



2nd Lt. Charles Albert Manzetti

RAF

1893 - 1918

Charles Albert Manzetti was the son of Leopold and Matilde Manzetti, and husband of Gladys May Manzetti. He was born in England. Buried



in Ocklynge Cemetery, Eastbourne. Probably died of wounds.



Private William James Marsh

SD 3387

13th Battalion Royal Sussex Regiment.

**Killed in action during the German Spring offensive on 23rd
March 1918, aged 34.**

He was born at Hollingbourne in Kent and had lived at 102 Langney Road, Eastbourne. He had been employed as a



waiter. He is commemorated at the Pozières Memorial, France.



Lt. Terence Joseph McManus

2nd Battalion, Middlesex Regiment.

1897 - 1919.

Died on 23rd December 1919 from wounds received at the Battle of the Somme, 1st July 1916. Aged 22 Years.

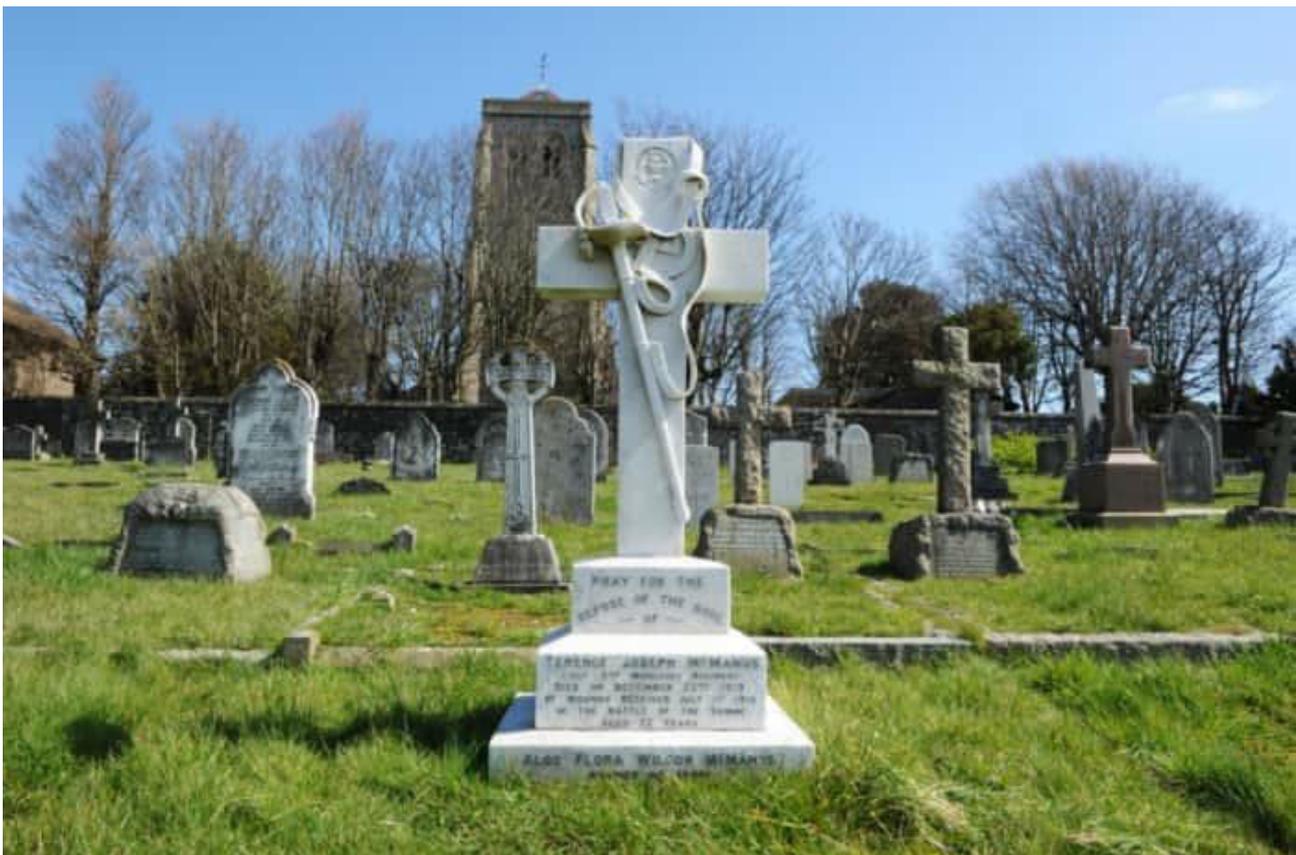
He was a pupil at Downside School, in Stratton on the Fosse, near Shepton Mallet, Somerset from 1910 - 1915. He was described at school as humorous, sporty, and popular. He played rugby for the school and sang in the school choir. On leaving school he joined the Army and trained at Sandhurst. By May, 1916 he was a Lieutenant in the 2nd battalion, Middlesex Regiment (nicknamed 'The Die hards').

On the first day of the Battle of the Somme, 1st July, 1916, he was severely injured when a large piece of shrapnel broke his right leg above the knee. Unable to move he was abandoned in No Man's Land, quite close to the German lines.

If a sniper didn't get him he was liable to bleed to death or die of starvation or dehydration. He got some water from the water bottles of dead comrades and when it rained he was soaked to the skin and sucked the water from his uniform. Officially he was declared "wounded and missing" - presumed dead.

Somehow he stayed alive for more than a week in No Man's Land until 8th July when a burial party found him and took him by stretcher to a dressing station. From there he was brought back to England for treatment. His wounded leg was septic and his fractured bones would not fuse. Over the next two and a half years he was moved around hospitals in Surrey, Middlesex and Sussex. He was never able to walk without crutches.

In December, 1919 he was operated on to fuse the bones in a thigh. Doctors had hoped his infection would have died down.



Tragically, this was not the case and on 23rd December, 1919 he died of septicaemia. He is buried at Ocklynge Cemetery, Eastbourne.



A memorial at Downside School, Somerset.



Terence Joseph McManus.

(With kind permission of Downside Abbey Trustees.)



Private Carman Merriam

925324

5th Battalion Canadian Infantry

Died of wounds 4th June 1917

Buried in Ocklynge Cemetery, Eastbourne.





Eugenio Possolo

1894-1918

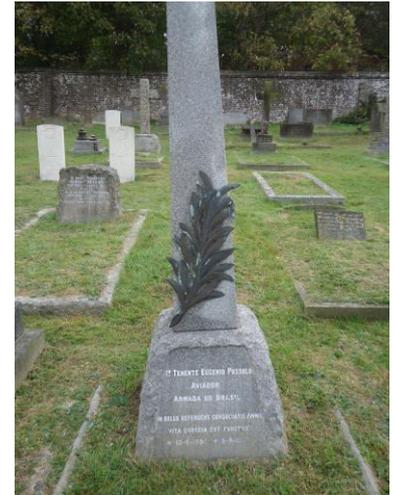


First Lieutenant Eugenio Possolo was one of thirteen volunteers to travel to England in 1918 to join the Air Force – twelve were in the Brazilian Navy and one from the Army. The men were supposed to be single but Eugenio had hidden the fact that that he had recently married. On arrival in England he was posted to the flying school in Eastbourne and was billeted at 17, Bedfordwell Road.

On 5th September 1918 First Lieutenant Eugenio Possolo was one of three Brazilian Navy pilots to take off from the Eastbourne Aerodrome with three English pilots for an exercise. The leader of the formation, Captain Frank Creasy RAF witnessed a Sopwith Camel piloted by Lieutenant Reginald Sanders fly to an altitude of 1,500 before descending at speed. Sanders failed to see Possolo's plane (also a Sopwith Camel)

and struck it. Both aircraft crashed to the ground near Friday Street Farmhouse and the pilots, both 24 years old, were killed.

The young aviator was the first Brazilian Airman to be killed. The Sussex Coroner returned a verdict of 'accidental death' and Eugenio was buried at Ocklynge Cemetery, Eastbourne. His grave is in the form of a large grey granite cross decorated with a palm-leaf. Unfortunately the top has become detached.



Interestingly a newspaper report of 26th July 1920 reports "*The Brazilian cruiser The San Paulo, will visit England to convey back to Brazil, the remains of the dead aviator Lieut. Possolo*" It is possible that this did indeed occur, but as his name is still recorded by the CWGC, and he still has a gravestone here, I doubt it.

In central Rio de Janeiro a street is named 'Rua Tenente Possolo' (Lieutenant Possolo Road) in honour of a man buried in Eastbourne thousands of miles away from home.







1º TENENTE EUCENIO POSSOLO
AVIADOR
ARMADA DO BRASIL

IN BELLO DEFENDENS CONSOCIATIS ARMIS
VITA EGREGIA EST FVNCTVS
* 10-8-1894 + 5-8-1918



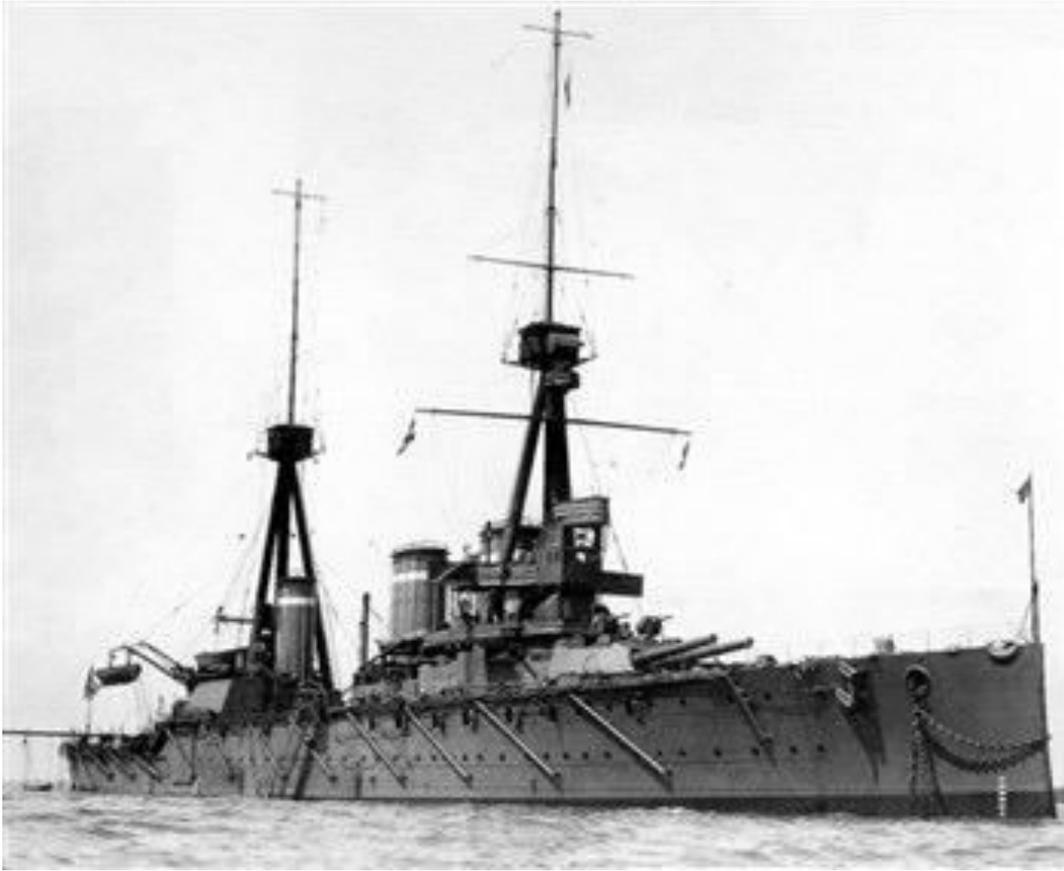


Lt Frank Power O'Reilly

Royal Navy

**Died at the Battle of Jutland on HMS Invincible on
31st May 1916.**

HMS Invincible was the flag ship of the 3rd Battle Cruiser Squadron. It was destroyed early on in the battle when one of her gun turret's armour was penetrated and a magazine exploded.

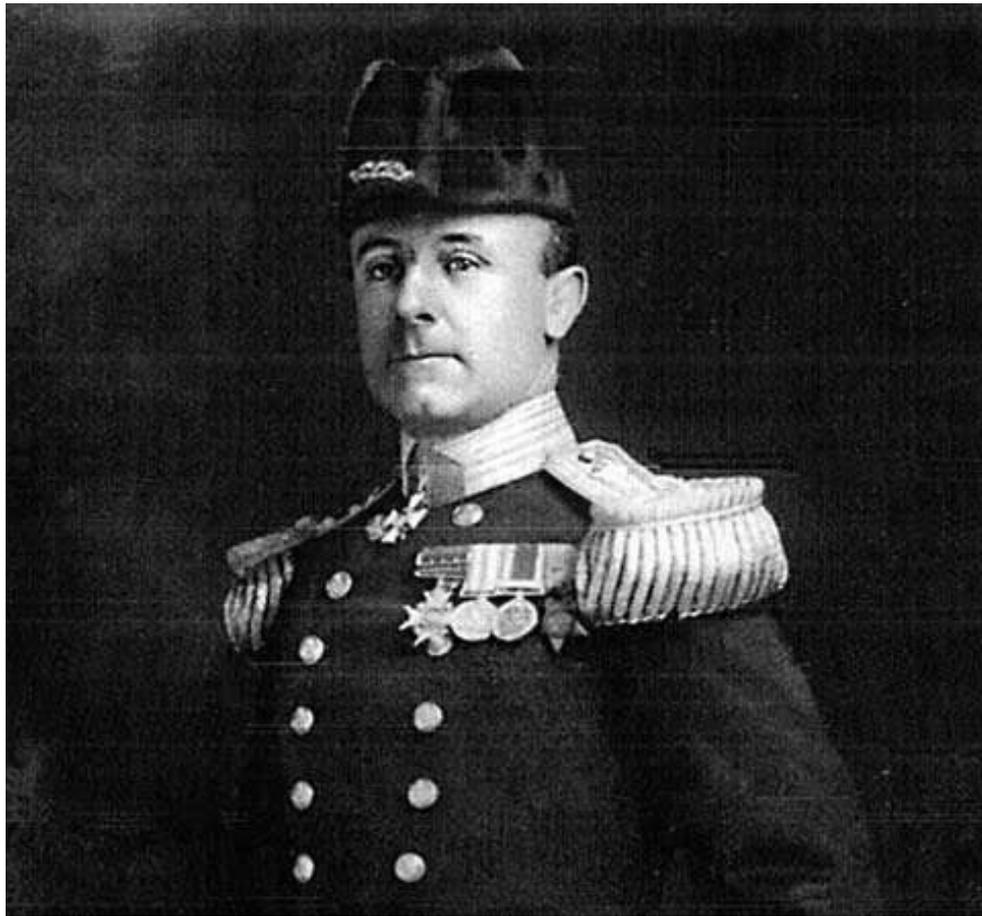


HMS Invincible

Below is an account of the battle from the Encyclopaedia Britannica.

Just before 6:00 pm on 31st May 1916 Jellicoe sighted Beatty's battle cruisers, now augmented by the 3rd Battle Cruiser Squadron under Rear Adm. Horace Hood. Visibility was rapidly worsening, however, and it was 6:14 pm before Jellicoe received a reply to his urgent signal "Where is the enemy battle fleet?" Twenty seconds later he ordered his main battle fleet to [deploy](#) on the port wing division, thus giving the British the benefit of what light remained and also cutting the line of Scheer's retreat. It was the most vital decision of the battle, and it was taken not a moment too soon. As the last [battleship](#) turned into line, the murk cleared slightly to reveal the leading ships of the High Seas Fleet heading for the middle of the Grand Fleet. The broadside of Jellicoe's entire line could thus be brought to bear on the Germans, who could only reply with the forward guns of

their leading ships. For Jellicoe it was a moment of triumph; for Scheer it



was one of unparalleled danger.

Admiral Jellicoe, Commander in Chief of the British Fleet.

Three factors contributed to the extrication of the German ships from the trap: their own excellent construction, the steadiness and [discipline](#) of their crews, and the poor quality of the British shells. The *Lützow*, the *Derfflinger*, and the battleship *König* led the line and were under broadside fire from 10 or more battleships, yet their main armament remained undamaged, and they fought back to such effect that one of their salvos fell full on the *Invincible* (Hood's flagship), causing an explosion which tore the ship in half and killed all except six of the crew. This success, however, did little to relieve the intense bombardment, and the High Seas Fleet was still pressing forward into the steel trap of the Grand Fleet. Placing full reliance in the seamanship of his captains, Scheer at 6:36 pm ordered a 180° turn for all ships together (the last ship becoming the leader), and, as the battleships and cruisers steered away in retreat, torpedo boats draped thick smoke screens across their rear. Miraculously, there were no collisions.

To Jellicoe it was by no means clear what had taken place. Visibility had worsened, and smoke lay thick over the seas. By 6:45 pm contact with the Germans had been lost, and an unnatural silence descended. Yet the Grand Fleet was still between the High Seas Fleet and the German ports, and this was the situation which Scheer most dreaded. Then at 6:55 pm he ordered another 180° turn, possibly in the hope that he would pass astern of the main British line. He was mistaken, and a few minutes after 7:00 pm he was in a worse position than the one from which he had just extricated himself: his battle line had become compressed, his leading ships were under merciless bombardment again, and it was obvious that he must once more turn away. At 7:16 pm, therefore, to cause a diversion and win time, he ordered his battle cruisers and torpedo-boat flotillas to virtually immolate themselves in a massed charge against the British.

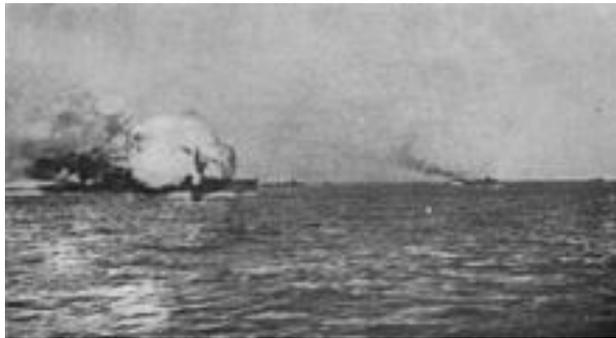
This was the crisis of the Battle of Jutland. As the German battle cruisers and torpedo boats steamed gallantly forward, the battleships astern became confused in their endeavour to turn away. Had Jellicoe ordered the Grand Fleet forward through the Germans' oncoming screen at that moment, the fate of the High Seas Fleet would have been sealed. As it was, because he overrated the danger of a torpedo attack, he ordered a turn away, and the two opposing lines of battleships steamed apart at more than 20 knots (23 miles [37 km] per hour). They did not meet again, and, when darkness descended, Jellicoe faced the task of covering Scheer's possible escape routes—southward directly to the Jadebusen or southeastward to the Horns Reef and then home.

Unfortunately for Jellicoe, the British [Admiralty](#) failed to inform him that Scheer had requested airship reconnaissance of the area around Horns Reef for the following dawn, with the result that the British battleships steamed too far south during the night. Scheer had turned again after nightfall and crossed astern of Jellicoe's battle squadrons, resolutely brushing aside the British rearguard of light cruisers and destroyers in a series of sharp actions which caused losses on both sides. Scheer reached the security of the Horns Reef minefields at about 3:00 am on June 1. Just before daylight, Jellicoe turned his battleships to search again for the High Seas Fleet, but he was too late.

Outcome and aftermath

The British sustained greater losses than the Germans in both ships and men: three battle cruisers, three cruisers, and eight destroyers had been

sunk against one battleship, one battle cruiser, four light cruisers, and five torpedo craft lost by the Germans; 6,768 British officers and men had been killed or wounded, against 3,058 officers and men killed or wounded in the High Seas Fleet. It was the bloodiest day in British naval history, and the triumphant publication of such figures in the German press gave a worldwide impression that the Royal Navy had suffered a serious reverse. The significant fact, however, was that despite these losses the [balance of power](#) in European waters was not essentially changed. The British still dominated the North Sea, and the Germans had not inflicted sufficient losses on their adversary to stand any chance of victory in a new action



against its main fleet.

HMS Invincible blown up at Jutland.

Mentioned in Parish Notice Book : 11/6/1916.



Private John Ryan 859316

43rd Battalion Canadian Infantry
Died of wounds, 5th March 1918. Aged 30.
Buried in Ocklynge Cemetery, Eastbourne.





Lt Herbert Snead Cox

Royal Navy

Died on 31st May 1916 on HMS Indefatigable at the



Battle of Jutland.

HMS Indefatigable was sunk within the first hour of the battle.

Mentioned in Parish Notice Book : 11/6/1916.



Lt Osmund Stapleton-Bretherton

9th Lancers

1898 - 1918

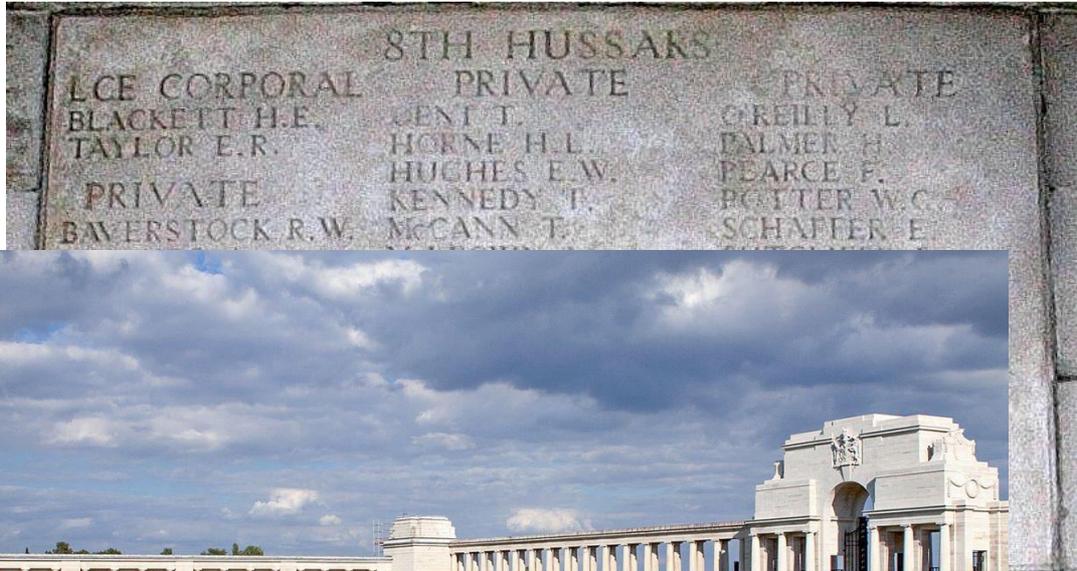
**Killed in action 22nd March 1918 on the
Somme.**



No known grave. Commemorated on the Pozières Memorial, Somme, France, Panel 4.
Born at Market Harborough, 1898.

Pozières Military Cemetery.

Mentioned in Parish Notice Book : 21/4/1918.





André van den Bosch

**born. Antwerp 11 - 11 1895
died of illness caused by military service.
Eastbourne 5 - 3 - 1915**

Sub cruce quiescit



**(“He sleeps under the Cross”)
Ocklynge Cemetery, Eastbourne.**



Captain Henry Thornton Camden Wheeler.

1874 - 1916

**Gold Coast Regiment, West Africa Frontier Force,
attached from 3rd Battalion, King's Liverpool Regiment.
Regular Army.**

**Died of Yellow Fever while on active service on the Gold Coast,
30th October 1916. Aged 42.**

Buried in Gambag European Cemetery, Gambia.

Born in Torquay, son of Luker and Margaret Wheeler, husband of Mabel. Lived for a time in Eastbourne - described as "formerly of this parish" - and latterly in Upper Sea Road, ("Ardentallan"), Bexhill-on-Sea.