

**Hollybrook Cemetery,
Southampton, Hampshire, England**

War Graves



Lest We Forget

World War 1



2308 DRIVER

D. JONES

AUST. FIELD ARTILLERY

26TH FEBRUARY, 1919

David JONES

David Jones was born at Newport, Monmouthshire, Wales around 1885.

[Note: Due to lack of information of his parents – it is not possible to correctly identify David Jones in any of the UK Censuses. For example – a birth was registered for David John Jones, Newport, Monmouthshire, Wales in the June quarter, 1885 & another birth was registered for David John Jones, Newport, Monmouthshire, Wales in the September quarter, 1885.]

A "David Jones", aged 26, was a passenger on the *Belgic* which departed from the port of Liverpool, England on 23rd September, 1911 & arrived at the port of Fremantle, Western Australia in November, 1911.

David Jones was a 30 year old, single, Mill Hand from Munja, via Collie, Western Australia when he enlisted in Perth, Western Australia on 17th June, 1915 with the Australian Imperial Force (A.I.F.). His service number was 2308 & his religion was Church of England. His next of kin was listed as his friend – Mrs Bertha Wright, 70 Cantonment Street, Fremantle, Western Australia. David Jones stated on his Attestation Papers that he had served in the Imperial Navy for 7 years.

Private David Jones was posted to 6th Reinforcements of 6th Battalion on 17th June, 1915.

Private David Jones embarked from Fremantle, Western Australia on HMAT *Wandilla* (A62) on 25th June, 1915 with the 4th Infantry Brigade, 16th Infantry Battalion, 6th Reinforcements.

Private David Jones was taken on strength of 6th Battalion at Gallipoli on 30th July, 1915.

Private David Jones was reported wounded at Gallipoli on 8th August, 1915. He was admitted to Hospital Ship on 11th August, 1915 with Dysentery. Private Jones was admitted to St David's Hospital, Malta on 12th August, 1915 with G.S.W. (Gunshot wound/s) to Chest & his condition was reported as serious. He embarked for Alexandria on 31st August, 1915 on HT *Georgian*. He was marched in to Overseas Base at Mustapha on 5th September, 1915. Private Jones embarked on S.S. *Ionian* on 9th September, 1915 to return to his Unit with M.E.F. (Mediterranean Expeditionary Force). He rejoined his Unit on 15th September, 1915.

6th Battalion

The 6th Battalion was among the first infantry units raised for the AIF during the First World War. Like the 5th, 7th and 8th Battalions, it was recruited from Victoria and, together with these battalions, formed the 2nd Brigade.....

The Victorian battalions returned to ANZAC to help defend the beachhead, and in August the 2nd Brigade fought at the battle of Lone Pine. The battalion served at ANZAC until the evacuation in December.

After the withdrawal from Gallipoli, the battalion returned to Egypt. In March 1916, it sailed for France and the Western Front.....

(Extract of Battalion information from the Australian War Memorial)

War Diary – 6th Battalion

Anzac – 8th August, 1915:

6th Bn less 60 men was detailed to relieve two companies 5th Bn on SOUTHERN NO. 2

The battn was divided into two Coys owing to the shortage of men & officers.

Officers were sent to obtain details of trenches etc. The two Coys were moved at 1100 & were in position by 1200.....

(Extract of War Diary from the Australian War Memorial)

Private David Jones disembarked at Alexandria from H.M.T. *Ascanius* on 30th December, 1915 ex Mudros (after the evacuation of Gallipoli).

Private David Jones was transferred to 4th Division 24th Howitzer Brigade at Tel-el-Kebir on 13th March, 1916. He was taken on strength of 24th Howitzer Brigade on the same day & was posted to 112th Battery.

Private David Jones proceeded to join B.E.F. (British Expeditionary Force) from Alexandria on 3rd June, 1916. He disembarked at Marseilles, France on 13th June, 1916.

Private David Jones was transferred to 12th F.A.B. (Field Artillery Brigade) in France on 25th January, 1917 as Gunner. He was taken on strength of 12th F.A.B. on the same day & was posted to 111th Battery.

Gunner David Jones was written up for a Crime while posted in Belgium – “*When on Active Service “Drunkness” in that he “In the Field” on 13/11/17 was Drunk.*” He was awarded 7 days Field Punishment No. 2.

Gunner David Jones was with his Unit on 1st December, 1917. (This was usually recorded on Casualty Form – Active Service when no entries had been made for a period of time).

Gunner David Jones was appointed Driver on 1st December, 1917 under A.I.F. Order No. 785 to complete establishment.

A Field General Court Martials was held in France on 12th June, 1918. Charge – When on Active Service, Drunkness on 15th May, 1918. Pleaded Not Guilty. Found Guilty. Sentence 30 days Field Punishment No. 2 from 12th June, 1918. Period Awaiting Trial 22nd May, to 11th June, 1918 - 21 days. Total forfeiture 51 days pay.

Driver David Jones was with his Unit in France on 23rd June, 1918.

Driver David Jones was On Leave to UK from France from 14th October, 1918. He rejoined his Unit from Leave on 2nd November, 1918.

Driver David Jones was marched out from France on 4th February, 1919 for R.T.A. (Return to Australia) Quota No.8.

Driver David Jones was admitted to 40th Stationary Hospital on 14th February, 1919 with Influenza. He was reported to be dangerously ill on 16th February, 1919. Driver Jones embarked for England on 23rd February, 1919 on Hospital Ship *Grantully Castle*.

Driver David Jones was admitted to University War Hospital, Southampton, England on 24th February, 1919 with Pleurisy. He was reported to be seriously ill.

Driver David Jones died at 06.30 hrs on 26th February, 1919 at University War Hospital, Southampton, England from Pneumonia contracted on active service.

A death for D. Jones, aged 38, was registered in March quarter, 1919 in the district of Southampton, Hampshire, England.

Driver David Jones was buried on 3rd March, 1919 in Hollybrook Cemetery, Southampton, Hampshire, England – Plot number B. 01. 11 and now has a Commonwealth War Graves Commission headstone.

From the burial report of Driver David Jones - *Coffin was Elm. The deceased soldier was accorded a full Military funeral, Firing Party, Bugler and Pallbearers being in attendance. The coffin was draped with the Union Jack, and conveyed to the graveside, where the “Last Post” was sounded by a bugler from the Cornwall Infantry Battalion, and the burial service conducted by the Chaplain Gnr Birch of Southampton. The grave will be turfed and an oak cross erected by the A.I.F. London. The A.I.F. London were represented at the funeral.*

Bertha Wright (listed as a friend in lieu of next-of-kin) was sent the personal effects of the late Driver David Jones. She signed, as receipt of receiving the package, on 13th October, 1919.

Driver David Jones was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also to be sent to Private Jones' next of kin. No next-of-kin could be located so the Medals & Memorial Scroll & Plaque were sent to Untraceables (sent October, 1922).

The Commonwealth War Graves Commission lists Driver David Jones— service number 2308, of 12th A.F.A. Bde., Australian Field Artillery. No family details are listed.

Driver D. Jones is commemorated on the Roll of Honour, located in the Hall of Memory Commemorative Area at the Australian War Memorial, Canberra, Australia on Panel 17.



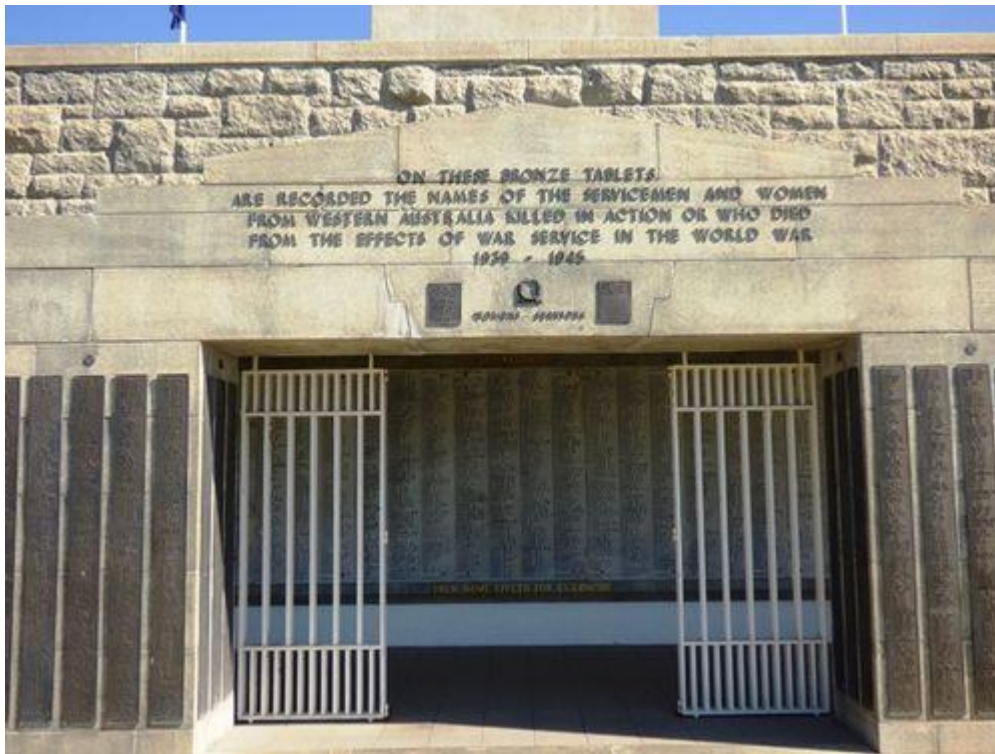
Roll Of Honour WW1 Australian War Memorial Canberra, Australia

D. Jones is remembered on the Western Australia State War Memorial which is located at the top of Kings Park and Botanic Garden escarpment, ANZAC Bluff, Fraser Avenue, Perth, Western Australia. The memorial was developed around an 18 metre tall obelisk as the principal feature, which is almost a replica of the Australian Imperial Force Memorials erected in France and Belgium.

The heavy concrete foundations are supplemented by heavy brick walls which enclose an inner chamber or crypt. The walls surrounding the crypt are covered with The Roll of Honour; marble tablets which list under their units the names of more than 7,000 members of the services killed in action or as a result of World War One.



Western Australia State War Memorial Cenotaph, Kings Park



The Crypt with the Roll of Honour names

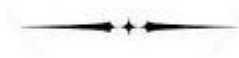
(Photos from Monument Australia – Kent Watson/Sandra Tattersall/Graeme Saunders)



Corps of Artillery Panel (Photo courtesy of Gordon Stuart)

(42 pages of Driver David Jones' Service records are available for On Line viewing at National Archives of Australia website).

Information obtained from the CWGC, Australian War Memorial (Roll of Honour, First World War Embarkation Roll) & National Archives



Newspaper Notices

NINETY-THIRD CASUALTY LIST

PROGRESS REPORTS

16th Battalion – D. Jones 6th reinforcements (Collie), convalescent, previously reported wounded severely.

(Western Mail, Perth, Western Australia – 22 October, 1915)

THE ROLL OF HONOUR

462ND CASUALTY LIST

DIED OTHER CAUSES

Driver Jones, David (Bellevue), cause not stated

(The West Australian, Perth, Western Australia – 9 April, 1919)

Commonwealth War Graves Commission Headstones

The Defence Department, in 1920/21, contacted the next of kin of the deceased World War 1 soldiers to see if they wanted to include a personal inscription on the permanent headstone. Space was reserved for 66 letters only (with the space between any two words to be counted as an additional letter) & the rate per letter was around 3 ½ d (subject to fluctuation).

The expense in connection for the erection of permanent headstones over the graves of fallen soldiers was borne by the Australian Government.

(Information obtained from letters sent to next of kin in 1921)

Driver David Jones has a Commonwealth War Graves Commission headstone but no inscription.

Hollybrook Cemetery, Southampton, Hampshire, England

Southampton was No 1 Port during the First World War and military hospitals were established in the University buildings, in the Highfield Institution and at Shirley Warren. During the Second World War, 4.5 million tons of military equipment passed through Southampton docks and parts of the prefabricated harbours used at Arromanches during the Normandy invasion were made there. For a while, Southampton was also base to the 14th Major Port Transportation Corps of the United States Army.

Southampton (Hollybrook) Cemetery contains burials of both wars and a memorial to the missing.

The cemetery has a First World War plot near the main entrance containing most of the 125 graves from this period. Behind this plot is the Hollybrook Memorial which commemorates by name almost 1,900 servicemen and women of the Commonwealth land and air forces whose graves are not known, many of whom were lost in transports or other vessels torpedoed or mined in home waters. It also bears the names of those who were lost or buried at sea, or who died at home but whose bodies could not be recovered for burial.

Most of the 186 Second World War burials are in a separate war graves plot. 3 of these burials are unidentified seaman of the Merchant Navy.

In addition to the Commonwealth war graves, the cemetery contains 67 war graves of other nationalities, many of them German, of which 2 are unidentified.

(Cemetery information from CWGC)



Chapel at Hollybrook Cemetery *(Photo by Michael Day)*



Hollybrook Cemetery (Photo below from 2012 – Basher Eyre)





(Photo courtesy of Allan Noble)



Hollybrook Cemetery with Hollybrook Memorial at front *(Photo by Michael Day)*

Photo of Driver D. Jones' Commonwealth War Graves Commission Headstone in Hollybrook Cemetery, Southampton, Hampshire, England.



(Photo by Michael Day)