



Maggie Law Maritime Museum

A Tribute to the Men of Gourdon

World War One, 1914 to 1918:
those who died, those who survived

Celia Craig, November 2018



A TRIBUTE TO THE MEN OF GOURDON

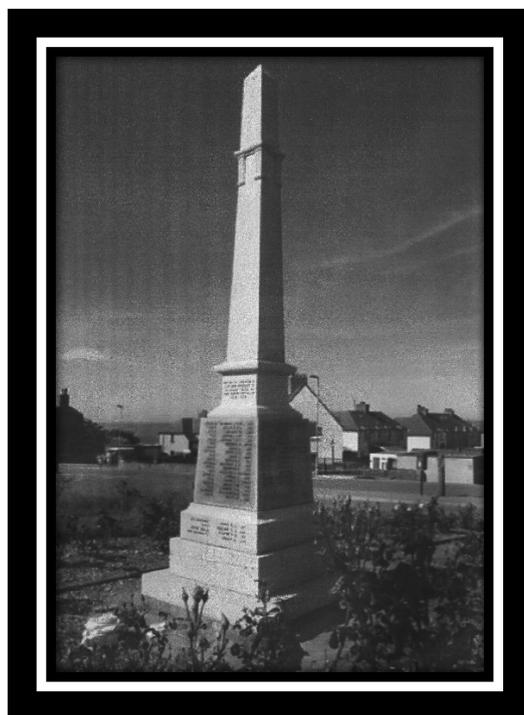
Those who died, those who survived

WORLD WAR ONE, 1914 - 1918

Three families: **Stewart, Ritchie, Wyllie**

- John Stewart
- George Stewart
- Andrew Ritchie
- Alexander Wyllie
- James Wyllie

These and other names are honoured on the Gourdon War Memorial which records the loss of **32 men**, several in the Royal Naval Reserve (RNR), some in the Army and other related Services (e.g. the Mercantile Marine) in World War One – a Terrible Toll. The names of the dead from World War Two are also recorded.



Celia Craig

November 2018

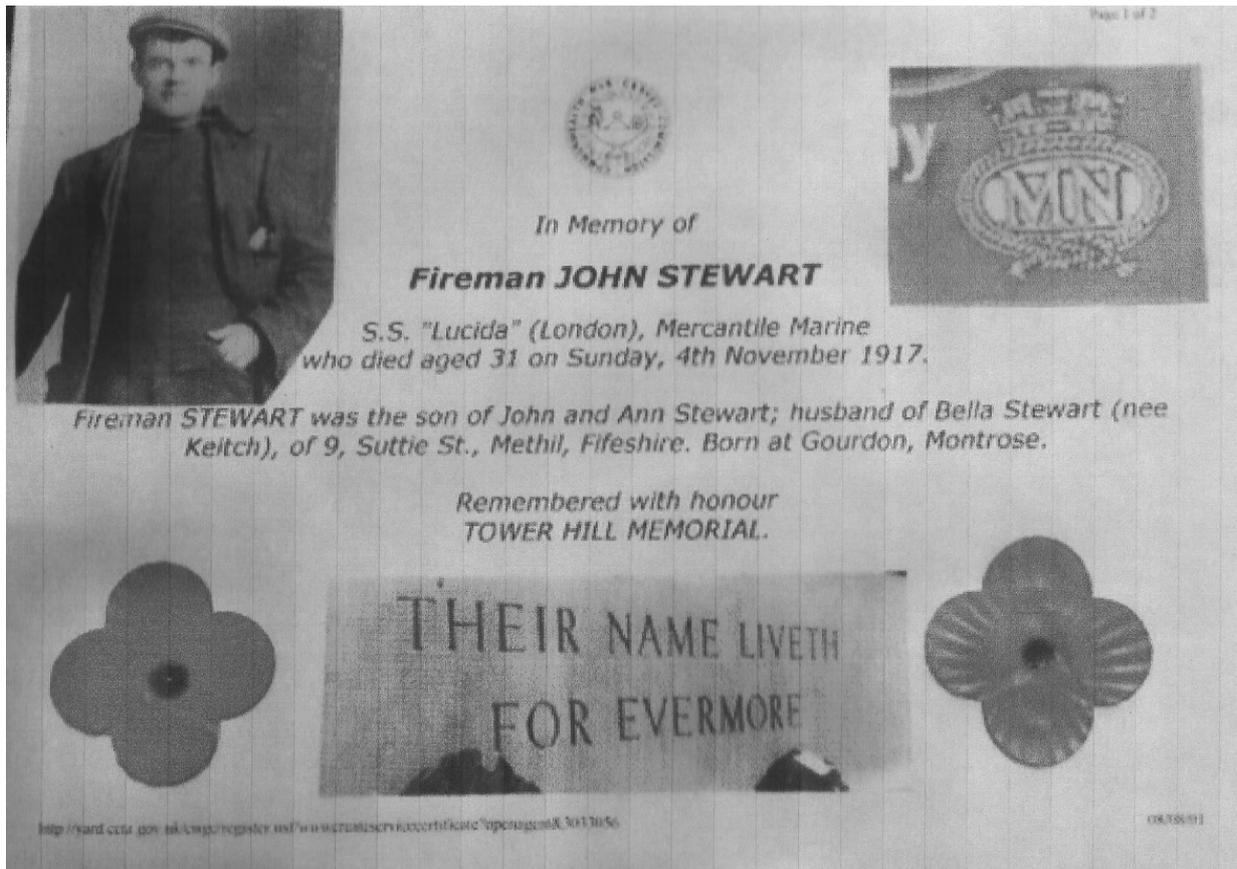
GOURDON AND METHIL

The Story of the White Feathers

STEWART

John Stewart and George Stewart

John Stewart¹



¹ Photo collage created by Valerie (Vally) Craig, nee Stewart, niece of John Stewart. Background information supplied by Vida Paul, niece of Vally Craig. Vally's mother, Elizabeth Annie Stewart, Liz-Ann Vulty (nee Ritchie) passed on her memories and stories about John (and George) to Vally – in true Oral History tradition.

George Stewart²



The story of the World War One service of John and George Stewart begins towards the end of the 19th century when their father, John Stewart and his wife, Ann (nee Ritchie) left Gourdon where the fishing had been poor, for Methil in Fife where coal mining was pursued, doubtless hoping for a better life there. Ann Stewart was a Gourdon woman (a Vulty, the traditional nickname for the Ritchie family); John Stewart was an Angus man.³

When they left Gourdon where they had been born, John and George were still school children, attending Gourdon school. Calculations show that John was born in 1886, George in 1892. George became a miner in Methil while John joined the Merchant Navy

When War broke out, George and his pal who were miners went to enlist but were turned away by the assessors who explained that as miners they were in essential occupations. They were told to return home and continue to work in the mines.

² This collage was created by Valerie (Vally) Craig and background information supplied by her niece, Vida Paul.

³ All other information supplied by Vally Craig (nee Stewart), daughter of Danny Stewart (brother of John and George), niece of John and George. Vally has become the treasure trove for family stories and village stories in Oral History tradition, passing on her mother's memories and stories.



White Feathers

George Stewart

Once back pursuing their trade as miners, George and his pal were subjected to the treatment involving the receiving of White Feathers, a practice carried out frequently during the First World War and continued for a time in World War II, designed to shame non-enlisted men or men supposedly avoiding conscription into joining up: white feathers were used to symbolise cowardice. Usually women, often Suffragettes, delivered or handed over the white feathers. The practice began to get out of hand with feathers being sent or handed to any man not in uniform. Men in essential occupations or on leave were thus victimised, with no provision being made to ascertain the truth of their status.⁴

George and his pal had been thus unfairly targeted.

Thereafter they tried again and succeeded in joining up.

Sadly George was killed on Monday 10th July 1916, aged 24. He was at that time a Lance Corporal in the 8th Battalion of the Seaforth Highlanders. His name is honoured at the Vermelles British Cemetery, Pas de Calais, France.

John Stewart

Unlike his brother, George, John was not a miner at the start of WWI: he was in the Merchant Navy, the Mercantile Marine, ready to carry out whatever was required of that branch of the fleet. His ship was the S.S. "Lucida" of London.⁵

John died on Sunday 4th November, 1917, aged 31, when his ship was torpedoed, survived by his wife Bella Stewart (nee Keith). At that time John was a Fireman. His name is honoured on the Tower Hill Memorial in London.

The names of both brothers, John and George are inscribed on the Gourdon War Memorial. Originally their names had not been included but a relative, Maggie Black (nee Balneaves) had argued on their behalf for inclusion, that the men had been born in Gourdon. Indeed they had gone to school in the village before moving to Methil in Fife.

⁴ Many examples can be found online where men were wrongly and unfairly targeted.

⁵ See Appendix 2 for further information on the SS Lucida.

Tower Hill Memorial, London

The Tower Hill Memorial is a pair of Commonwealth War Graves Commission memorials in Trinity Square, on Tower Hill in London, England.

The memorials, one for the First World War and one for the Second, commemorate civilian merchant sailors and fishermen who were killed as a result of enemy action and have no known grave. The first, the Mercantile Marine War Memorial, was designed by Sir Edwin Lutyens and unveiled in 1928; the second, the Merchant Seamen's Memorial, was designed by Sir Edward Maufe and unveiled in 1955. A third memorial, commemorating merchant sailors who were killed in the 1982 Falklands War, was added to the site in 2005.

The first memorial was commissioned in light of the heavy losses sustained by merchant shipping in the First World War – over 17,000 lives were lost and some 3,300 British and Empire-registered commercial vessels sunk as a result of enemy action.



The Mercantile Marine Memorial



The Merchant Seamen's Memorial

Vermelles British Cemetery, France

The cemetery was begun in August 1915 and extended by the Pioneers of the 1st Gloucesters and by Divisions (initially the Dismounted Cavalry Division) holding the line. It was designed by Sir Herbert Baker.



(Photos and information researched from Wikipedia)

Aftermath

Danny Stewart: Methil to Gourdon, and elopement to Gretna Green

The younger brother of George and John Stewart, Danny, was born in Methil c 1902 and was a miner there, at one point being gassed down the mine. He grew up during World War One and suffered the loss of both his brothers when he was still a teenager of 14- 15 years, George in 1916, John over a year later in 1917. The loss to their families of so many young men during the War was severe.

A few years after the War, around 1920, Danny had started biking from Methil up to Gourdon on weekends to visit a relative, Maggie Black (nee Blaneaves).⁶ It was then that Danny met Elizabeth Annie Gowans Ritchie (Liz Ann Vulty), and began to bike up to Gourdon nearly every weekend, Fridays through Saturdays. Thereafter, the pair were married – on the 22nd July 1929, having eloped to Gretna Green to do so!

They settled in Gourdon and raised a family of four hardy and handsome lads, Danny, John, Charlie and David, all fishermen and two bonnie lassies, Valerie (Vally) and Isabella.

Danny senior, after the gassing, had joined the Merchant Navy and continued in that service all his days. He and his twin brother, Robert, lived till a good age – in their 70s.

His daughter, Vally Craig (nee Stewart) who married Charles Craig on the 7 March, 1953, still lives in Gourdon and routinely provides information about family and village history, especially on line fishing where the women, herself included, made an essential contribution.⁷



⁶ This was the same Maggie Black who ensured that the names of John and George Stewart were included on the Gourdon War Memorial.

⁷ See “A Tribute to the Women of Gourdon” by Celia Craig for further information on this subject. The book also features photos of Vally and other women of the village to illustrate shelling mussels, baiting lines and working in the fish houses. The book is available for sale at Giulianotti’s in Stonehaven.the Maggie Law Maritime Museum in Gourdon or can be read online on the museum’s website: www.maggielaw.co.uk.

RITCHIE

Andrew (Andy) Ritchie⁸

Andrew Ritchie who survived the War is well remembered by his niece, Vally Stewart, as her uncle on her mother's side of the family as well as her two uncles, John and George (see above) on her father's side who died in the War

Andrew, born c.1896, had joined up early in the War and spent its duration in the Navy, returning to Gourdon unscathed and to his life as a fisherman. His niece, Vally, was born in 1931, some 13 years after the War but has very clear memories of Andrew who lived into his 60s, eventually dying from a heart attack.

For many years he went to the sea with his father, Valentine Ritchie (nicknamed Vulty, derived from his first name), and his brother, Valentine, on the family boat, the "Boy Charlie" (ME 6). Alex, another brother would join them later.

At this time (1930s) the whole family was living together at 2 Bridge End Cottage, Coldwell, Gourdon, the home of Vally's grandfather, Valentine Ritchie, and Granny, Isabella Ritchie (nee Lownie).⁹ Vally's mother, Liz-Ann Stewart (nee Ritchie) and father, Danny Stewart, had moved to Coldwell when her Granny needed help.

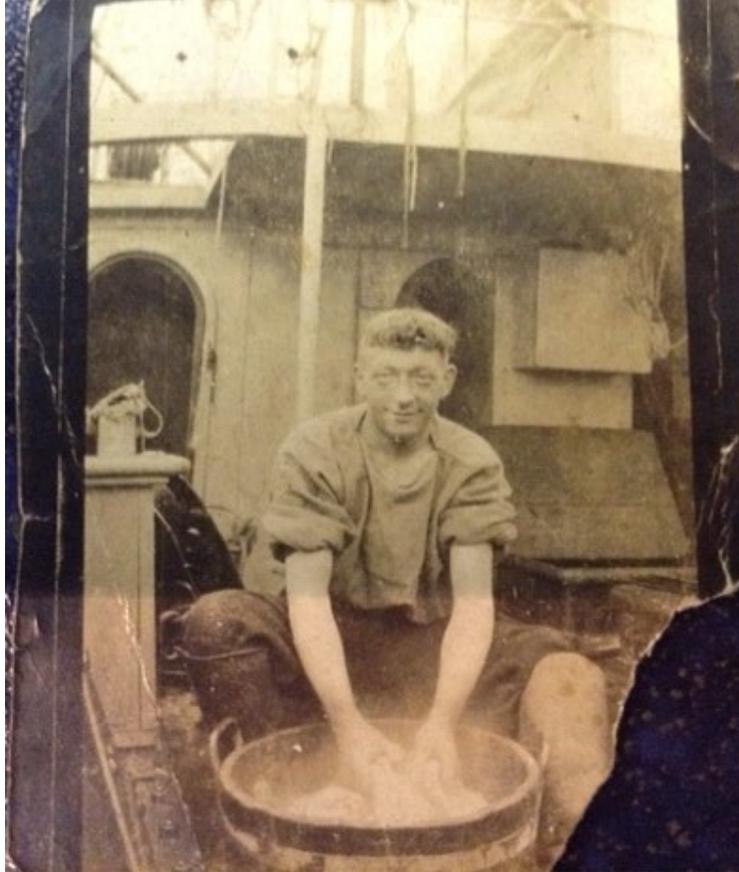
The role of women was vital for line fishing in Gourdon, with the women shelling mussels and baiting the lines daily for their men to take to sea to fish¹⁰. Vally's Granny, her mother and an Auntie, Mrs Bella Boyle, were baiting three lines every day the boats went to sea, for Valentine senior and two of his sons, Valentine and Andy. These lines were long, with 1200 hooks spaced out along their length and required to be baited with 2 to 3 mussels per hook – well in excess of 2000 mussels, taking many hours every day and very early rising. Vally's father, Danny was in the Merchant Navy: her husband, Charlies Craig was employed on a Fisheries research vessel.

⁸ Information about her uncle supplied by Valerie (Vally) Craig

⁹ See my book, "A Tribute to the Women of Gourdon", page 25 which features a photo of Granny Isabella baiting a line.

¹⁰ See Footnote 7 above, page 6 for details on the part played by women to facilitate line fishing.

Andy/Andrew Ritchie: getting the washing done (Dhobi Wash)



Andy is pictured aboard ship during World War One doing his washing, a vital chore for the sailors of both World Wars, usually referred to as dhobi wash. This term, still in use in WWII¹¹, is derived from the Indian word “dhob” for washing and “dhobi” for washerman or washerwoman. The British Army on the Indian sub-continent probably used and disseminated this term as they did with a number of other terms which later became “naturalised” British terms – for example, “Blighty” for Britain.

¹¹ My father, Alexander Mowatt Craig, served in WWII (Royal Naval Reserve) on convoy escort duties across the Atlantic and was familiar with this term and in fact used it himself to refer to the chore of doing the washing aboard ship – a Naval tradition.

Andy Ritchie (right) and Gourdon pal, Jimmy Gowans (left)



Jimmy is pictured in his Army uniform, Andy in Navy uniform. It may be that they met during War service at some point and went to have their photo taken. Such chance meetings continued into WWII as illustrated by stories my father, Alexander Mowatt Craig, told me and confirmed by photos of him and various pals, often Gourdon men, usually Navy men.

The somewhat unusual aspect of the photo of Andy and Jimmy is that each man is from a different Service - Army and Navy - which might have made a chance meeting more unlikely. However, they may have met specifically for the photo, perhaps even before starting their War Service. Both men survived the War.

WYLLIE

Alexander (Alex) Wyllie ¹²

Alex, like many men of Gourdon in both the first and second World Wars, had been in the Royal Naval Reserve and was called up early in the War. He served on the HMS “Victory” and survived the War. His niece, Alison Ingram, born 1938, remembers him well from her childhood days. Post War, Alex was a fisherman: he married Mag Middleton and they raised a son, Jim, and a daughter, Margaret. As a line fisherman he went to sea on the “Lily”. Mag baited his line, a major contribution to fishing made by many women in the village. ¹³

Alex’s daughter, Margaret Stephen (nee Wyllie) has an interesting photo of her father, not currently available for printing. It features Alex looking through a lifebelt, with the inscription “Forget Me Not”. His Navy hat clearly shows “HMS Victory”. There is also a Christmas card from Alex to his mother, Annie Wyllie, inscribed “From your loving son”. The outside of the card with its cellophane cover depicts two hands (a lady’s and a man’s) being shaken. In addition, Mrs Stephen has a photo of her father on a postcard: Alex is in his Navy uniform. ¹⁴

¹² Information supplied by Alison Ingram (nee Stewart), niece of Alex and Jimmy Wyllie. Alison’s mother, Annie Stewart (nee Wyllie) was sister to Alex and Jimmy and her memories and tales told to her family were thus passed down to her daughter, Alison in true Oral History tradition.

¹³ See footnote 7, page 6 above and my book, “A Tribute to the Women of Gourdon” on this subject.

¹⁴ These items are not currently available for this article but I have included the details here as described to me by Alison Ingram, Mrs Stephen’s cousin.

James (Jimmy) Wyllie

Post-War Emigration

Jimmy Wyllie, younger brother of Alex, also survived the War. He and his pal, Abbey Edwards, both just lads, were working at Warburton Farm, near St Cyrus, hoeing turnips, when the urge to join up propelled them to do exactly that. In 1914, Jimmy, just 15 years old, was accepted for army service, having boosted his age to 16 years, much to his mother's consternation. Jimmy served out the War in the Black Watch.

To Canada

On return to Gourdon after the War, Jimmy had acquired a Shetland pony and trap and travelled the nearby countryside selling fish which his mother had smoked.

Immediately after the War, times in the village were hard and Jimmy's job particularly cold and strenuous. He had married a Forfar woman Nell (Sturrock): they soon emigrated to Canada. Jimmy worked hard and did well, working for the Canadian Pacific Railway Company in a managerial role, following the Railway as it was built across Canada, "an iron road running from the sea to the sea" as the song goes,¹⁵ staying in different places along the route, finally ending up in Vancouver Island. Jimmy had also successfully built up shares in wheat. He was a generous and thoughtful brother who, for example, dutifully sent money to his unmarried sister, Jean Wyllie, to cover the filling of her coal cellar, thus ensuring her a warm winter.

During his long life (90+ years), much of it in Canada, Jimmy visited Gourdon three times, the first two with his wife. Alison Ingram, his niece, remembers his visits well.

The first visit was in 1962, Alison then being in her early 20s. The next holiday in Gourdon was in the 1970s. On this occasion, Jimmy and his wife, Nell, were cared for by his two nieces, bed at Mary's and meals from Alison.¹⁶ Jimmy particularly enjoyed a Gourdon fish treat – fried flukes (flounders). He also never abandoned his Gourdon speech.

The second visit with Nell marked a special occasion, the celebration of the couple's Golden Wedding Anniversary, with Nell's native town of Forfar playing a key role.

Sometime after his second visit, Nell died and Jimmy lost a leg to gangrene, subsequent to a circulation problem: he wore a prosthetic leg. His third and final visit came in 1989 at the age of 90. On the first two visits Jimmy met up with his old pal, Abbey Edwards, in the British Legion in Montrose where they enjoyed great "crack". Abbey had passed on by the time of Jimmy's third visit. It is interesting to note that Alison's son, Gary Ingram remembers his great uncle and his later visits.

¹⁵ See Appendix 1 for Gordon Lightfoot's famous song, "Canadian Railroad Trilogy"

¹⁶ Mrs Mary Anderson, elder sister of Alison, by then Mrs Ingram

New Year's Card – from Jimmy Wyllie

Like his brother, Jimmy sent a seasonal card (in his case a New Year card) and three postcards home from the War to his mother. Alison has preserved these and the postcards below over many years. The New Year card is dated 1914.

The verse reads:

*There is no country like our own
No flag we love so well
No friends like the dear old friends
Who 'neath its shadow dwell*

The message reads:

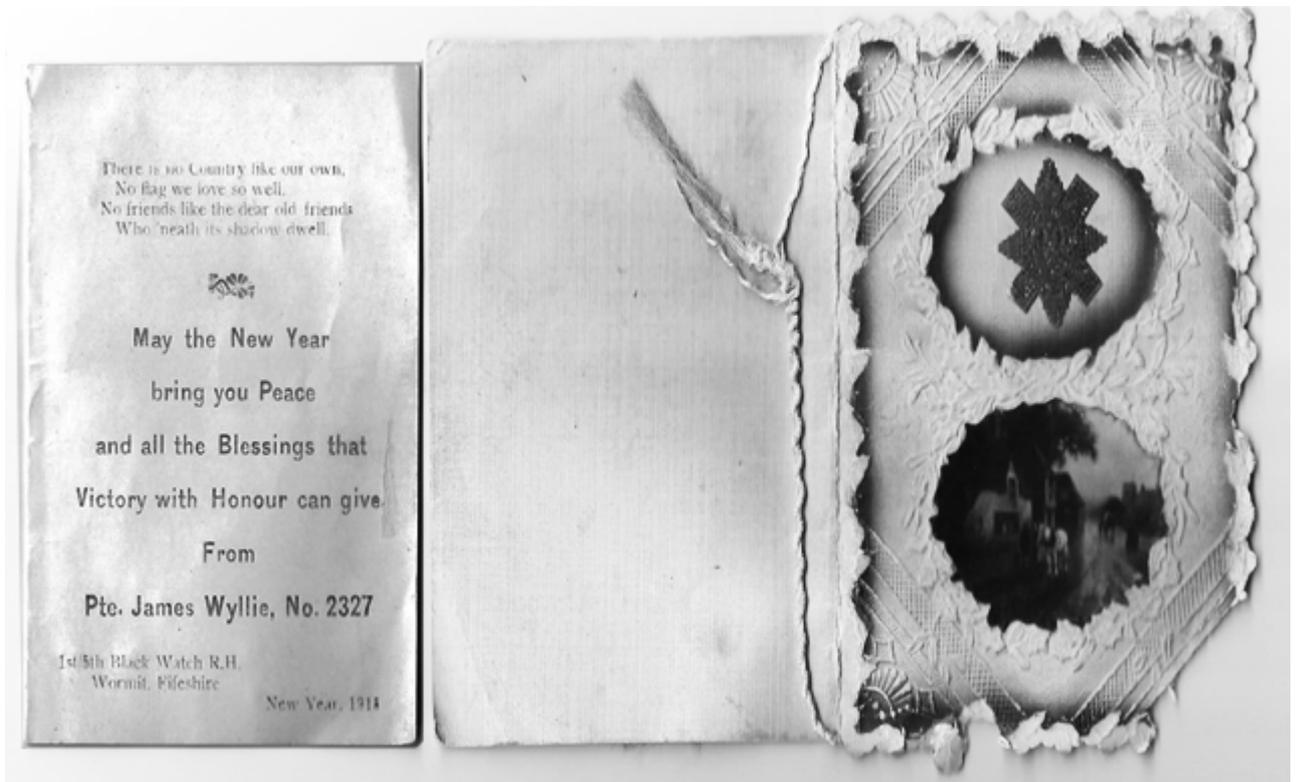
May the New Year bring you Peace and all Blessings that Victory with Honour can give.

From Pte. James Wyllie. No. 2327

1st/5th Black Watch R.H. [Royal Highland] Wormit, Fifeshire

New Year 1914 ¹⁷

Pictures: top – Black Watch cap badge(?); bottom – scene with man, horse and buildings (a church)



¹⁷ I have taken the greetings from the inside of the card to place alongside the outside cover: the inside is actually double the size I have used here with one segment blank. The string runs down the middle and retains the card which folds to enclose the message

Postcards from Flanders – from Jimmy Wyllie ¹⁸



Jimmy also sent home three postcards from the War, presumably with a letter. The cards are blank apart from stating the side for Correspondence and for Address: two were printed in Paris, one in London. The former cards are termed Post Card and Carte Postale, the London card simply Post Card

First Postcard

Edith Cavell, British nurse and heroine saved the lives of soldiers on both sides during the War, including 200 Allied Soldiers in German-occupied Belgium. She was arrested, tried and found guilty of treason by court martial. Sentenced to death, she was shot by a German firing squad in spite of strong international condemnation.

Second Postcard

The postcard depicts the Belgian town of Furnes in 1914, featuring the Market Square, Church and Municipal buildings of this city in the province of West Flanders. The City Hall became the headquarters of the Belgian troops under King Albert I. Furnes was awarded the “Croix de Guerre” with palm by the French President, Raymond Poincare.

Third Postcard

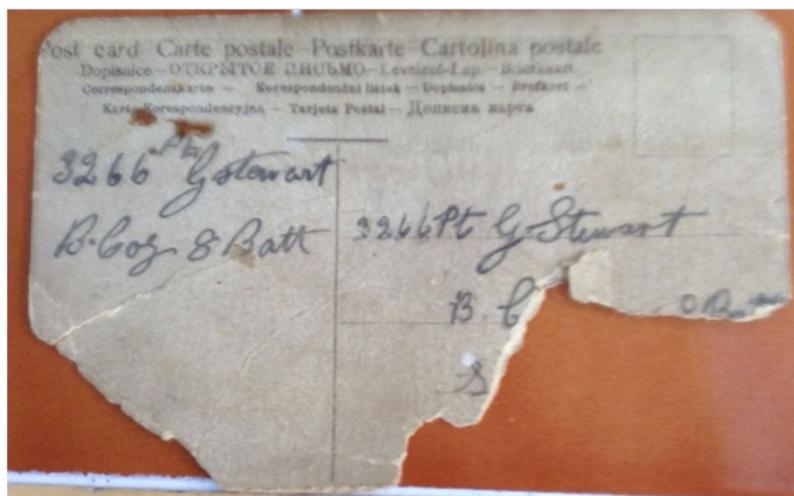
The Black Watch cap badge and motto is displayed in the third postcard.

The motto is: “Nemo me impune lacessit”, often translated from the Latin into Scots as “Wha daur meddle wi me” or more literally – “No one provokes me with impunity”. The Black Watch has a well-deserved high standing among British regiments, a long history and many battle honours.

¹⁸ Information researched from Wikipedia

Wartime Post Cards from George Stewart and Andy Ritchie¹⁹

George Stewart



This Post Card sent by George Stewart dates from early in the War when he was still a Private Soldier, before he became a Lance-Corporal. It depicts women swimming, with fancy, frilly bathing caps, in shoulders up view. Two seagulls are flying above them.

The back of the card has no message apart from the details of George's Company which is repeated twice, once on the left, once on the right, given as:

George Stewart 3362

B Company, 8 Batt.

The card designates four languages: Post Card (English); Carte Postale (French); Karte (German); Cartolina Postale (Spanish).

¹⁹ Both Post Cards have been preserved by the families and are now in Vally's possession, again part of Oral History Tradition.

It was probably enclosed in a letter home, possibly designed pre-War to be appropriate for people in general from different countries or specifically designed to suit service men from different countries.

Andy Ritchie



Andy Ritchie sent this Post Card to his sister, Liz-Ann Ritchie, later Mrs Stewart, Vally Craig's mother. The front of the card is silken, apparently embroidered. It depicts a sprig of pansies, coloured purple and gold/yellow, two main flowers and buds. Centred and "super-imposed" on the pansies is an unfurled flag on a red background, a Union Jack or possibly the Red Ensign. The flag is blowing from top left, sloping down to the right. This placing of the flag is typically how the Red Ensign is depicted. Sometimes termed the "Red Duster", this flag has been flown by British merchant or passenger ships since 1707. It would seem an appropriate card for Andy's naval war service. The message at the bottom of the card reads: "To the Best of Friends".

The back of the card is also interesting, with no parts designated for Correspondence or Address although there is the traditional line down the middle. The back supplies some interesting details:

Bordees, La Pensée: Paris - indicating the elements of embroidery/"broderie" ("Bordees") and the pansy – pensee with an acute accent over the "e" ("pensée"), being French for "pansy".

The Post Card is again designated in different languages: Carte Postale (French), Post Card (English), Cartolina postale / Tarjeta (Spanish) and Bithelle postale.

Such cards may have been designed before the War to suit people from different countries or designed to be appropriate for soldiers from different countries.

Appendix 1

“Canadian Railroad Trilogy” by Gordon Lightfoot

Gordon Lightfoot, born 1938 in Orillia, Ontario, Canada, became famous as a singer – songwriter with a wide range of songs which remain very well-known.

He wrote “Canadian Railroad Trilogy” in 1967, telling the story of the Canadian Pacific Railway. The CPR, commencing in 1881, continued to lay rails across Canada, from Montreal to Vancouver into the new century – to World War 1 and beyond. In fact during WW1, the CPR put all its resources at the disposal of the British Empire – its trains, tracks, ships, shops, hotels, telegraph and its people. The Railway was instrumental in the settlement and development of Western Canada. ²⁰

The song is a long one. Here are the first few verses with the line “... an iron road runnin’ from the sea to the sea”:

*There was a time in this fair land when the railroad did not run
And the wild majestic mountains stood alone against the sun
Long before the white man and long before the wheel
When the green dark forest was too silent to be real*

*But time has no beginnings and hist’ry has no bounds
As to this verdant country they came from all around
They sailed upon her waterways and they walked the forests tall
And they built the mines the mills and the factories for the good of us all.*

*And when the young man’s fancy was turnin’ to the spring
The railroad men grew restless for to hear the hammers ring
Their minds were overflowing with the visions of their day
And many a fortune lost and won and many a debt to pay.*

*They looked in the future and what did they see
They saw an iron road runnin’ from the sea to the sea
Bringin’ the goods to a you growin’ land
All up through the seaports and into their hands.*

²⁰ As a young University lecturer in Canada, in Ontario at Waterloo Lutheran University, 1966 – 1967, I first came across the songs of Gordon Lightfoot and enjoyed his music very much. I still have an LP which features the Railroad Trilogy song.

Appendix 2

The SS “Lucida”²¹

John Stewart lost his life on the SS “Lucida” on November 4 1917, aged 31. He served as Fireman on the ship which would have involved shovelling coal into the boilers, making stoking a hot, hard, difficult job.

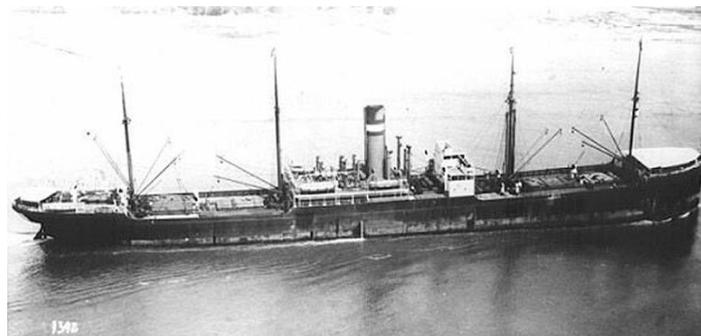
The “Lucida” was a steam powered cargo ship, with a gross tonnage of 1,476 which refers not to the weight of the ship itself, instead indicating she could carry a cargo of that size. She was 73.7 metres long and 11 metres wide. Her top speed was 9 knots. Her boilers would have been quite massive though not comparable to WW2 ‘Liberty Ships’.

Originally the Lucida was a German vessel, built by AG ‘Neptun’ at Rostock, near Hamburg, completed by 1899, sailing under the German flag, seized by the British when in dock at Hull in August 1914. In 1917 she was managed by Everett and Newbiggin, under control of the British Shipping Controller

John and three crew members were killed when the Lucida was damaged by a torpedo fired by German submarine UB 75 some 2.5 nautical miles off Scarborough, en route from the Tyne to London with a cargo of steam coal.

John’s niece, Vally Craig, believes the ship to have been off Blyth in Northumberland. Although damaged, the Lucida was not wrecked, instead repaired and later after the War passed into a succession of owners under new names until she was finally broken up at Dunstan by Clayton and Davie in April 1933.

The four crew members were: Angus Mcdearmid Blakeman; Wilfred Thomas Dixon; James White McArthur; John Stewart. Two of them, John Stewart and Angus Blakeman, were Firemen. Wilfred Dixon served in the Mess and James McArthur was second engineer. Brian Watson suggests the total crew complement might have been 20 – 25, possibly more. Sadly these four were unlucky: Firemen, engineers and Mess men, all working down below deck, would be more at risk of death in attack than those on deck who might more easily escape.



²¹ Many of the details in this Appendix have been derived from the website, entitled Tower Hill WW1 Memorial, Lost on Vessels, Lord Carnarvon to Lucida (<http://www.benjidog.co.uk/Tower%20Hill/WW1%20Lord%20Carnarvon%20to%20Lucida.html>), owned by Brian Watson who created the website in 2009. The site owner, Brian Watson (contactable at brian@benjidog.co.uk) has been personally most helpful, answering my queries by email, providing interesting and valuable background information about the Lucida from his researches.

Appendix 3

The Gourdon War Memorial

The names of all thirty-two recorded losses of World War I, as inscribed on the Gourdon War Memorial.

Pte. D. Balneaves, RAMC

Sgt. J. Criggie M.M., RS [James Milne Criggie, 12th RS, D of W F&F 20/09/17 aged 23]

Pte. T. Ritchie Christie, GH [Thomas, 153rd Machine Gun Corps, K in A F&F 30/07/16]

L/C J. Coull, SM [John, 1st Battalion SH, D of W 23/06/16 aged 22]

Pte. D. Davidson, ASTC [David Wyllie, 2nd Battalion ASTC, K in A F&F 17/07/16 aged 29]

Pte. A. Duncan, SH [Alexander, 1st Battalion SH, K in A Battle of Jutland 31/05/16 aged 19]

Pte. W. Inglis, GH [William, 5th Battalion GH, D of W F&F 21/03/18 aged 22]

Pte. D. Lownie, RH [Black Watch RH]

Pte. J. Moncur, GH [James, 7th Battalion GH, K in A F&F 13/11/16 aged 19]

Pte. A. McKay, GH [Andrew, 4th Battalion GH, D of W F&F 20/11/16 aged 19]

Pte. G. Milne, RH [George, 7th Battalion Black Watch RH, K in A F&F 15/10/18]

L/C J. Mearns, GH [John, 7th Battalion GH, K in A F&F, 26/03/18 aged 34]

Pte. D. Ritchie, ASTC

Pte. A. Ritchie, GH [Alexander, 7th Battalion GH, K in A F&F 13/11/16 aged 29]

Pte. R. Ritchie, GH [Robert, 1st/7th Battalion GH, died 23/08/18 aged 23]

Pte. A. Watt, GH [Andrew, 9 Battalion GH, K in A F&F 27/07/17 aged 26]

Pte. A Walker, GH [2nd Battalion GH, died 28/10/14 aged 28]

Pte. E. Taylor, CAN

Sgt. G. Stewart, GH [George, 8th Battalion SH, K in A F&F, 10/07/16 aged 24]

Seaman C. Craig, RNR [Charles Gowan, SS *TR Thompson* torpedoed, died 29/03/18 aged 22]

Seaman D. Douglas, RNR [Duncan Craig, HMS *Malaya* B of J, died 31/05/16 aged 19]

Seaman R. Dixon, RNR [Robert Dickson, HMS *Victory*, died of illness 10/09/18 aged 18]

Seaman J. Ferrier, RNR [James, SS *Horsham*, drowned 01/03/18 aged 40]

Seaman D. Freeman, RNR [HMS *Victory*, died 19/10/18 aged 39]

Engr. J. Henderson MER. MAR.

Seaman A. Lownie, RNR [Andrew, HM Trawler *Columbia* torpedoed, 01/05/18 aged 17]

Seaman J. Mowatt, RNR [HMS *Malaya* B of J, D of W 06/06/16 aged 18]

Seaman G. Ritchie, RNR [George Carnegie, SS *Euphorbia* torpedoed, died 01/12/17 aged 29]

Seaman D.S. Ritchie RNR

Seaman W. Ritchie, RNR [William, HMS *Kinfauns Castle*, died 05/03/15 aged 33]

Seaman J. Stewart, MMR [John, SS *Lucida* torpedoed, died 04/11/17 aged 31]

Seaman A. Taylor, RNR [Andrew, SS *Puffin*, died 03/11/18 aged 28]

ASTC = Argyll & Sutherland Highlanders

GH = Gordon Highlanders

M.M. = Military Medal

RH = Royal Highlanders

RS = Royal Scots

CAN = Canadian

MER. MAR. / MMR = Mercantile Marine

RAMC = Royal Army Medical Corps

RNR = Royal Naval Reserve

SH = Seaforth Highlanders

B of J = Battle of Jutland

F&F = France & Flanders

D of W = Died of Wounds

K in A = Killed in Action

Note: Order is as given on the monument. Additional information taken from "The Gourdon War Memorial Roll of Honour," prepared by Bervie Parish Church, November 1918.

Appendix 4

Note on the Oral History Tradition

This booklet exemplifies the oral history tradition of handing down through the generations, memories, stories, songs, poems and artefacts which have not been preserved in written form. Usually the items are recorded for future generation.

Here I have written up the material generously conveyed to me by Valerie (Vally) Craig and Alison Ingram. I hope that it will be preserved on the Maggie Law Maritime Museum website.

Celia Craig

November 2018