously damaged by machine-gun fire. No casualties.

1943

February 10, At 16.30 hostile planes machine gunned Havant, Hayling Island and Emsworth from a low level. No casualties but slight damage to buildings. Two HE bombs north of Bellair Road and house badly damaged. No casualties. Railway between Havant and Emsworth put out of action for 2½ hours. [When my painting was ruined.]

February 26, *Milk retailers in the Havant and Emsworth area, and elsewhere, pressed by the Government to amalgamate so reducing the number of milkmen and their vehicles on the streets. They had done so locally by forming a company, Country Dairies Ltd.* [In fact we had a milk lady who delivered the milk on a large handcart. Their depot was on the site of Denvilles Close. Bread was delivered by Harry Fry with his horse and van and coal was delivered by horse and cart by Mr Allen, who was also a bookies' runner. Betting shops were not allowed in those days. Steam driven lorries were also used for delivering goods.]

March 7. *Hear lot of gunfire for about an hour. Bombs at Bedhampton and Cowplain.*

March 10. Machine-gunning Havant district.

April 23, *Heavy gunfire.*

April 24. *More gunfire tonight.*

May 22. *Watch 'Wings for Victory' procession at Havant.*

June 18. *Awakened at 01.30 by bombs dropped in Portsmouth direction. No alert sounded, little gunfire.*

August 7. *At sports in Havant.*

August 15. *Heavy raid for two hours last night. Saw two planes in searchlights. Bombs at Hayling and Emsworth.*

August 16. At 00.15 oil bomb and IBs behind waterworks in Brockhampton Road. Havant. No casualties. Damage to corn in field. 00.17. One case of IBs at brickfield, Sandy brow, Purbrook. At 00.20 one HE bomb dropped at Manor Farm Cottages, Manor Road, Hayling Island. One woman, two children killed, one man, two women and four children slightly injured. At 00.30 HE bomb south of First Aid Depot, Church Road, Hayling Island. No casualties Severe damage to houses in Church Road. At 00.35 IBs in grounds of Emsworth Cottage Hospital. No damage. No casualties. At 00.45 one UXB in house in Bath Road, Emsworth. No casualties. Evacuation of 10 men, 14 women and 13 children to Rest Centre. Road closed. At 00.40 one HE bomb at 1, Harold Terrace, The Gardens, Emsworth. One house demolished and 11 badly damaged. No casualties. Two men, four women and seven children evacuated to Rest Centre. One HE bomb in field west of recreation ground. No damage. No casualties. At 01.38 two HE bombs at Poplar Grove, Hayling Island, one woman seriously injured, one man slightly injured. Woman subsequently died at First Aid Post. At 01.45 two HE bombs on shore south of Copse Lane, Hayling Island. Four houses in Church Road slightly damaged but no casualties. At 01.50 Petrol tank from aeroplane fell in Southwood Road, Hayling Island. No damage or casualties. Petrol distributed over the road. Home Guard in control. Two HE bombs at Havant Thicket. Search being made.

August 17*. Ban imposed on entry into the area by anyone who did not live or work here, this applied to most of the South Coast. You had to show your identity card* [everyone had one, I still have mine] *when asked to do so by the civil or military police. Havant and Emsworth was steadily becoming a military camp in preparation for the invasion of Europe – and the Germans knew that.*

1944

January 13*. American troops begin to appear in the district.* [A most welcome sight as they brought American chewing gum (Wrigleys) with them, which we could not get. Every American we saw was greeted with the request: *'Got any gum chum?'*]

January 15. *Large convoy of American tanks go through the town.*

January 31. *Buy 4lb of oranges, the first allowed to adults for several years. Austerity restrictions on men's clothes removed.*

February 8. Mosquito aeroplane rams a Wellington bomber in a mid-air collision. The Wellington crashed at Chidham and the Mosquito at Lumley. All crew are killed.

February 23. *About 22.00 alert goes. IBs at Emsworth and intermittent local gunfire. Hear that unopened parachute flares fell here last night. Scamp, our Jack Russell terrier, was terrified by the gunfire but he could distinguish between our planes and German ones. Occasionally his whining gave us an early warning of a raid before the alert had sounded.*

February 24. At 22.30 two large IB containers fell at St. James Road, Emsworth and exploded on impact causing fires and damage to a dozen houses. Casualties – three persons injured. One container of parachute flares failed to operate and landed in Bell's Copse, Cowplain.

February 29. District A.R.P. Controller reported up to this date the number of 'alerts' in the district had been 1,478, with the number of incidents at 164. 373 bombs had been dropped and about 10,000 Incendiaries. Thirty-five persons had been killed and 83 injured. 250 buildings destroyed or rendered uninhabitable and 3,594 damaged, the majority slightly.

March 2. *Alert goes at 02.30 gunfire follows as about four German planes go over in direction of London. Alert lasts one hour.*

March 9. *Hear that Emsworth Common Camp is beginning to fill with troops ready for the invasion. This refers to the large camp in what is now Southleigh Forest made ready for the D-Day invasion.*

March 15. *Alert at 23.15 lasting about 40 minutes. One returning raider came low overhead in thick cloud.*

March 21. *Alert at 01.15 for about 40 minutes. One plane came over in low cloud and heavy gunfire for a time. Heavy phosphorous bomb dropped at Farlington.*

March 27. Alert at 23.00 continues till 01.15. Intermittent gunfire, mostly distant.

April 1. *Tightening of the travel ban. Heavy troop movements in the district.*

April 11. *Had omelette made from dried egg-powder imported from the United States.*

April 15. *On my way to the cinema was asked for my Identity Card by a bobby (policeman). As I had left it at home I had to go back and get it.*

April 18. *First daylight raid for months. Plane shot down at Southampton.*

April 25. *Alert at 23.40. Raid on district starts soon afterwards and continues for half hour or so. Heavy gunfire. Bombs whistling down over house before falling a short distance away. Shakes us up. Bomb fell in Homewell and on allotments north of the station. Another raid at 05.00 but no bombs. Plaster down in back bedroom.*

April 26. At 00.04 seven HE bombs were dropped on the allotments north of Elmleigh Road and one at the rear of Homewell, two slightly injured. Considerable blast damage to the backs of 15,16 and 17.

April 27. *Alert at 01.30. Raid on district soon follows. First three red flares, bombs in Brooklands Road, Bedhampton. One slight casualty, otherwise the only damage was from blast. Later big chandelier flares over Portsmouth. Heavy gunfire but spasmodic. Few raiders but they seemed a lot. Another alert at 03.00 but no trouble developed.* Between 02.00 and 02.15 HE bombs dropped west of Purbrook, west of Bedhampton and west of Stoke water tower Hayling Island and west of Rowlands Castle golf links. One seriously injured casualty at Bedhampton and several buildings damaged by bomb blast.

May 15. *See two planes brought down, one in flames, in Petersfield direction, and the other over the Solent. No bombs or gunfire locally. 14 planes brought down last night.*

May 16. Six HE bombs near to South Hayling station some damage to houses and water mains. No casualties. Two HE bombs fell in marshland at Northney.

May 22. *See King George VI in Bartons Road on his way to Rowlands Castle to review the troops.*

May 30. *Hear that Havant has had air raid warnings on all three nights I have been away. Heavy gunfire last night.*

June 1. *Waiting for the invasion to begin. We had been told, as wardens, to be prepared for devastating raids on ports of embarkation and their hinterland as soon as the invasion began*. [In fact nothing happened.]

June 5. *Told by my younger brother, a railwayman that 'picnic' is likely to start tonight! And it does start tonight. Before going to bed at 00.15 I see a marvellous procession of bombers with navigation lights on flying fast and low East South East.*

June 6. Hear at 08.00 on the wireless (radio) that new phase in air war had begun and that Germans were reporting attempted landings on French Channel coast. Opening of invasion later confirmed. At 20.30 about 100-200 gliders towed by bombers over low flying East South East direction. Bombers returning 1½ hours later.

June 8. Alert at 01.30 for about 10 minutes. Learn that a pre-invasion conference between Churchill, Smuts, Eisenhower, Eden, etc. had taken place in a train at Droxford last weekend.

June 16. *Alerts at 05.00 and 06.00. No noise locally. Hear that last night Germans sent over Pilotless Aircraft Bombs* [V-1 Flying Bombs later referred to as 'flies'] *for the second time, first time not announced. They seem to be terrifying weapons. A quiet night.*

June 18*. Three alerts last night. Distant gunfire only. Another alert at 20.45. Hear that more ' flies' have been coming over.*

June 19*. Two alerts during darkness, with distant bangs only but during another one at 07.00. I see my first 'fly' that fell at Romsey.*

June 24*. In the past week nine 'flies' are known to have landed within a radius of about 20 miles of Havant – all of them travelling in a North West direction, three having gone beyond this district, the rest having fallen short of it. Two have actually passed over, three more would probably have done so had they continued their flights a bit further. All of them have fallen either in open country or in the water and although some blast damage to buildings has resulted there has only been one slightly injured casualty*. [During the war a number of people acted as enemy agents (spies) for the Germans and sent them military information. One of their duties was to report where these flying bombs were landing so their timings could be more accurately set. Many of these agents were known to the British and were persuaded to act as 'Double Agents' and work on our behalf. As a result they sent back inaccurate information so that later bombs would fall in the open countryside or the sea and thus avoid more populated areas.]

June 24. *Alert goes and 'fly' passes over soon afterwards. Alerts at frequent and prolonged intervals until 05.30 with 'flies' going over every now and then. Hear them explode at a distance. First real attack by these things on this district.*

July 3. *First alert at 00.45 and I see 'fly' going over house at a low height and see it explode about four miles away. At 00.50 a fly passed over the district at a height of about 600 metres and crashed in a wheat field 1½ miles west of Waterlooville cross roads causing some damage to property but no casualties. Alert lasts one hour. Second alert at 02.45 which lasts until 06.00 but only distant bumps heard.*

July 5. *A 'fly' passed over Selsey and fell in the woods at Emsworth Common – casualties two slightly injured. Actually it fell near to the transit camp badly damaging the cookhouse and other buildings. Fifty metres to the south it would have landed in the middle of the camp where a few days earlier or later hundreds of soldiers were quartered.*

July 11. *Alert goes at 00.20 and first 'fly' goes over flying low at 00.45 followed by three or four others until about 02.00. Another alert at 04.30 until 06.10 and some more go over. July 12. Alert at 00.55 all clear 05.55. 'Flies' go over at intervals accompanied by gunfire. It seems that earlier no attempt had been made to shoot them down as if they had been hit they would have fallen on Havant.*

July 14. *Only one alert but hear that 59 'flies' had landed within 15 miles of Portsmouth on July 10.*

July 15. *At 00.15 alert accompanied by 'fly' which fell fairly near. Others quickly followed. Alert lasts until 02.00. Another one at 04.00 accompanied by two 'flies' the second of which shut of engine nearly overhead and we waited for it (to explode) but apparently it glided some distance. All clear 05.50. Added later: in Portsmouth 17 killed, 70 injured and 200 homeless.*

July 20. *Attempted assassination of Adolf Hitler.*

July 22. *Alert last night followed at once by 'fly' which shut off its engine overhead and we waited in shelter for explosion, which was not as near as we had expected. Later, hear that it fell in Langstone Harbour.*

July 25. *Continuous waves of heavy bombers (ours) this morning from 09.30 to 10.30 preceded new attack by U.S. forces in Normandy. Germany declares 'Total War'. I suspect gas will be used*. [In the event it was not.]

August 14. *The 'flies' had been, or about to be superseded by the even more dreaded and more devastating V-2 rocket bombs, which were directed against the London area but we were not troubled by them.*

September 7. *Blackout to be partially lifted on September 17. Great news.*

October 12. *Havant street lamps re-lit, but half shaded.*

October 24*. Alert at 01.00, first since August 23. Hear a bang, presumably a 'fly'. So war is not over for us yet. Amusing to see lighted windows as people get up.*

November 23. *Painters and plasterers commence work on bomb damage repairs and decorating. While the war was on only emergency repairs were carried out.* [Broken windows were covered with roofing felt until replaced with 'wartime glass', which you could not see through properly, roof slates were replaced to keep the house watertight and the old fragile lathe and plaster ceilings, many of which were shaken down, were replaced with plasterboard. For some time after the war you could still claim for war damage repairs free of charge.]

1945

February 27. *At 14.30 see large fleet of Lancaster bombers going over.*

March 4. *Hear on the wireless (radio) that piloted German aircraft, the first for nine months, were over England.*

May 2. *Air raid warning system ends at noon*. [This was not the last we had heard of the siren as for a long time after it was used to call out the fire brigade, which consisted of part time volunteers who had to be summoned from their work places.]

May 7. *Announcement of end of the war expected all day and at 21.00. BBC announces tomorrow as VE day. Children very exited.*

May 8. *VE (Victory in Europe) day.*

May 13. *Children attend an open-air thanksgiving service in the park.*

August 15. *VJ (Victory in Japan) day.*

Understandably much has been written about the blitz on Portsmouth due to the considerable amount of damage that was caused and the large number of deaths and injuries that resulted. However the foregoing record of incidents for the Havant area clearly shows that we did not entirely escape the attention of the Luftwaffe. No doubt much of this was by accident rather than design as on dark nights it must have been easy to confuse Hayling with Portsmouth. In fact such confusion was actively promoted by the installation of decoy fires around Langstone Harbour, which resulted in many bombs falling either in the harbour or our less densely populated area. It was also fortunate that, surprisingly, so many bombs failed to explode. I have been told however by a Dutch lady, whose brother was sent to Germany to work

as forced labour in a munitions factory, that they sabotaged as many bombs as they could. These UXBs still present a hazard to builders and fishermen today when they are occasionally found.

So this was it then, war over, life could return to normal. But what was normal? For us children war was normal and, although dangerous, it was an exciting time, its end therefore was something of an anti-climax. As far as I can recall we never felt frightened, I suppose this was because our parents did all they could to protect us. I think I feel more frightened now that I realise it had lasted for so long and so much had happened around me. I must have heard and seen something of all of the events recorded above, the sirens, guns, bombs, aeroplanes (theirs and ours) tanks service personnel and all of the rest of the paraphernalia of war. For six years I had spent every day in my house sleeping either downstairs in the front room, we did not call it the lounge in those days, or outside in the air-raid shelter. The furthest I had travelled was to Gosport to meet my father coming out from work and that was only towards the end of the war when things had quietened down. This was a particular treat as one could see the mighty battleships tied up in Portsmouth Harbour.

A number of events took place in Havant Park. In May 1943 a display was carried out by local platoons and sections of the Home Guard. After a march past training displays were given in front of a large crowd of spectators which included: recruits' progress (Purbrook Company); bayonet training and unarmed combat (Waterlooville Company); machine-gun training (teams from Hayling and Emsworth); spigot mortar and Northover displays (Horndean and Rowlands Castle companies); platoon battle-drill (Havant Company) and a spectacular finale; an assault on the pavilion (Havant Company). Dummy ammunition was fired, smoke bombs let off and thunderflashes thrown. The 'battle' raged for some time much to the delight of us children. I have never seen anything quite so exciting happen out there since.

On another occasion several pieces of military equipment were brought in. I particularly remember the gun turret, from, I believe, a Lancaster bomber, mounted on the back of a lorry, which we could have a go in, no bullets of course and two Bren gun carriers gave us rides around the lower part of the park.

At another time we had a large firework display controlled by the fire service. These were the first fireworks I had seen. This probably took place as part of the official celebrations to mark the end of the war, which did not take place until 8 June 1946.

The celebrations were most enjoyable and one of our delights was to go round the streets at night to see the neon lights above some of the shops. Everyone put the flags out and we all had street parties. Ours was held in the playground of Fairfield School but I also went to one in the field in Market Lane where I had sprayed the Spifire. I also went to the one for the children who lived on Sir Dymoke's estate as my cousin lived there. This was held alongside her garden where my father had an allotment. My father was digging at the time and Sir Dymoke went and spoke to him, no doubt asking how well dad's crops were doing on 'his' land. It seemed a bit odd to me at the time to see them having an amicable conversation together. My father, a radical left wing socialist, talking to someone who represented everything, I knew even at that age, he opposed. I think it was then I learnt some people can have entirely different views and still be friendly and not have to resort to going to war.

We were of course free to travel about more and in particular being able to ride on the Hayling Billy and go and see the sandy beach we had been told about, which had been out of bounds during the war. Yes it was sandy, more so than it is today, However watch out for the patches of oil, pieces of shrapnel, rusty barbed wire and negotiate the large concrete blocks and barricades made of scaffold poles erected in order to make an invasion difficult. Some entertainment was provided by the anti-aircraft gun battery at Eastney practising by firing live ammunition at a target towed behind an aeroplane going round in circles. They did not hit it very often but on one occasion a lucky shot cut its towline and it dropped into the sea. At another time a Spitfire flew very low along the whole the length of the beach, flown no doubt by a handsome young pilot out to impress the girls. At least he was one of the lucky ones who had survived the war.

Although the war had ended it was not quite the end of my war-related experiences. Bad as it was I did not have to leave my home unlike many of those living in Europe. Although Russia had been an ally against a common enemy they were difficult to get on with and there was a great suspicion about their intentions. It was clear they wished to retain control over the

lands they had captured and did not intend to keep to previously made agreements. It was this situation that gave rise to another of Winston Churchill's famous speeches delivered on March 5, 1946 in which he said: *From Stettin in the Baltic to Trieste in the Adriatic, an Iron Curtain has descended across the Continent.*

Many people fled to the west and became known as Displaced Persons (DPs). Thousands arrived in England and the now empty naval camp in Bedhampton, which was in the Fraser and James Roads area, was opened up to receive them. They arrived in Havant by train and were shunted into the goods yard where they lined up ready to walk to the camp. They stood there with all their worldly possessions, which were mostly just the clothes they wore, although a few had small suitcases. We tried to talk to each other and the language was a barrier but we did have a laugh. It was bizarre as I think of it today but they gave us money, just a few coins, which were obviously now worthless to them, but what a gesture! We must have reminded them of children they had left behind.

These people were mainly from the Baltic States of Latvia, Lithuania and Estonia, which had been taken over by Russia in 1938 but there were also some from the Ukraine and elsewhere. They stayed in the camp for some time before an agreement was reached allowing them to take up mainly manual work although many of them were qualified professional people. They were designated as being European Volunteer Workers. Before they left they constructed a rough memorial to those of their country people who had died or they would never see again. I attended the very moving and colourful service celebration they held. Unfortunately the memorial was very fragile and has long since disintegrated but I still have a small piece of it; something of a treasure.

They were fairly restricted in their movements but they were allowed out and many people welcomed them in to their homes. Some stayed in this area and no doubt there are still some descendants here today. Sadly one was killed while crossing the line at the Stockheath railway crossing and two others died; they are buried in Havant Cemetery far from their original homes. My aunt witnessed one happy event. A chap was riding his bicycle along New Road when he suddenly saw his brother who he thought had been lost. It is difficult to imagine how they must have felt.

Another experience occurred during harvest time in 1946. The ground where Warblington School now stands was a cornfield and each year a steam traction engine would turn with the tackle to thresh the corn. This was always an attraction for us children as we were allowed to help in a small way but this year was a bit different.

After the war many of the German Prisoners of War (PoWs) we had captured were not immediately sent back; those considered trustworthy were sent out to help with harvesting and we found ourselves working with four or five of them. Again language was a problem but we got on all right, although I remember feeling a bit apprehensive when they had pitchforks in their hands. I was most amused when one accidentally broke a pitchfork and the old farmer tried to tell him off in English, it did not have much effect. There was an occasion when I got my head dangerously close to an unguarded pulley and one of the Germans rushed under the threshing tackle to push me away to safety. I was most grateful. I do not know where their camp was but one day my mother came home most indignant to say: '*She had heard down the street the PoWs were being given jelly,'* when we could not get it.

I think I did find the situation a little strange at the time; here we were in a friendly atmosphere working with people who for years we had regarded as the enemy and whom we had fought on this very ground in our war games, pretending to shoot at them with our imitation firearms. (I later had a wooden machine gun and a tank made for me by a German PoW). During these games some of us would goose-step about and greet each other with a Heil Hitler! and Nazi salute with, of course, the finger under the nose. We would also recite derogatory rhymes about Hitler, Himmler and Goebbels. We were only a short distance away from my home and the two craters their compatriots had made when they dropped the bombs that could have killed me. War was silly then and still is today. Perhaps one day we will find the solution of how to live in peace with each other.

The other empty camps in the area were quickly taken over by people who had been bombed out of their homes in Portsmouth. At first they squatted in them but later on the camps were taken over by the local Councils and they had to pay rent. They were dismal conditions in which to live but at least they had a roof over their heads. Soon after the war a number of prefabricated bungalows, prefabs, were built on the area that is now

Lockerley Road and called Havant Way. For many people this was luxury, they even had refrigerators fitted, a rarity in those days.

The one thing I have not mentioned is that in spite of all this disruption we still had to go to school. I started when I was five years old in 1942 at the Havant Council School now called Fairfield Infant School. I do not think there were any nursery schools or playgroups then, if there were I did not go. My mother had also gone to the same school in 1907 having started at the original Warblington School situated at Green Pond at the age of three; why so young I do not know. This school is now a bungalow.

Our lessons were very much the same as today. We also concentrated on learning to read and write and our tables but we had to do everything the long-way as there were no computers or other forms of calculators to help us. I remember an abacus in the classroom but we were never taught how to use it. The main difference from today was the air raids. When the siren went we had to march into the large shelters, which had been built in the school grounds, taking with us some heavy battery lamps and our gas masks. The shelters were very cold and damp in wintertime and I was always upset when we had to continue our lessons. It did not seem right but I suppose it kept our minds off what was going on.

Although we were close to Portsmouth the area was not considered to be sufficiently dangerous for children to be evacuated to safer areas in spite of all the action taking place around us. On the other hand it must have been thought there was some danger as, as far I am aware, only a few children were evacuated to this area apart from a short time when the school was closed and the main hall, which was much bigger then, was laid out with mattresses to billet children that had been bombed out from their homes in Portsmouth.

One unforgettable thing about the school was the outside toilet. Situated across the other side of the playground they were cold and miserable and the last place you would want to have to go. My cousin was probably pleased as at least they flushed whereas at home she still had an earth closet in the outside yard. I remember girls in particular did not want to go there and often just sat and wet themselves instead. Once I wanted to go but I ran back home, I just could not face them.

The classes were quite large as there were only six teachers, all ladies, apart from the headmaster Mr Burbidge. At the end of the war several men

teachers came back which took a bit of getting used to. I do not know what happened at lunchtime as I went home but the kitchen was not built until after the war, so I suppose everyone had to take sandwiches. We had a third of a pint of milk in the morning and afternoon but we had to pay for it, half an old penny (ha'penny) per bottle. They were sealed with a cardboard top, which had a press out hole for the straw. Afterwards we played games with them or used them for making wool bobbles. Often in winter time the milk was frozen so we had to put it on the hot water pipe to thaw out. Large coke stoves in each classroom provided the heating and if you were good you were allowed to stoke the fire. At times when you were not good you were sent to Mr Burbidge to get hit with the cane across your outstretched hands. Always painful but no lasting damage was caused except to your pride.

Occasionally we had medical checks to make sure we were healthy. We did not go to the doctor so often then as you had to pay that continued until everything became free under the National Health Service in 1948. A nurse came in to check our hair for nits although I do not think she found many. Dental checks were always a worry especially when the appointment cards for treatment were given out, in particular if it was a grey one, which meant you had to have gas. One thing used to annoy me. When there was a wedding at the church, boys who were in the choir were allowed out to go and sing for which they earned sixpence (2½p). It did not seem right to me, probably because I could not sing for toffee.

Every year we would have a week off to enable us to go and help the farmers with potato picking. I never went but I expect some of my friends did as it enabled them to earn some pocket money. I did go once to pick rose hips for making syrup. Acorns were also collected for the pigs.

An annual event was the celebration of Empire Day, held on the last Monday before the anniversary of Queen Victoria's birthday, which we were encouraged to know by the slogan:

Remember, Remember Empire Day, the 24th of May. The idea of the day was: *to remind children that they formed part of the British Empire, and that they might think with others in lands across the sea, what it meant be sons and daughters of such a glorious Empire.*

We had a sports day in the park, which was always great fun. With the decline of the Empire in the 1950s it became British Commonwealth Day in 1958 and later just Commonwealth Day. The end of the war was officially

celebrated on 8 June 1946 when we were all given a message from King George VI.

The reader of these memories might wonder how I was able to see so much of what was going on at this time bearing in mind I was still only eight years old when the war ended. This was because it was quite normal then to allow children to go out to play on their own at a much younger age than they are today. It was not that our parents did not care; they would worry a bit when we were not in when it started to get dark and would come out to find us. We were always careful to look up when we heard an aeroplane nearby and reassured ourselves by confidently thinking we had identified it correctly and saying: *'It's all right it is one of ours.'*

One place in particular we children liked to go was the foreshore at Langstone where there were large hull sections of an old submarine. We had been told it was the remains of a German one that had intended to attack ships in Portsmouth Harbour but had sailed in to Chichester Harbour by mistake. It had then run aground at Pook Lane Quay and the crew captured by local people armed with pitchforks. This added flavour to our imaginative play. We were therefore much disappointed when we later found out it had in fact been a British one, HMS *F2*, that had been purchased in 1922 by Mr C. Welton a scrap metal dealer from Fratton. After removing any valuable metal the hull was cut up and used for sea defence purposes. All that remained was taken away a few years ago as it was considered to be too hazardous for modern children to play on.

One last memory: Three of us always went about together and we liked to have a smoke. Dear Mrs Graham, who had a shop at Potash Terrace, would always oblige by selling us a packet of five Woodbine cigarettes, which cost 8½d (nearly 4p) for which we each contributed 3d, 3d and 2½d. We then had to divide the five cigarettes in proportion to the amount each had contributed, which worked out at 1½ each and a number of puffs each on the remaining half with the one who had only put in the 2½d getting the least. I believe this complicated calculation set me up for life as the only subject I really excelled in was mathematics.

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The Second World War
Extract from the *Making of Havant*

Havant was the same as every other part of the U.K. in respect of the Statutory Regulations and Orders imposed on the Country. However, it was different from some areas because of its proximity to Portsmouth, and, later in the war, because the district was used in preparation for D-Day. Havant was, therefore, a Restricted Zone, and permits were required for inhabitants to leave the area or for visitors to come into it. Havant was neither an evacuation nor a reception area.

AIR RAID PRECAUTIONS – KNOWN AS A.R.P.

In January 1939 the ARP Committee of the Havant Council recommended that the engineer be instructed to prepare a report and estimate of the cost of adapting the archway under Park Road North as the Depot for the Executive and Intelligence Officers. This tunnel or archway connected the old Isolation Hospital grounds, (now a retail park) to Havant Recreation Ground. It was adapted to contain the Headquarters of the ARP, Civil Defence Services, Wardens, Heavy and Light Rescue etc., Ambulance, First Aid Parties and Casualty Service were all administered by the Civil Defence and were based at St Faith's Church Hall, Pallant. A Council minute of 31 December 1938 reports the number of volunteers for C. D. duties as 1,002 at that time, and by April 1939 the total was 1,195. As Havant is close to Portsmouth a Group Controller in Naval Co-ordinated areas, i.e. areas around Naval Base,

Portsmouth, had to be appointed from Active Defence Services and the appointment was given to Commander GFL Marx RN.

The Chief Warden was the Chairman of the ARP Committee Rear-Admiral KEL Creighton, his assistant Mr LC M Paxton, Salary £250 p.a. Also appointed, a Technical Architect and Engineering Assistant at £300 p.a. and one clerk only at £3 per week.

SHELTERS

In May 1939 the number of air raid shelters required for the District (i.e. Havant and Hayling Island) was estimated at 6,000. The Council agreed to erect 7 concrete shelters in Havant Park accommodating 350 persons each, and 6 steel shelters in Homewell for 300 persons each.

In October 1939 the accepted tender for 36 Public Shelters was £6,123 7s. 6d. and 15 Wardens' posts £745 7s. 6d. These were for the area controlled by the Havant Council. Nearly all items on the agendas of the A.R.P. Committee in 1940 dealt with shelters. Brick built shelters were being erected throughout 1940 at a cost ranging from £159 to £209 each. In May 1941 it was minuted:

> *The Public Shelters were generally satisfactorily clean and wholesome in every way. No doubt this is contributed to by infrequent use.*

In April 1941 it was agreed that no further building of Public Shelters was required in Havant, but in August 1941 the government instructed that all Public Shelters built without reinforcement in the walls must be strengthened. This work was completed by May 1942. Gas masks were issued in 1938 in the Drill Hall in West Street, where trained volunteers worked day and night. Here and throughout the area some 21,000 respirators were distributed in 24 hours.

FREE DOMESTIC SHELTERS

As elsewhere throughout in country, Anderson Shelters for outdoor use and Morrison Table Shelters for indoor use were provided. The Anderson Shelters were sunk into the ground 3' 6" (one metre) and because of the high water table waterproofed concrete bases and sides were found to be necessary. A sample batch was waterproofed at an average cost of £4 13s. 0d. per shelter.

Up to October 1941 there were 4,088 Anderson Shelters erected and 990 Domestic brick but, no doubt, many more later. By July 1944 the total of Morrison Shelters had reached 634. In July 1945 shelters were being disposed of; Anderson (which made good garden sheds) at £1 each and Morrison at £1. 10s. 0d. (£1.50) each. Domestic brick shelters could be sold to owners at £2 each.

RESTAURANTS and CANTEENS – THE BRITISH RESTAURANT

In common with all towns Havant had a British Restaurant. It was in Parkway, Havant, and consisted of two Nissen Huts, one hut to provide accommodation for 190 people and the other as a kitchen and its estimated cost was £3,300. The estimated number of midday meals provided was 400. The site is now occupied by the Kentucky Fried Chicken restaurant. Construction commenced 16 February 1942 and was completed in about 4 weeks. The opening was on 22 April 1942. The hours were 9.30 a.m. to 4.30 p.m. Midday meals 11.45 a.m. to 2 p.m., light refreshments during the remaining hours. The Manageress was Miss Mary Stott at a salary of £3 10s. 0d. per-week. Vegetables were grown on surplus land. Meals were always of an excellent standard especially the Green Salad. The official opening was 15th May 1942 by Lt Cmdr Ralph Richardson RNVR of HMS Daedalus, Bedhampton, in the presence of a fairly large company.

As an indication of meals supplied, those for the 12 months ending 14th May 1943 were:

Main Meals 64,007, Beverages 108,430. Subsidiary 19,387. Soup 8,440. Teas 20,314, Sweets 68,760.

Average number of children's meals 500 per month. Also as an indication of wages paid the cook received 1/3d. (6p) per hour in September 1943, increased to 1/5d. (7p) a year later.

Early in 1944 the Restaurant closed at 2 p.m. on Saturdays in February, March and April to allow staff to have one half day off per week. In July 1944 it was agreed to allow meetings to be held in the Restaurant, and screens were provided to seal off the counter, pay office and kitchens at a cost of £26.

SERVICES' CANTEEN

A canteen for all service people in uniform (but not Civil Defence) was in the Congregational now United Reformed Church Hall, Elm Lane. It consisted of a recreation room and canteen, and was manned by lady volunteers from all churches. About the time of D-Day when the town was full of troops, 1,000 cups of tea were served between 5 and 10 p.m. on one occasion.

For troops stationed in Carrell's yard, where there were no mess facilities, the mess and cookhouse were in the present library building in North Street. The mess was in the hall and the cookhouse in the yard at the rear.

The Food Office was-in Fairfield and, in the charge of Miss Dorothy Ellis, rationing was well organised. The owner of a grocer's shop, until recently in North Street, said to the writer *Havant came through the war with a good character. People said they always had their share.*

FUEL RATIONING

The Fuel Officer was Mr AW Thompson. His office was in early days in Fairfield, later transferred to Waterloo House at the corner of Waterloo Road and North Street (site now occupied by an office block).

BRITISH RED CROSS SOCIETY

During the war the society had an office in shop premises (now no.46) on the East side of North Street. The society was responsible for welfare, the homeless, reception of refugees, emergency catering, etc. It liaised with the Civil Defence Services. The work of the B.R.C.S. (Hants 22) Detachment will be written in a separate article.

CIVIL DEFENCE FIRST AID POST

The Havant Ambulance, First Aid Post and Casualty Service were administered by the Civil Defence, and based at St Faith's Church Hall in the Pallant. The Post was founded on 10 September 1939, and manned continuously day and night from 7 p.m. on 1 October 1939 to midnight 31 December 1944. Personnel went into action during heavy air raids in the district about ten times and on numerous other occasions. Ambulances and staff were based at 9 Fairfield Terrace from June 1943 to February 1945. Dr MS Dewhurst was the Medical Officer and Mrs. Mary Dewhurst Commandant of the First Aid post. Drs Nash, Gilbert and J Dewhurst were Assistant Medical Officers, with Miss G Price-Smith Ambulance Officer and Mr H Hazell leader

of the First Aid Parties. In addition to treating Air Raid, Military and (non-war) Civilian cases which in all totalled 512, a Scabies Clinic was held twice a week, at which 500 cases were treated. The First Aid Post 'Anti Gas' decontamination departments with showers etc., were particularly suitable for dealing with the treatment of Scabies.

The fleet of Ambulances based at Havant First Aid post consisted of 3 vehicles plus 16 private cars. Amongst these was a Bentley, which had been converted from a private car owned and donated by a Hampshire lady; it was the pride and joy of the ambulance drivers, all of whom were women volunteers.

During the early days of D-Day preparations, a group of Commandos arrived in Havant, secretly, swiftly and silently, and were billeted for two days in Beechworth and Grove Roads. They brought with them folding bicycles, camouflaged uniforms and soft rubber boots, and just as silently they departed by night for a raid upon the French coast, it was learned afterwards. There was much speculation locally as to the identity of the tall, outstanding officer who was in charge of these commandos. He showed much interest in the Bentley Ambulance, and happened to compare it with some Bentley cars of his own. Could this officer have been Lord Lovat of Commando fame? It was felt that he was. But it will remain one of the unsolved mysteries of those 'hush-hush' days of the war, when so many of the great defence personalities moved through Havant unknown and unrecognised.

At the First Aid Post during 1942 camouflage nets were assembled, and in 1943 rivets were sorted for the Ministry of Aircraft Production by ambulance personnel during slack periods. During the Battle of Britain all personnel reported for duty at each warning. In the long hours of waiting, men and women alike knitted woollen squares, which were made up into two double blankets and sent to Alton for a blitzed family from Southampton. Ambulance and Casualty Service volunteers worked at the Queen Alexandra Hospital during the early evacuation of wounded from Normandy immediately after D-Day.

Dr and Mrs Dewhurst were presented with a silver inkstand inscribed 'Havant CD. 1939-1944' at a farewell party on 29th December 1944, together with a book containing 109 signatures of those who contributed. Presentations were also made to Miss Pinchard, Deputy Superintendent, and to Mr. Read, Quartermaster.

AIR RAIDS

District ARP Controller reported up to and including 29 February 1944 the number of 'alerts' in the district at 1,478, with the number of incidents at 164. 373 bombs were dropped and about 10,000 Incendiaries. Thirty-five persons were killed and 83 injured. 250 buildings were destroyed or rendered uninhabitable and 3,594 damaged the majority slightly.

Resulting from a bad Incendiary raid on Portsmouth, electricity and gas supplies in Havant were cut off 4/5 days. Cooking in some cases was done by residents over brick built fires in their gardens, whilst the WVS also cooked meals. Southdown double-decker buses converted into ambulances poured through Havant to outlying hospitals. Fairfield school was used to house the elderly from Portsmouth, looked after by the WVS and Red Cross.

On the lighter side, when siren alerts sounded during the daytime, it was a familiar sight to see a row of women, heads swathed in towels, running from a hairdressers in South Street, round the back of St Faith's and into the Air Raid Shelter in Homewell. They had been caught by Hitler with their curlers in!

CAMPS and OTHER MILITARY MATTERS

Hutted Transit Camp for Refugees from the Ukraine, Estonia, Latvia and Lithuania was at the original Royal Naval Camp off New Road, Bedhampton (now called James Road, after the Commander-in-Chief Portsmouth Command, Admiral Sir William James). Refugees from all walks of life, professional people and agricultural workers, who had lost everything, were welcomed into the homes of the people of Havant in spite to difficulties of language and rations. Many of these people were accomplished in the Arts, and on occasions gave musical concerts etc, at the camp as a 'Thank you' to Havant townsfolk.

The Anti-aircraft Battery and Searchlight Emplacement was sited on the Langstone Road, where the Langstone Technology Park now is. The A.A. Battery was bombed on several occasions. There was a Free French Camp, Bir Hakeim Barracks, at Hollybank, Southleigh Road, and also one in Emsworth.

Royal Observer Corps had their Control Post on the flat roof of the Post Office. Their Chief Observer was Mr HE Shepherd. All were volunteers from men in 'reserved occupations' and those unfit for service in the forces.

HOME GUARD

The Commanding Officer of the Local Defence Volunteers was Lt. Colonel Fowlie of 16th Battalion Hampshire Regiment, Major Maybee Commanding 'H' Company locally with Platoon Commander Lieutenant John Loat. The Home Guard stood down on Sunday 3 December 1944. The ceremony was in Havant Recreation Ground.

The Auxiliary Fire Service had a Fire Post in the stables of Warblington House, Pook Lane, manned by six volunteers during air raid alerts. A Council minute of 10 March 1939 records that 160 uniforms for the Auxiliary Fire Service were to be ordered as and when required. Static Water Tanks, brick built and lined with waterproof cement were built in strategic sites in the district, and were marked SWS

ROYAL NAVY ESTABLISHMENTS

The disused cinema in North Street was used as a torpedo store. Leigh Park House and West Leigh House became the wartime home of the Mine Design Department (of HMS Vernon), later named the Admiralty Mining Establishment, which afterwards split into the Surface Weapons Establishment and the Underwater Weapons Establishment. The conservatory at Leigh Park housed a fine collection of British and foreign mines. Warblington House, Pook Lane – Admiralty Expenses Accounts Dept (from Portsmouth Dockyard). A fleet of double decker buses arrived daily with civilian personnel. The Corner Café, now a convenience store, did great work providing relays of lunches.

Belmont House Bedhampton. Hutted Camp HMS Daedalus. the present St Nicholas Church at the corner of Hulbert Road, was originally the sick bay, etc., premises altered and enlarged.

Leigh Road (now Petersfield Road), east side not far from junction with Bartons Road, hutted camp.

West Leigh – Hutted Camp. St Albans Church was originally the sick bay premises – now entirely rebuilt.

Either the Leigh Road or the Belmont Camp was used as a re-kitting station for returning Naval prisoners of war. As most of the POWs came from the Portsmouth area, they were not inclined to take advantage of the camp for long.

LOCAL WAR EFFORTS – FACTORIES

Airspeed, making Aircraft Components, was at Langstone Village (in garden and paddock of Langstone Towers). Nevil Shute Norway (Aircraft Designer and Author) lived at Langstone and was a Director of Airspeed. Many of his plans for anti-submarine devices were developed in the circular ground floor room of Langstone Mill.

A Sheet Metal Factory was at the rear of the Dolphin, West Street (roughly where W. H. Smith's now is in the Meridian Centre), and the Army and Navy Hat and Cap Co. was in South Street.

SAUCEPANS for SPITFIRES – BRASS for BRITAIN

The emergency call for materials under the above slogans received an immediate and tremendous response. At once, Messrs Seward's Garage and Showroom in East Street (now the Hermitage housing) was made a receiving depot, to which the crowds hastened to bring the aluminium pots and pans to build a Spitfire. The ever increasing mountains of saucepans could be viewed through the large plate glass windows. And when brass was requested, it seemed scarcely possible that Havant homes had sheltered so many brass ornaments, utensils, fire-irons, door knockers etc., brass buttons, some of fine quality each engraved with a stag's head (the Fitzwygram livery of long ago).

WINGS for VICTORY NATIONAL SAVINGS CAMPAIGN 1943

The Havant and Waterloo Savings Committee raised a record sum of £192,851 in a very short time. The total represented the cost of 11 war planes.

MISCELLANEOUS MATTERS

In April 1939, a store was rented by Messrs Carrell, South Street, for mobilisation equipment storage, at 15 shillings (75p) per week inclusive.

Air Raid Warning Signal fixed on the roof of the Havant Control Room belonging to Southern Railway – rent one shilling (5p) per annum.

Air Raid warning sirens cost on average £51 each.

There were 17 flag-days during 1945.

A Council minute of 25 May 1943 reads:

The Chairman congratulated Mr L Simmons the caretaker of the Town Hall on being presented with the King's Certificate of Merit at a recent parade of the 16th Hampshire Battalion of the Home Guard.

Langstone Bridge. On 30 November 1943, Council minutes state:

Resolved that the Ministry of War Transport be approached in the matter of war workers who travel from Portsmouth to Hayling Island that some arrangement should be made to obviate the war workers having to walk across the bridge owing to the weight of the buses.

And on 24 February:

That Southampton County Council be requested to take into consideration the reconstruction of 'Langstone Bridge in their programme of post war improvements.

A minute of 3 October 1939:

Resolved to proceed with construction of 15 inch water main at Langstone Bridge.

D-DAY PREPARATIONS

Mulberry Harbour. One of the most remarkable achievements of the War took place under the noses of people in the Havant area. Under the code name 'Phoenix', several vast concrete caissons which formed part of the Mulberry Harbours, were built in record time on the shores of Hayling Island. The operation was very hush-hush, and much excitement and speculation was rife in the area. Sir Winston Churchill paid a visit to the works, travelling by rail to Havant and thence by car. Skilled workmen were brought in by coaches from the mainland, and this, one feels, gave rise to the Council minute of November 1943 about Langstone Bridge, referred to in previous section. After the bombing of Coventry special trains carrying rubble for use in making the concrete were run to the South Coast.

On D-Day the caissons were towed to the French coast to form "moles" in the artificial harbours for landing troops, equipment and stores. One caisson sank in Langstone Harbour soon after it was taken in tow, and it can still be seen today. The "Caissons" varied in size, the largest being 200 ft long and 60 ft high, weighing some 6,000 tons.

Havant, being close to Southsea and Portsmouth, was full of troops and armour previous to D-Day. Camps were situated on all possible sites. Pook Lane was one, with sentries stationed at the entrance screening the residents.

Stansted woods were full of soldiers and camouflaged vehicles. The Green at Rowlands Castle could hardly be seen for the tanks and armoured vehicles parked there.

In the early morning of 22 May 1944, soldiers lined the road (B 2149) for some miles. Slowly down the road, with a retinue of officers, King George VI walked from Horndean to Rowlands Castle, stopping to talk to his troops, wishing them good-bye and good luck in the battle to come. A stone stands by the roadside near Rowlands Castle, engraved to mark the occasion. It was planned by a spectator, Mrs D Martin of Redhill House, and the Dean of Winchester helped with the wording, which is as follows:

> *Here on 22nd May 1944 His Majesty King George VI reviewed and bade God speed to his Troops about to embark upon the invasion and liberation of Europe. Deo Gratia.*

A local resident (and a member of the Havant Local History Group) recalls – *'Memories of the radio news and then an uncanny silence, almost all day as the huge troop-carrying gliders were towed overhead on their way to the Normandy landings. Our troops, guns, equipment etc., sheltered here in secret in our woods and lanes, had slipped away in the night, and I realised that I no longer needed a pass to enter Pook Lane and my home'.*

In the early evening, a United Service of Intercession was held at St Faith's Church. Never within living memory had the building held so many people, or been surrounded with such crowds within the churchyard. The End of World II was officially declared to be one minute past midnight, Tuesday 8 May 1945. Some of Havant's residents had anticipated this, and commenced decorating buildings on the Monday, so that by Tuesday houses, shops and streets were gaily coloured, the whole of East and West Streets being an archway of flags and bunting. Tuesday May 8th was therefore VE Day (Victory in Europe), and although in Havant celebrations started slowly, the gaiety and enjoyment increased as the day wore on and the evening approached, but it was not before midnight that residents and uniformed visitors gave way to an outburst of enthusiasm.

With the coming of peace, the eight bells of St Faith's, which had been silent throughout the war, rang out, and everyone ran out into the streets to listen to them.

In the afternoon of VE Day, a service was held in the Park, in which Civil Defence and other war workers took part. Clergy officiating were the Reverend PH Duke-Baker (Rector), the Reverend TJ Sturtridge (Congregational Minister) and the Reverend PHW Grubb (Rector of Bedhampton). Sir Dymoke White, MP gave an address, and a speech was made by Councillor J Flanders (Chairman of Havant and Waterloo Urban District Council). Community singing was led by Mr Perraton, accompanied by the British Legion Band. The service was followed by children's sports and refreshments.

The VE celebrations lasted all the week, with street tea parties in several places, Saturday being the VE Day of the week. Another service was held in the park on Sunday 13th, when there was a big muster of the Fighting Forces, Civil Defence Services and French Naval personnel.

Special services were held at all the churches on Sunday, all of which were packed to capacity.

V.J. (Victory over Japan) celebrations for Havant were arranged for the afternoon of 16 August 1945, the Japanese surrender having taken place on August 14. There had been scenes of revelry on the evening of 15th, but not too boisterous. A large crowd attended community singing in the park, where a procession was formed and torches lighted. The procession made its way to Portsdown Hill to share in the festivities there.

MEMORIALS

At the crossroads near St Faith's Church, the names of the fallen were engraved on plates affixed to the Memorial erected after the First World War, and a Memorial Service was conducted there.

BALTIC STATES MEMORIAL of REMEMBRANCE

Hundreds of people belonging to the Baltic States joined together at the European Voluntary Workers' Camp, Bedhampton, one Sunday evening for the opening of a Garden of Remembrance. Constructed by the camp members themselves, the garden was to the memory of 60,000 Estonians, Latvians and Lithuanians who were forced to emigrate in 1941.

ACKNOWLEDGEMENT

The Group is indebted to the late Miss NP Paxton for the detailed notes she made on the Hants 22 Detachment British Red Cross Society, and which have been made available to us. Its history will be written in another article but included here are the sections which relate to the wars.

Issued by the Ministry of Information in co-operation with the War Office and the Ministry of Home Security

WHAT TO DO IF THE INVADER COMES

THE Germans threaten to invade Great Britain. If they do so they will be driven out by our Navy, our Army and our Air Force. Yet the ordinary men and women of the civilian population will also have their part to play. Hitler's invasions of Poland, Holland and Belgium were greatly helped by the fact that the civilian population was taken by surprise. They did not know what to do when the moment came. You must not be taken by surprise. This leaflet tells you what general line you should take. More detailed instructions will be given you when the danger comes nearer. Meanwhile, read these instructions carefully and be prepared to carry them out.

I

When Holland and Belgium were invaded, the civilian population fled from their homes. They crowded on the roads, in cars, in carts, on bicycles and on foot, and so helped the enemy by preventing their own armies from advancing against the invaders. You must not allow that to happen here. Your first rule, therefore, is:—

(i) IF THE GERMANS COME, BY PARACHUTE, AEROPLANE OR SHIP, YOU MUST REMAIN WHERE YOU ARE. THE ORDER IS "STAY PUT".

If the Commander in Chief decides that the place where you live must be evacuated, he will tell you when and how to leave. Until you receive such orders you must remain where you are. If you run away, you will be exposed to far greater danger because you will be machine-gunned from the air as were civilians in Holland and Belgium, and you will also block the roads by which our own armies will advance to turn the Germans out.

II

There is another method which the Germans adopt in their invasion. They make use of the civilian population in order to create confusion and panic. They spread false rumours and issue false instructions. In order to prevent this, you should obey the second rule, which is as follows:—

(2) DO NOT BELIEVE RUMOURS AND DO NOT SPREAD THEM. WHEN YOU RECEIVE AN ORDER, MAKE QUITE SURE THAT IT IS A TRUE ORDER AND NOT A FAKED ORDER. MOST OF YOU KNOW YOUR POLICEMEN AND YOUR A.R.P. WARDENS BY SIGHT, YOU CAN TRUST THEM. IF YOU KEEP YOUR HEADS, YOU CAN ALSO TELL WHETHER A MILITARY OFFICER IS REALLY BRITISH OR ONLY PRETENDING TO BE SO. IF IN DOUBT ASK THE POLICEMAN OR THE A.R.P. WARDEN. USE YOUR COMMON SENSE.

III

The Army, the Air Force and the Local Defence Volunteers cannot be everywhere at once. The ordinary man and woman must be on the watch. If you see anything suspicious, do not rush round telling your neighbours all about it. Go at once to the nearest policeman, police-station, or military officer and tell them exactly what you saw. Train yourself to notice the exact time and place where you saw anything suspicious, and try to give exact information. Try to check your facts. The sort of report which a military or police officer wants from you is something like this:—

"At 5.30 p.m. to-night I saw twenty cyclists come into Little Squashborough from the direction of Great Mudtown. They carried some

sort of automatic rifle or gun. I did not see anything like artillery. They were in grey uniforms."

Be calm, quick and exact. The third rule, therefore, is as follows:—

(3) KEEP WATCH. IF YOU SEE ANYTHING SUSPICIOUS, NOTE IT CAREFULLY AND GO AT ONCE TO THE NEAREST POLICE OFFICER OR STATION, OR TO THE NEAREST MILITARY OFFICER. DO NOT RUSH ABOUT SPREADING VAGUE RUMOURS. GO QUICKLY TO THE NEAREST AUTHORITY AND GIVE HIM THE FACTS.

IV

Remember that if parachutists come down near your home, they will not be feeling at all brave. They will not know where they are, they will have no food, they will not know where their companions are. They will want you to give them food, means of transport and maps. They will want you to tell them where they have landed, where their comrades are, and where our own soldiers are. The fourth rule, therefore, is as follows:—

(4) DO NOT GIVE ANY GERMAN ANYTHING. DO NOT TELL HIM ANYTHING. HIDE YOUR FOOD AND YOUR BICYCLES. HIDE YOUR MAPS. SEE THAT THE ENEMY GETS NO PETROL. IF YOU HAVE A CAR OR MOTOR BICYCLE, PUT IT OUT OF ACTION WHEN NOT IN USE. IT IS NOT ENOUGH TO REMOVE THE IGNITION KEY; YOU MUST MAKE IT USELESS TO ANYONE EXCEPT YOURSELF.

IF YOU ARE A GARAGE PROPRIETOR, YOU MUST WORK OUT A PLAN TO PROTECT YOUR STOCK OF PETROL AND YOUR CUSTOMERS* CARS. REMEMBER THAT TRANSPORT AND PETROL WILL BE THE INVADER'S MAIN DIFFICULTIES. MAKE SURE THAT NO INVADER WILL BE ABLE TO GET HOLD OF YOUR CARS, PETROL, MAPS OR BICYCLES.

You may be asked by Army and Air Force officers to help in many ways. For instance, the time may come when you will receive orders to block roads or streets in order to prevent the enemy from advancing. Never block a road unless you are told which one you must block. Then you can help by felling trees, wiring them together or blocking the roads with cars. Here, therefore,

is the fifth rule:—

(5) BE READY TO HELP THE MILITARY IN ANY WAY. BUT DO NOT BLOCK ROADS UNTIL ORDERED TO DO SO BY THE MILITARY OR L.D.V. AUTHORITIES.

VI

If you are in charge of a factory, store or other works, organise its defence at once. If you are a worker, make sure that you understand the system of defence that has been organised and know what part you have to play in it. Remember always that parachutists and fifth column men are powerless against any organised resistance. They can only succeed if they can create disorganisation. Make certain that no suspicious strangers enter your premises. You must know in advance who is to take command, who is to be second in command, and how orders are to be transmitted. This chain of command must be built up and you will probably find that ex-officers or N.C.O.'s, who have been in emergencies before, are the best people to undertake such command. The sixth rule is therefore as follows:—

(6) IN FACTORIES AND SHOPS, ALL MANAGERS AND WORKMEN SHOULD ORGANISE SOME SYSTEM NOW BY WHICH A SUDDEN ATTACK CAN BE RESISTED.

VII

The six rules which you have now read give you a general idea of what to do in the event of invasion. More detailed instructions may, when the time comes, be given you by the Military and Police Authorities and by the Local Defence Volunteers; they will NOT be given over the wireless as that might convey information to the enemy. These instructions must be obeyed at once. Remember always that the best defence of Great Britain is the courage of her men and women. Here is your seventh rule:—

(7) THINK BEFORE YOU ACT. BUT THINK ALWAYS OF YOUR COUNTRY BEFORE YOU THINK OF YOURSELF.

Memories of D-Day 1944

Betty Marshall (née Pook)

Oddly enough, at the beginning of 1944 life seemed easier to civilians in Havant.

There was still rationing of almost everything, including clothes and bread, but we had become accustomed to that. We had lived through Dunkirk and the subsequent threat of invasion; we had lived through the daylight air raids and the blitzes on Portsmouth and on the airfield at Thorney Island, with stray bombs falling on Havant. We were at last able to enjoy peaceful nights and! quiet days, apart from the few doodlebugs (V1s) which came our way, and which seemed rather a joke as a secret weapon (I know Londoners wouldn't agree, and they had the much more destructive V2s as well).

The war news was getting better every day. The Allies were advancing up the length of Italy, and the Russians were driving the German armies westwards. Most importantly for a naval area, we had sda and air control of the Atlantic and the Channel, so worries about Allied naval losses were lessened. The one thing we were waiting for, because we knew it had to come before the war could come to an end, was the Allied landing in France.

In the early months of 1944, there was very little extra activity in the South Hampshire area. Anyone living within 10 miles of the south coast had always held a special identity card, and perhaps these were scrutinised a little more carefully when one re-entered the area. My brother lived at South Hayling, and said there were days when he was barred from the beach. This annoyed him because all through the war he had been setting a long line on the beach to catch fish to supplement the rations. But I think any signs of extra activity were carefully kept away to give the Germans no inkling of the D-Day plans.

As the months went by, there was a lot we knew, but never discussed. At Airspeeds, although our part in the Drawing Office where I worked was over, we knew of pressure to complete building up the numbers of Horsa gliders before a certain date. We knew about Pluto, the pipeline under the ocean, and of course about the Mulberry Harbours being built at Hayling, though no-one was quite sure what they were.

There were rumours of important people, Winston Churchill, General Eisenhower, General Patten, General Montgomery and Lord Mountbatten being seen in the area.

Throughout April and May, tension and excitement really began to mount. The woods to the north of Havant, Southleigh Forest, The Thicket and The Holt between Rowlands Castle and Finchdean, began to fill up with troops, with guns and tanks. There are still laybys, for instance opposite the entrance to Southleigh House in Eastleigh Road, that were built to accommodate just two or three more. The harbours and creeks were filling up with naval vessels, with landing craft and the amphibious vehicles, DUKWs, known as "ducks", which could ferry men and equipment ashore and drive straight on land to complete their task. We all knew what was going to happen but nobody knew when.

Then all through the night of June 4th/5th, there was the sound of troop and tank movements, everything heading towards Portsmouth for embarkation. (if you look at the kerbstones in East Street, Havant you can see where chips were taken out by the tank tracks.) We thought the day must at last have come, but in the morning, apart from the empty woods there was no sign of anything having happened – the weather had turned nasty, and as we now know D-Day was postponed for 24 hours.

On the evening of June 5th, we stood in our garden in Denvilles and watched hundreds of Horsa gliders with their towing aircraft assembling to the north of us, then turning and heading out over the Channel. The next morning, the radio gave no inkling of what was happening, but going to work as usual those who came in from the Waterlooville direction and could see the harbours from Portsdown Hill reported that the sea which had been so full of craft was now almost empty. Still we could not believe that this really was D-Day, after so many months and years of toil and struggle.

At 10 o'clock the Tannoy (factory loudspeaker) at Airspeeds was switched on – usually all were heard from it was "Music While You Work" – and we were told to stand by for a special announcement. Then came Winston Churchill's voice telling the nation that the Allied troops had landed in Normandy, and a secure bridgehead had been established. There were cheers and tears, hope that we could at last look forward to final victory, but the certainty of many more casualties before that came.

Two final memories: The first is that it was amazing that with all the preparations going on, all that was known by so many people, the Germans remained convinced that the invasion force would land in the Calais area, and were totally unprepared for the landing in Normandy. In this the discretion

of local people must have played a small part. We all knew what was happening but didn't talk about it even amongst ourselves.

The second memory is a personal one. A few days after D-Day I was on my way home by way of the bridge over the railway connecting Eastern Road and Third Avenue, Denvilles. Passing under the bridge was a long train with blanked out windows, but through a small opening at the top of the windows I could see the train was full of German Prisoners of War (POWs). If I had had a machine gun I would have quite cheerfully have shot the lot of them, because of the suffering Germany had inflicted on so many people.

(Betty lived in Denvilles during the war and cycled daily to the Airspeed Works in Portsmouth where she worked as a draughtswoman helping to draw the plans for the Horsa gliders used on D-Day. Parts for these gliders were made at the Airspeed works in High Street, Langstone.)

DUKW. A 2.5-ton, six-wheel amphibious truck used in World War Two by the U.S. Army and Marine Corps. Its primary purpose was to ferry ammunition, supplies, and equipment from supply ships in transport areas offshore to supply dumps and fighting units at the beach. They were often seen coming through Havant on the backs of low-loaders.

DUKW is an acronym based on D indicating the model year, 1942; U referring to the body style, utility (amphibious); K for all-wheel drive; and W for dual rear axles. Called a "duck," the vehicle was shaped like a boat. It had a hollow airtight body for buoyancy and used a single propeller for forward momentum. It was designed according to Army criteria and was based on the Army's 2.5-ton truck. The vehicle was capable of carrying 25 soldiers and their equipment, an artillery piece, or 5,000 pounds (2,300 kg) of general cargo. At sea the vehicle could maintain a speed of 5 knots (about 6 statute miles, or 9 km, per hour), and on land it could go 50 miles (80 km) per hour.

HMS *Oribi*

Oribi was originally to be named *Observer* but when the South African Government sponsored the build her name was changed to that of a small South African antelope. She was launched on 14 January 1941.

In 1942 Havant and Waterloo area Savings Committee fixed their 'Warship Week' for 7 to14 March, when they hoped to raise £210,000, the cost of the hull of a destroyer. In July 1942 the *Hampshire Telegraph* reported that although the total investment of £189,248 15s 6d fell short of the target by £20,000, the Havant area had been granted permission to adopt the destroyer *Oribi.*

HMS *Havant*

Battle honours – Atlantic and Dunkirk 1940.

Summary of Service 1939 to 1940

HMS *Havant* was one of six destroyers that were ordered by the Brazilian navy on 8 December 1937 and was built by Messrs J. Samuel White & Co. Ltd. at Cowes on the Isle of Wight. It was intended to call her BNS (Brazilian Navy Ship) Javary.

She was laid down on 30 March 1938, launched on 17 July and completed on 19 December.

However following the declaration of war with Germany on 3 September 1939 these destroyers were requisitioned by the Admiralty on 7 September and became known as the 'Havant' class. The other 5 were named *Harvester, Havelock, Hesperus, Highlander* and *Hurricane.*

On 8 January 1940 HMS *Havant* went to Portland to carry out her working up routine. On 31 January she sailed for Plymouth where she joined the Western Approaches Command. She left Plymouth on 4 February in company with HMS *Ardent* and HMS *Whitshed* on an anti-submarine sweep to Cape Finisterre arriving back at Plymouth on 9 February. At Plymouth she was taken in for the fitting of de-gaussing (anti magnetic mine protection) gear but during this time she developed defects that put her out of action until the middle of March. It was suspected that these defects were the result of sabotage.

On her return to duty she was allocated to the 9th Destroyer Flotilla, Western Approaches Command, operating out of Plymouth. For the

remainder of March she was on anti-submarine patrol on which she had one contact but the result was doubtful.

On 7 April HMS *Havant* sailed for Greenock where she was due to escort a convoy going to Gibraltar. However, during her passage to the Clyde, the Germans invaded Norway and Denmark so she was sent to Scapa Flow in the Orkneys where she arrived on 10 April. At this time the 9th Destroyer Flotilla was temporarily detached to the Home Fleet.

On 11 April HMS *Havant* sailed in the company of HMS *Hesperus* to Thorshaven in the Faroe Islands to determine the local political situation there following the German invasion of Denmark and reported that all was quiet.

They then remained in the area providing an anti-submarine screen for HMS *Suffolk* that was bringing a Royal Marines detachment to occupy the islands (Operation Valentine). This operation took place on 13 April and HMS *Havant* returned to Scapa Flow on 14 April.

HMS *Havant* sailed from Scapa Flow on 17 April and until 7 May was escorting convoys to and from the Narvik area of Norway. On arrival back in Scapa Flow she was detached to Greenock.

Her next assignment was to take part in 'Operation Alabaster', the occupation of Iceland. She sailed from Greenock on 14 May escorting SS *Franconia* and SS *Lancastria* to Reykjavik. After the landings she returned to Greenock arriving on 25 May.

At about this time the situation in France had deteriorated and 'Operation Dynamo', the evacuation of retreating troops from Dunkirk, was started. HMS *Havant* sailed from Greenock on 27 May and arrived in Dover on 29 May.

On arrival at Dover she was immediately despatched to Dunkirk where she embarked 500 French troops off the beach at Braye-Dunes. She also attempted to tow HMS *Bideford,* who had had her stern blown off, off the beach but the tow parted. She sailed back to Dover with the troops arriving at 0400 hours on 30 May.

On the morning of 31 May HMS *Havant* sailed from Sheerness and after picking up some troops off the beach at Braye-Dunes went in to Dunkirk Harbour to pick up more troops to make a total of 932 and return to Dover.

She immediately sailed back to Dunkirk and embarked a further 1,000 troops arriving back in Dover at 0230 hours on Saturday 1 June.

After a quick turn round HMS *Havant* was back alongside the jetty at Dunkirk at 0730 hours where she embarked a further 500 troops. When leaving the harbour at 0800 hours there was a heavy air attack and the destroyer HMS *Ivanhoe* was hit amidships. At 0840 hours she went alongside her and helped remove her troops. She then proceeded down the channel at the entrance to Dunkirk under heavy dive-bombing attacks all of the way.
At the end of the channel HMS *Havant* was hit by two bombs in the engine room and a third bomb dropped approximately 50 yards (46 metres) ahead of her that exploded as she passed over it.

All of her troops were transferred to the minesweeper HMS *Saltash* and *a*fter an attempt was made to tow her she was sunk by gunfire from HMS S*altash* at 1015 hours in position 51.08N 02.16E. HMS *Havant's* casualties were 1 officer and 5 ratings killed and about 25 wounded. At least 25 troops were killed or wounded.

Crew	145
Displacement	1,400 tons
Length overall	323 feet (98 metres)
Beam	33 feet (10 metres)
Draught	12 feet 4 inches (3.8 metres)
Propulsion	Twin Screw 34,000 Shaft Horse Power
	C A Parsons geared turbines.
Speed	36 knots (67km/h, 41 mph)
Armament	3 x 4.7 inch guns.
	2 x .5 inch machine guns.
	2 quadruple revolving torpedo tubes
	8 x 21 inch torpedoes
	1 depth charge rail - 20 depth charges

At some stage the aft 4.7inch gun was removed in order to accommodate up to 110 depth charges

A Previous HMS *Havant* that served during World War I This was an Aberdare type minesweeper built in 1917. She was sold in August 1922 to Siam (Thailand) and renamed the *Chao Phraya* after the river that flows through Bangkok.
Lt Cdr Geoffrey B Mason – Service Histories of Royal Navy Warships in World War 2.

HMS *Havant* entering Dover with troops from Dunkirk, 31 May 1940.

For nine days, between 26 May and 4 June 1940, nearly 340,000 British and French troops were evacuated from Dunkirk.

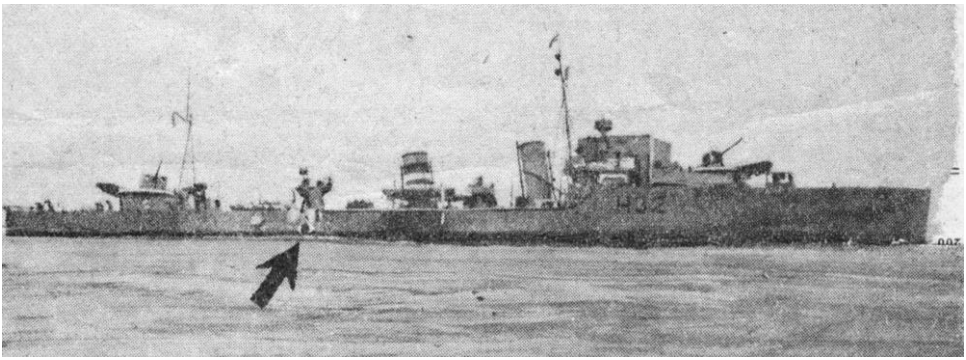
The Mayor of Havant, Councillor Yvonne Weeks, laying a wreath at the Havant War Memorial on 1 June 2010.

The Royal British Legion banner for HMS *Havant.*
AVE! HAVANT – GOOD WISHES! HAVANT

Memorial stone at The Royal British Legion headquarters, Brockhampton Lane, Havant.

Members of the crew who were killed in action:

WILLIAM HENRY DAWSON – Engine Room Artificer 3rd class.
ALFRED EDDY – Stoker Petty Officer.
HEBER PERCY MCBRIDE – Chief Engine Room Artificer.
REGINALD F. C. SMITH – Stoker 1st class RFR.
PATRICK STANTON – Leading Stoker.
ERNEST S.STRIBLEY – Lieutenant (E).



This picture by a north-east member of the crew of HMS *Havant*, which was lost during the evacuation operations off Dunkirk, shows a hole just above the water-line caused by enemy attack. *Newcastle Journal, Wednesday, 5 June 1940.*

Memorial window in St Faith's Church, Havant.

TO THE GLORY OF GOD AND IN MEMORY OF ALL WHO SERVED IN HER, DUNKIRK 1940.

IMPORTANT WAR DATES

1939

Sept 1	Germany invades Poland.
3	Great Britain and France declare war on Germany: the British Expeditionary Force began to leave for France
Dec 13	Battle of the River Plate.

1940

Apr 9	Germany invaded Denmark and Norway.
May 10	Germany invaded the Low Countries (Holland and Belgium).
June 3	Evacuation from Dunkirk completed.
8	British troops evacuated from Norway.
11	Italy declared war on Great Britain.
22	France capitulated.
29	Germans occupied the Channel Islands.
Aug 8 to Oct 31	German air offensive against Great Britain (Battle of Britain).
Oct 28	Italy invaded Greece.
Nov 11 to 12	Successful attack on the Italian fleet in Taranto Harbour.
Dec 9 to 11	Italian invasion of Egypt defeated at the Battle of Sidi Barrani.

1941

March 11	Lease-Lend Bill passed in the United States of America.
28	Battle of Cape Matapan.
April 6	Germany invaded Greece.
Apr 12 to Dec 9	Siege of Tobruk.
May 20	Formal surrender of remnants of Italian Army in Abyssinia.
May 20 to 31	Battle of Crete.
May 27	German battleship *Bismark* sunk.
June 22	Germany invaded Russia.
Aug 12	Terms of the Atlantic Charter agreed.
Nov 18	British offensive launched in the Western Desert.
Dec 7	Japanese attacked Pearl Harbour.
8	Great Britain and the United States of America declared war on Japan.

1942

Feb 15	Fall of Singapore.
April 16	George Cross awarded to Malta.
Oct 23 to Nov 4	German and Italian army defeated at El Alamein.
Nov 8	British and American forces land in North Africa.

1943

Jan 31	The remnants of the 6th German Army surrendered at Stalingrad.
May	Final victory over the U-Boats in the Atlantic.
May 13	Axis forces in Tunisia surrender.
July 10	Allies invaded Sicily.
Sept 3	Allies invaded Italy.
8	Italy capitulated.
Dec 16	German battleship *Scharnhorst* sunk off North Cape.

1944

Jan 22	Allied troops landed at Anzio.
June 4	Rome captured.
6	Allies landed in Normandy.
13	Flying bomb (V1) attack on Britain started.
June	Defeat of Japanese invasion of India.
Aug 15	Paris liberated.
Sep 3	Brussels liberated.
8	First rocket-bomb (V2) fell on England.
17 to 26	The Battle of Arnhem.
Oct 20	The Americans re-landed in the Philippines.

1945

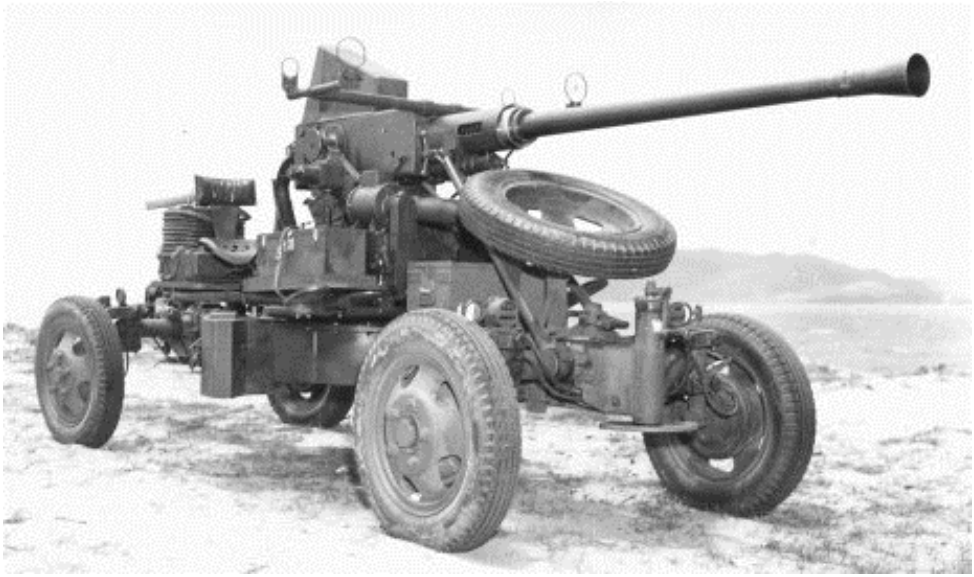
Jan 17	Warsaw liberated.
Mar 20	British recaptured Mandalay.
23	British crossed the Rhine.
Apr 25	Opening of Conference of the United Nations at San Francisco.
May 2	German forces in Italy surrendered.
3	Rangoon recaptured.
5	All the German forces in Holland, North West Germany and Denmark surrendered unconditionally.
9	Unconditional surrender of Germany to the allies ratified in Berlin.
June 10	Australian troops landed in Borneo.
Aug 6	First atomic bomb dropped on Hiroshima.
8	Russia declared war on Japan.
9	Second atomic bomb dropped on Nagasaki.
14	The Emperor of Japan broadcast the unconditional surrender of his country.
Sept 5	British forces re-entered Singapore.

The anti-aircraft gun site at Sinah Warren, Hayling Island. *(Photo. The News.)*

Supermarine Spitfire, In December 1914 the Royal Flying Corps followed the example of their French Allies and adopted red, white and blue circles – the French roundel has blue in the centre and red on the outside.

American Sherman tanks were a familiar sight in Havant.

Powerful searchlights were located at Bosmere Field to look for enemy aircraft.



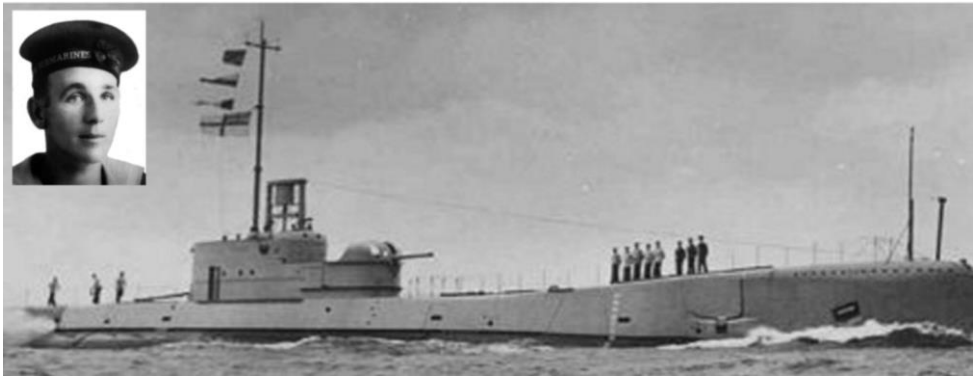
Bofors mobile anti-aircraft guns were positioned around the area.

Women's Land Army volunteer, Kate 27, with her tractor and seed drill.

Sailors' hats leaving the Army and Navy Hat and Cap Co. in South Street.

Stockheath Naval Camp. One of many service camps in the area.

The battleship HMS *Royal Oak* was sunk at Scapa Flow on 14 October 1939 with the loss of 834 lives. Four of those lost were from Havant, including my cousin Hubert Cousins.



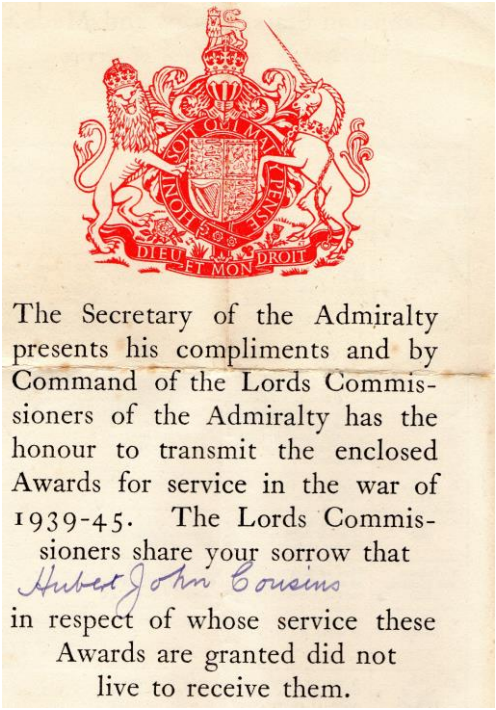
HM Submarine *Thames* was *s*unk in the North Sea on 2/3 August 1940 with the loss of 62 lives, Two of these were from Havant, Henry Beach and my cousin, insert, Leonard Harris.

1939-45 War Medal

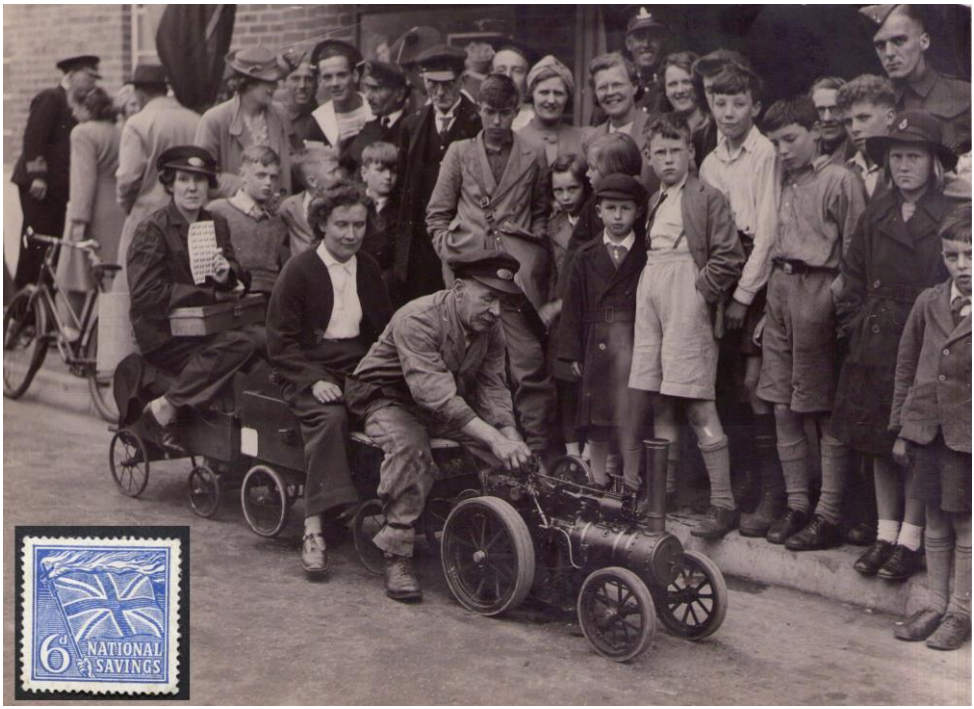
France and Germany Star

Atlantic Star

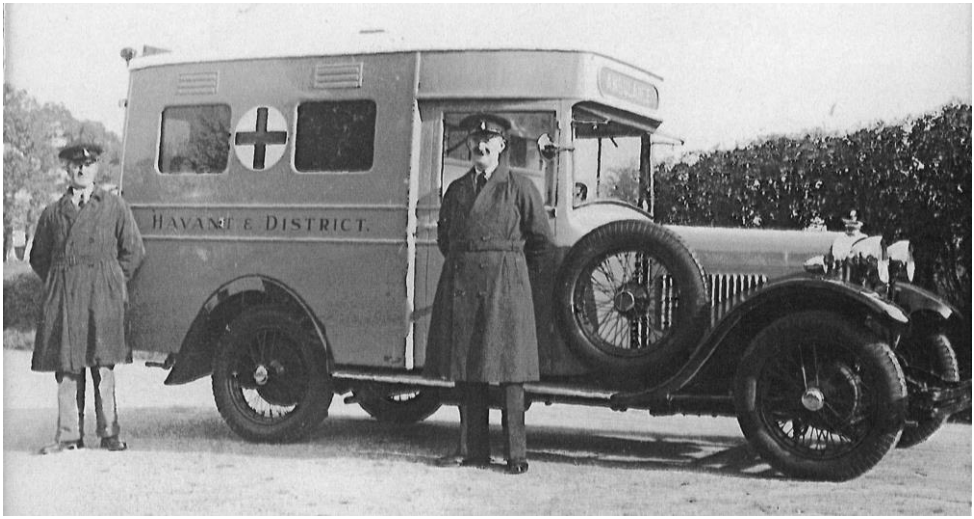
1939-45 Star



Hampshire Telegraph 20.10 39 – Supply Assistant Hubert John Cousins, was the only son of Walter Hubert and Rose Blanche Cousins, of 84 West Street and was lost in HMS *Royal Oak* on 14 October 1939. Hubert's father had served 21 years with the Royal Marines and then with the dockyard police but re-joined the Marines, aged 54, when the second world war broke out. He and five brothers served during the 1914–18 war.

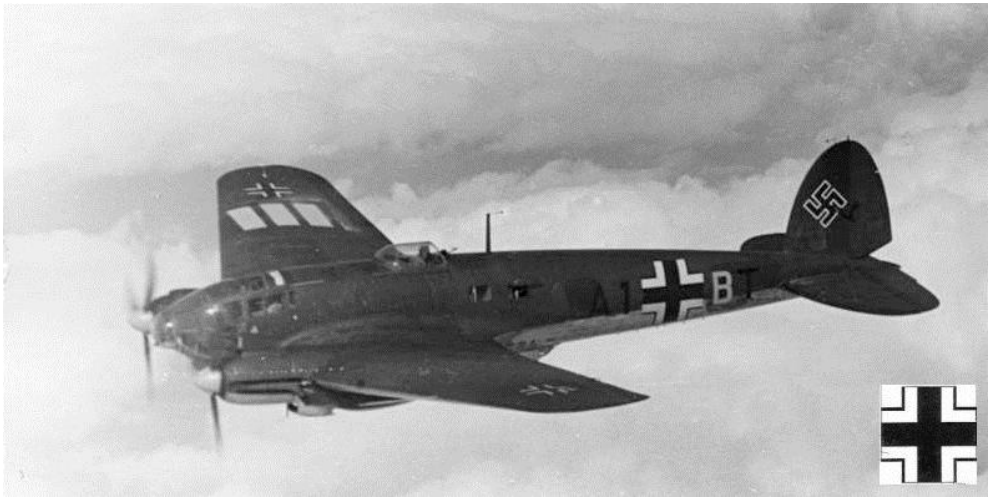


National Savings Week, May 1944. Dick Smart with his model traction engine at Havant train station. I am the boy wearing a cap.



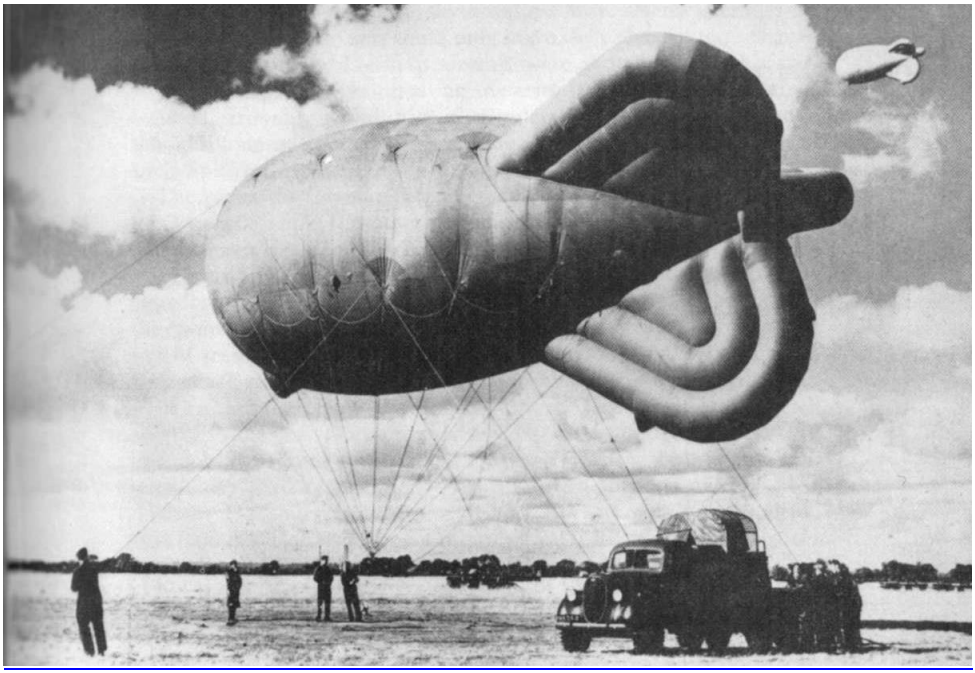
Red Cross Sunbeam ambulance with driver Harry Beach and Bert Coombes.

26A Fourth Avenue Denvilles, which was the newly built (1939) home of Mr and Mrs Reginald Vince and their 10-year-old son Reginald (Bunny), was bombed at 18.45 on 10 October 1940. *(Bunny Vince.)*

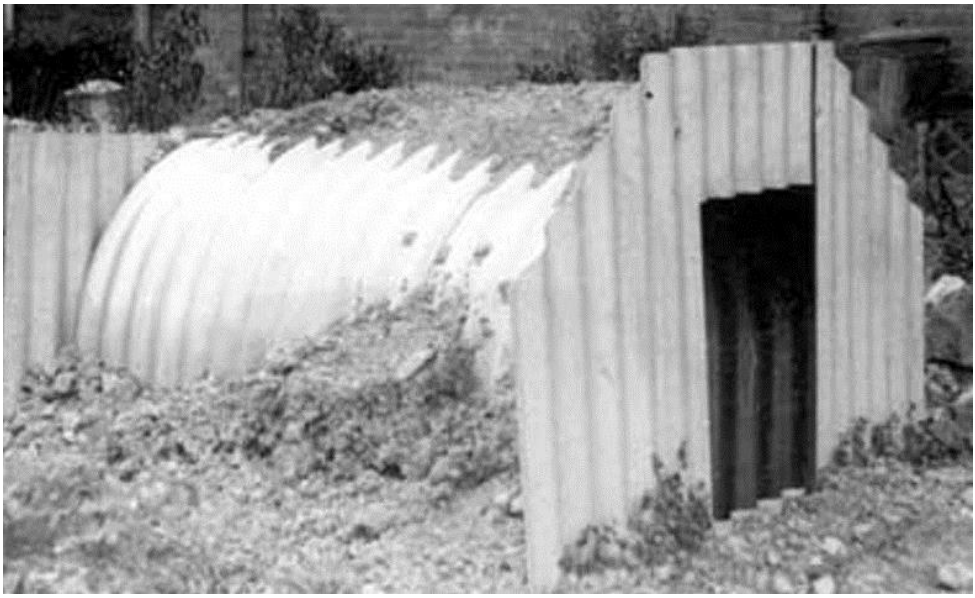


A German Heinkel HE111 bomber.

Home Guard parade in Havant Park.

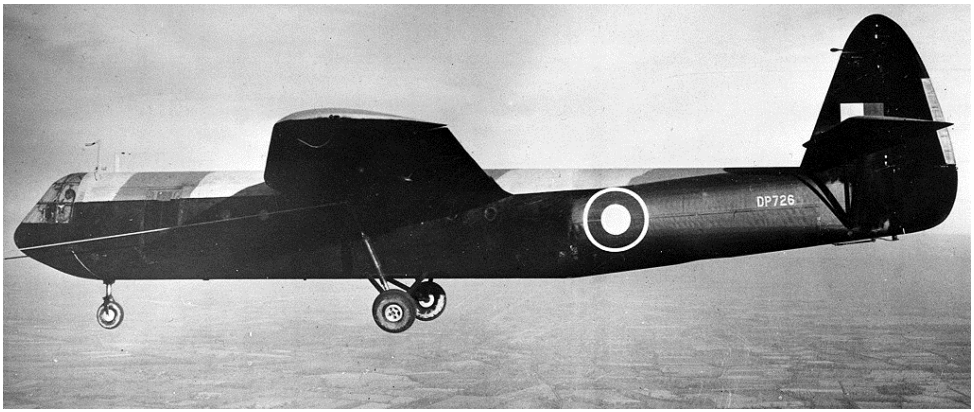


No barrage balloons were sited around Havant but occasionally a Portsmouth one would break free and float across.



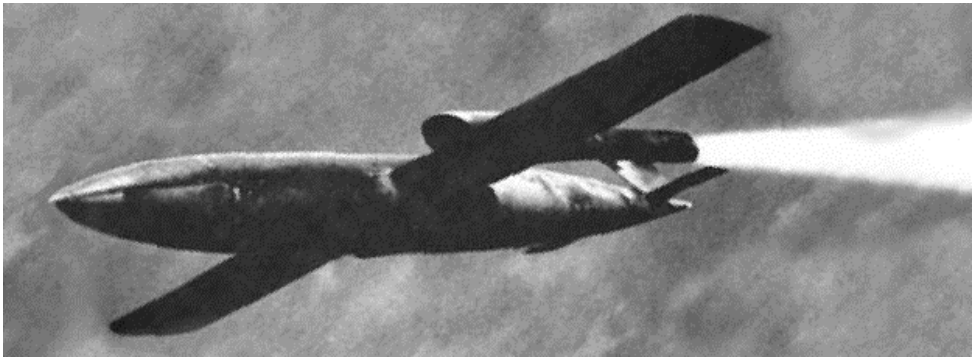
Anderson air-raid shelter.

Morrison indoor air-raid shelter.

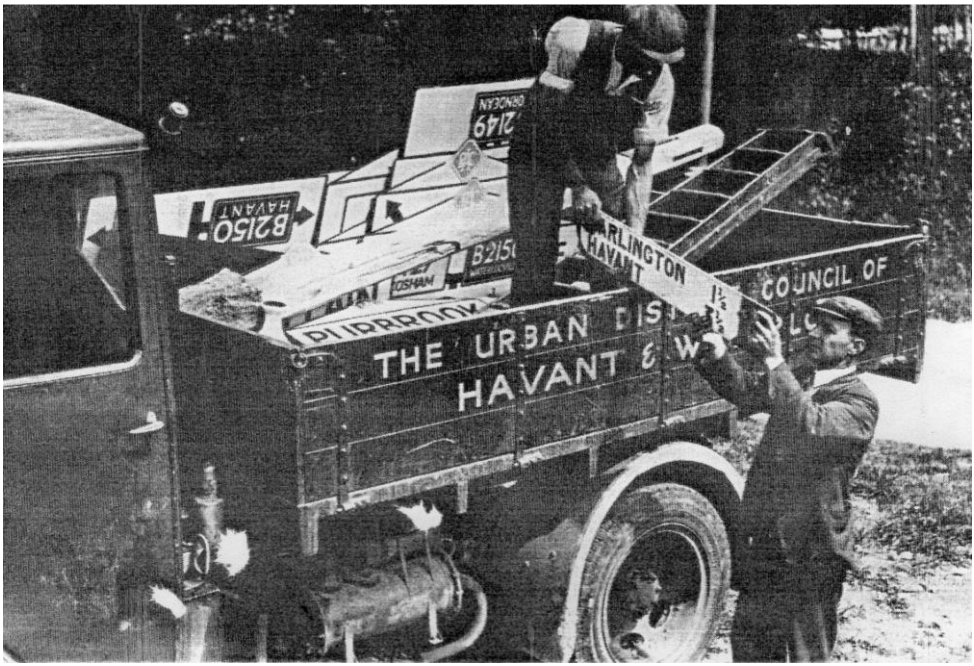


Horsa Glider.

Heavy Bomber taking off with a Horsa Glider under tow.



V-1 Flying Bomb (Vergeltungswaffe-1, Retaliation Weapon-1).



Havant council workmen removing road direction signs.

After the war the army camp and gun site in Southleigh Road was occupied by squatters. Havant council later converted the huts for living accommodation and rented them out 10s (50p) per week for 2 bedrooms and 7s 6d (37½p) for 1 bedroom. It was named Southleigh Close.

Bill New with the council's water bowser, which was equipped to spray buildings in the event of a gas attack.

The Fire service practising in Homewell for a gas attack, 1940.

Displaced People (DPs) with their memorial in 1947. *(Alan Bell.)*

A collection of unexploded bombs, (UXBs). Fortunately many of the bombs that were dropped did not explode,

Red Cross nurses parade in South Street.

The King's Stone, Horndean Road, Rowlands Castle, is inscribed: *Here on 22 May 1944 His Majesty King George VI reviewed and bade God speed to his troops about to embark for the invasion and liberation of Europe. Deo Gratia.*

Girl Guides and Brownies parading on 26 July 1941 during 'War Weapons Week'. Vice-Admiral Sir William J Wentworth, Second Sea Lord, took the salute.

September 1942.

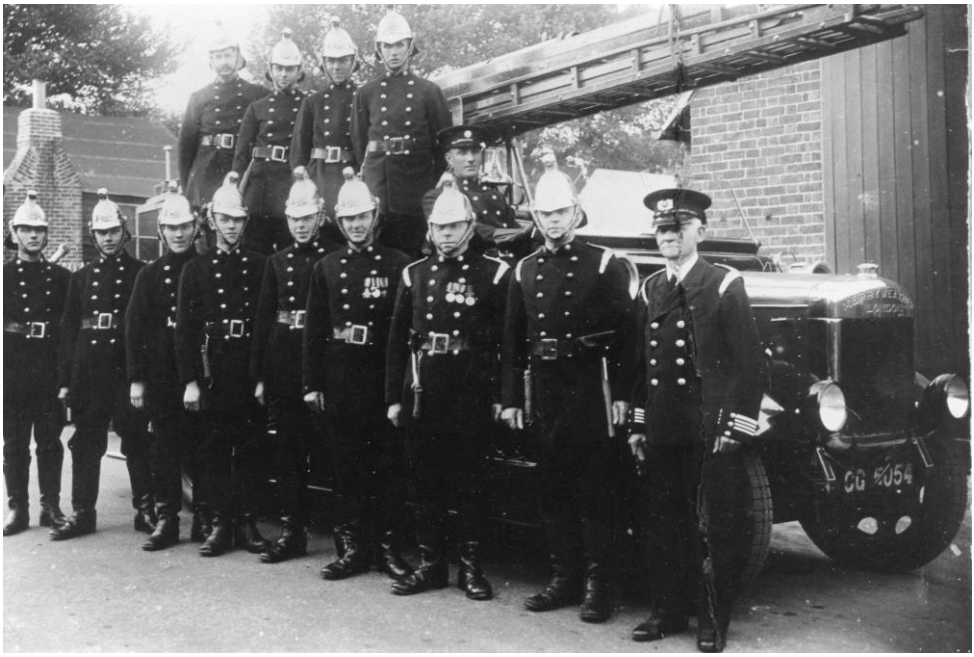
Havant District Council employed women road workers to look after the white traffic lines.

Australian sailors played a game of Australian rules football in Havant Park. They were presented with the F. A. Cup which had been won by Portsmouth in 1939 and who held it during the war years. *(John Molloy.)*

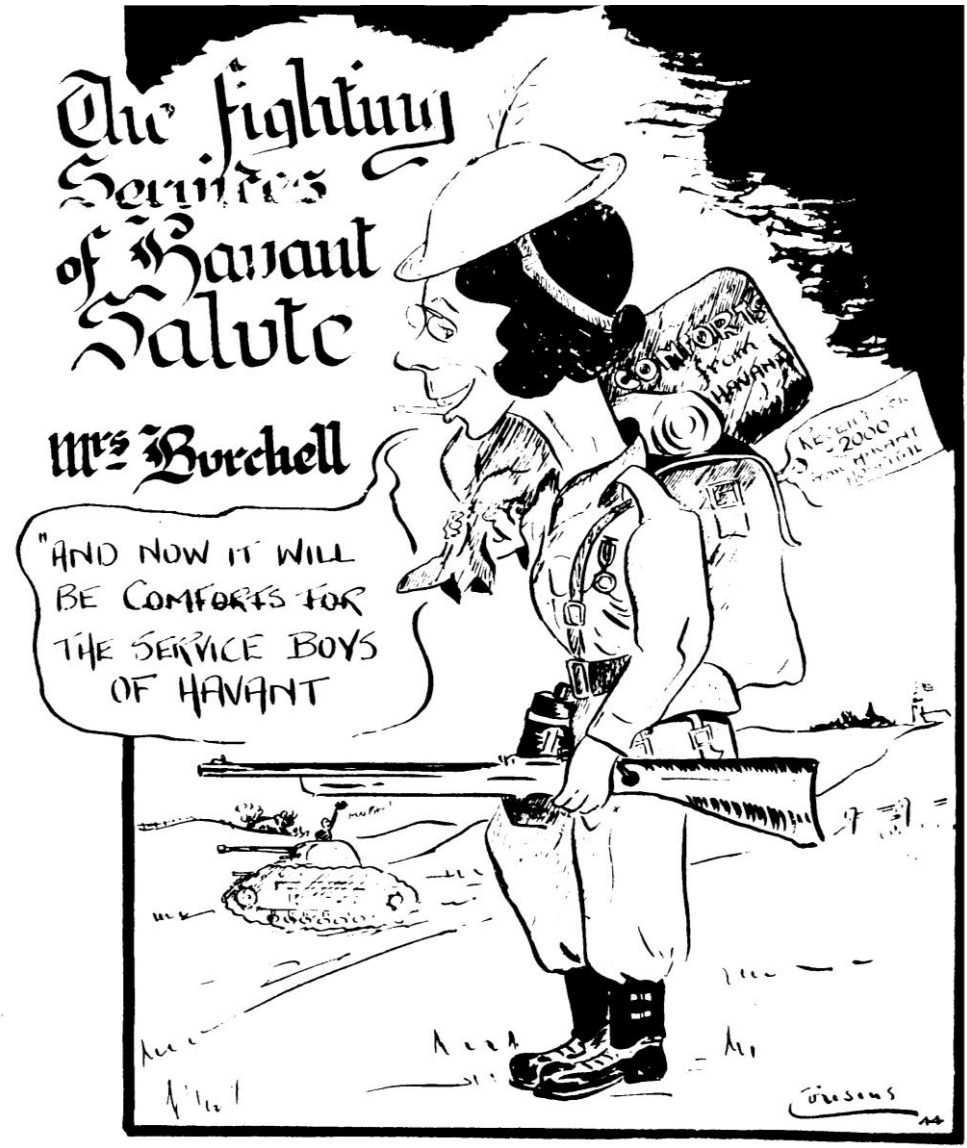
Members of the Home Guard demonstrating their 'Special Weapons'.

British First World War submarine, HMS *F2*, which was purchased for scrap and brought in to Pook Lane Quay to be broken up. Circa 1922.

Crashed German bomber at Rowlands Castle.



The Havant & Waterloo Urban District Council Merryweather fire engine with its proud crew many of whom served during the war.



Mrs Burchell, having already raised over £2,000 for Havant Hospital by her whist drives, now being encouraged to raise funds to send 'Comforts for the Service Boys of Havant'. Poster drawn by Basil Cousins, 1944.

William Joyce,
nicknamed
Lord Haw-Haw,
at Radio Hamburg.

William Joyce, who broadcast anti-British propaganda, was a familiar face in Havant before the war when he was secretary to the Marquis of Tavistock at Warblington House, Pook Lane.

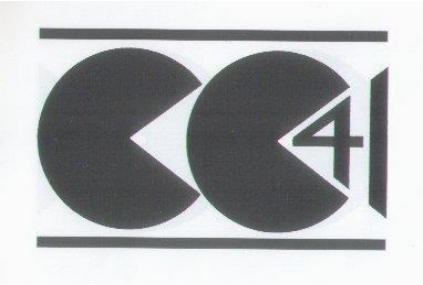
Free French sailors who were billeted at Bir Hakeim Barracks in Southleigh Forest. *(John Molloy.)*

Chipped kerbstones in East Street caused by a tank's track.

Marks made on the wall in East Pallant by a tank's track.

Lay-by in Eastleigh Road for broken down vehicles.

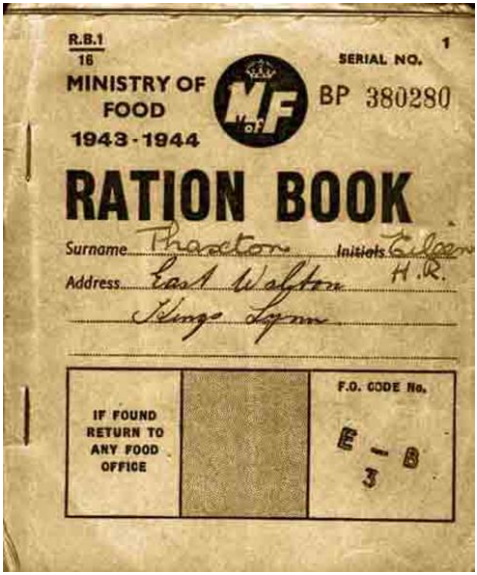
Pillbox at the junction of Horndean Road and Emsworth Common Road.

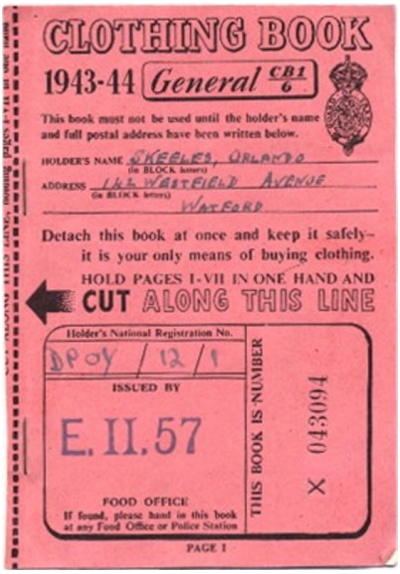


Utility Mark: 'CC 41' Civilian Clothing 1941.

Don't take the Squander Bug when you go shopping.

Popular Cartoon Figure Mr. Chad.


R.B.1
16
1
SERIAL NO.
MINISTRY OF FOOD
1943-1944
BP 380280
RATION BOOK
Surname Thaxton Initials Gilbert H.R.
Address East Walton
Kings Lynn
IF FOUND RETURN TO ANY FOOD OFFICE
F.O. CODE No.
E - B
3


CLOTHING BOOK
1943-44 General CB1 6
This book must not be used until the holder's name and full postal address have been written below.
HOLDER'S NAME (in BLOCK letters) SKEELES, ORLANDO
ADDRESS (in BLOCK letters) 142 WARTFIELD AVENUE
WATFORD
Detach this book at once and keep it safely—it is your only means of buying clothing.
HOLD PAGES I-VII IN ONE HAND AND CUT ALONG THIS LINE
Holder's National Registration No.
DPOY / 12 / 1
ISSUED BY
E.II.57
FOOD OFFICE
If found, please hand in this book at any Food Office or Police Station
THIS BOOK IS NUMBER
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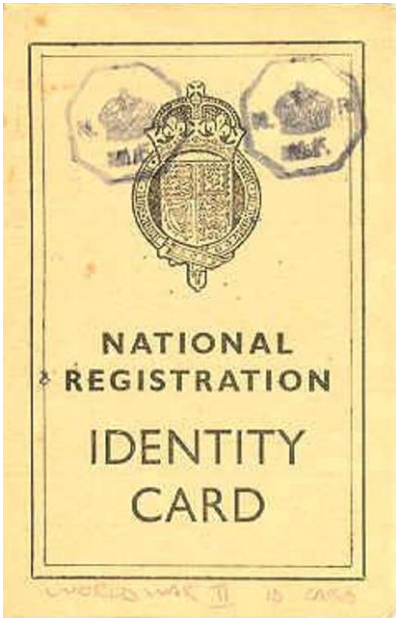
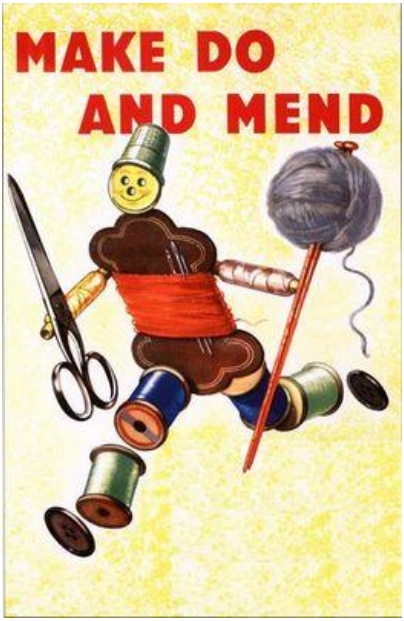

NATIONAL REGISTRATION
IDENTITY CARD



8th June, 1946

TO-DAY, AS WE CELEBRATE VICTORY,

I send this personal message to you and all other boys and girls at school. For you have share in the hardships and dangers of a total war and you have shared no less in the triumph of allied nations.

I know you will always feel proud to belong to a country which was capable of such supreme effort; proud, too, of parents and elder brothers and sisters who by their courage, endurance and enterprise brought victory. May these qualities be yours as you grow up and join in the common effort to establish among the nations of the world unity and peace.

George R.I.

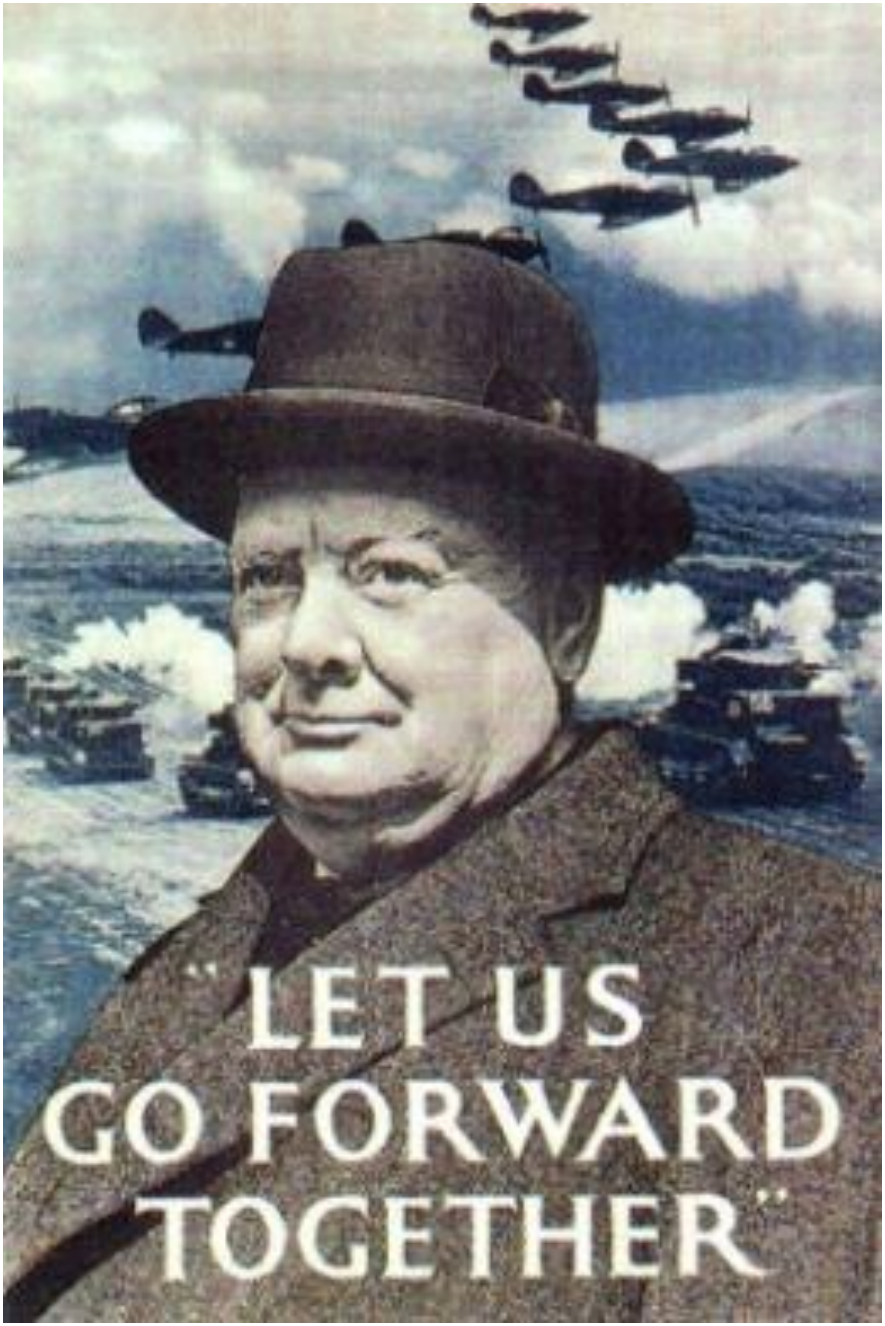
Message to school children from King George VI.

The more you keep information under your hat

–the safer he'll be under his!

CARELESS TALK COSTS LIVES


DIG FOR
VICTORY



Morale boosting poster of Winston Churchill.