

**Hollybrook Memorial,
Southampton, Hampshire, England
War Graves**



Lest We Forget

World War 1



7999 DRIVER

H. O. RICHARDSON

AUSTRALIAN ARMY SERVICE CORPS

3RD AUGUST, 1918

Harrie Oliver RICHARDSON

Harrie Oliver Richardson was born at Creswick, Victoria in 1890 to parents John & Helen Laura Richardson (nee Symons/Simons).

John Richardson, father of Harrie Oliver Richardson, died on 22nd November, 1898 at Newlyn, Victoria.

Harrie Oliver Richardson attended school at Rocky Lead State School & Creswick Grammar School, Victoria.

The 1913, 1914 & 1915 Australian Electoral Rolls for the division of Grampians, subdivision of Dean, Victoria listed Harrie Oliver Richardson, Farmer, Mount Prospect.

Harrie Oliver Richardson was a 24 year old, single, Farmer from Albert Street, Creswick, Victoria when he enlisted at Ballarat, Victoria on 14th July, 1915 with the Australian Imperial Force (A.I.F.). His service number was 7999 & his religion was Presbyterian. His next of kin was listed as his mother – Mrs H. L. Richardson, Albert Street, Creswick, Victoria.

Driver Harrie Oliver Richardson was posted to 18th A.A.S.C. (Australian Army Service Corps) on 16th October, 1915.

Driver Harrie Oliver Richardson embarked from Melbourne, Victoria on HMAT *Bakara (A41)* on 5th November, 1915 with the 8th Infantry Brigade Train, 18th Company Army Service Corps.

Driver Harrie Oliver Richardson was admitted to No. 2 Australian General Hospital at Heliopolis on 29th December, 1915 with Iritis (Uveitis – a form of eye inflammation). He was discharged to Base Details at Zeitoun on 16th February, 1916 from No. 2 Australian General Hospital at Cairo having been treated for Trachoma (Bacterial infection that affected the eyes).

Driver Harrie Oliver Richardson was in Reinforcement Camp at Tel-el-Kebir on 17th April, 1916.

Driver Harrie Oliver Richardson proceeded from A.S.C. (Army Service Corps) Training Depot at Tel-el-Kebir on 5th May, 1916 to join his Unit & joined 18th A.S.C. on 6th May, 1916 at Ferry Post.

Driver Harrie Oliver Richardson embarked from Alexandria on 16th June, 1916 on *Tunisian* to join B.E.F. (British Expeditionary Force). He disembarked at Marseilles, France on 23rd June, 1916.

Driver Harrie Oliver Richardson reported sick on 7th December, 1916 in France. He was admitted to 5th Field Ambulance on 7th December, 1916 with Influenza then transferred the same day to Anzac C.R.Station. Driver Richardson was discharged to duty on 17th December, 1916. He rejoined 18th A.A.S.C. on 17th December, 1916.

Driver Harrie Oliver Richardson reported sick on 13th June, 1917. He was admitted to 8th Field Ambulance on 13th June, 1917 with “*P.U.O. Trench Fever*” (P.U.O. – pyrexia (fever) of unknown origin) then transferred the same day to 3rd Casualty Clearing Station. Driver Richardson was transferred to 29th Ambulance Train on 16th June, 1917 & admitted to 10th General Hospital at Rouen, France on 17th June, 1917. He was transferred to England on 20th June, 1917 on Hospital Ship *St. George* with “*P.U.O. Trench Fever.*”

Driver Harrie Oliver Richardson was admitted to Temporary Hospital No. 3, Exeter, England on 22nd June, 1917 with Trench Fever (slight). He was discharged to Furlo from 17th July, 1917 to 31st July, 1917 & was then to report to Training Depot at Codford.

Reinforcements were only given basic training in Australia. Training was completed in training units in England. Some of these were located in the Salisbury Plain & surrounding areas in the county of Wiltshire. Later Training & Convalescing Units were combined under the one Command Depot.

Driver Harrie Oliver Richardson reported to No. 4 Command Depot, Codford Wiltshire on 1st August, 1917. The Hospital Admissions form recorded he “feels weak” & he was medically classified as B1 A3 (Fit for Overseas Training Camp in 2 to 3 weeks). Driver Richardson was medically classified on 8th August, 1917 as B1 A4 (Fit for Overseas Training Camp when passed dentally fit. Driver Richardson was passed dentally fit on 19th August, 1917 – partial upper & lower dentures supplied.

Driver Harrie Oliver Richardson was marched out from No. 4 Command Depot at Codford, Wiltshire on 20th August, 1917 & marched in to Overseas Training Brigade at Perham Downs, Wiltshire on the same day.

Driver Harrie Oliver Richardson was marched out from Overseas Training Brigade at Perham Downs, Wiltshire on 31st August, 1917 & marched in to A.A.S.C. (Australian Army Service Corps) Details at Parkhouse, Wiltshire on the same day.

Driver Harrie Oliver Richardson complained of headaches on 10th September, 1917 & was found to have corneal opacity.

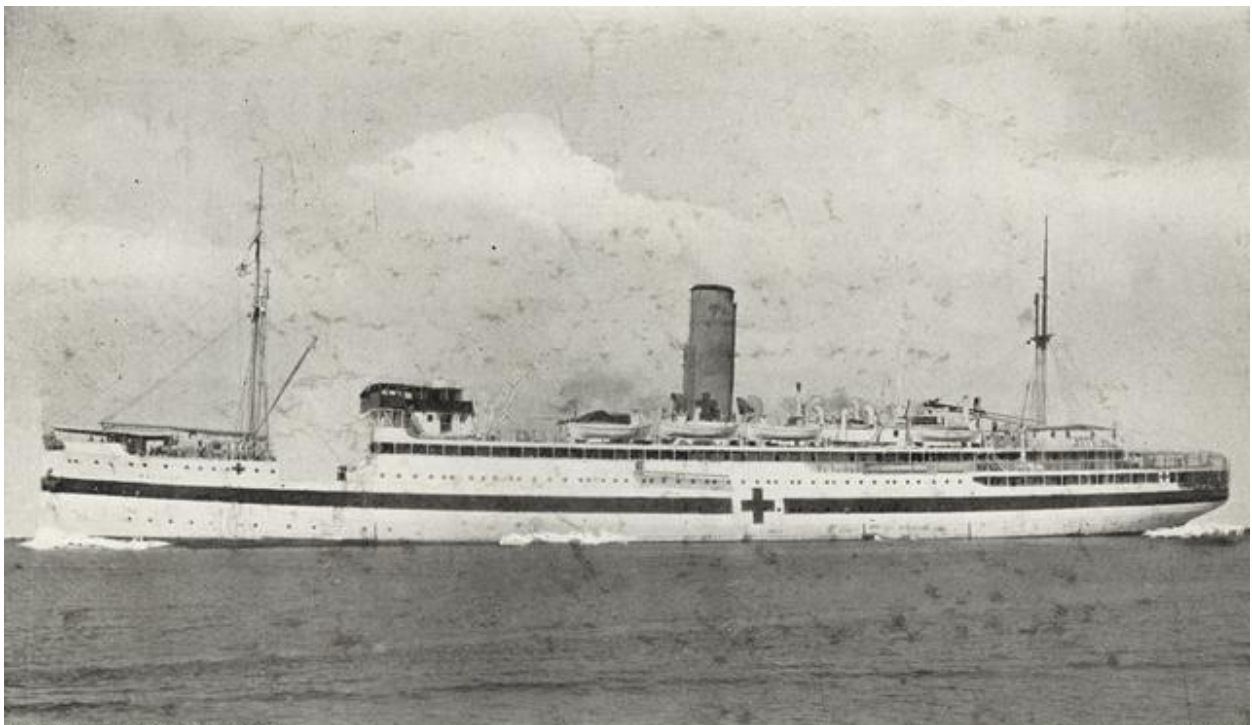
Driver Harrie Oliver Richardson proceeded overseas to France via Southampton on 20th November, 1917 to reinforce A.S.C. Divisional Trains from No. 4 Camp, Parkhouse, Wiltshire. He was marched in to ___ Depot at Havre on 11st November, 1917 from England. Driver Richardson was marched out to 5th Divisional Train on 6th December, 1917 & rejoined 18th A.A.S.C. in the Field on 12th December, 1917.

Driver Harrie Oliver Richardson reported sick on 21st January, 1918. He was admitted to 8th Australian Field Ambulance on 21st January, 1918 with Defective Vision then transferred & admitted to 5th A.D.R. (Australian Divisional Rest) Station on the same day. Driver Richardson was discharged to his Unit on 27th January, 1918 & rejoined 18th A.A.S.C. in the Field on the same day.

Driver Harrie Oliver Richardson reported sick on 21st July, 1918. He was admitted to 8th Field Ambulance on 21st July, 1918 with Chronic Conjunctivitis then transferred to 5th D.C. Station on the same day with defective vision. Driver Richardson was transferred to 12th Casualty Clearing Station on 22nd July, 1918 with "*Corneal Ulcer L*" then transferred to Ambulance Train 7 on 25th July, 1918. He was admitted to 16th General Hospital at Le Treport on 26th July, 1918. Driver Richardson was transferred to England on 1st August, 1918 on Ambulance Transport *Warilda*.

Driver Harrie Oliver Richardson was reported Missing, believed drowned, from Ambulance Transport *Warilda* on 3rd August, 1918.

Driver Harrie Oliver Richardson who was previously reported Missing believed Drowned on 3rd August, 1918, was now reported Died at Sea as a result of Enemy action in the Torpedoing & sinking of HMAT *Warilda* on 3rd August, 1918.



AUSTRALIAN WAR MEMORIAL

H04201

Her Majesty's Hospital Ship *Warilda*

Extract from World War One Channel Wrecks – Vessels Lost in The English Channel 1914 – 1918 (by Neil Maw):

Country: British. Date sunk: 3/8/18 Owners: Adelaide SS Co. Agents: Yuill's Ltd, 120 Fenchurch St, London. In Government service as 'ambulance transport'. Cargo: 614 wounded soldiers, 117 crew, 70 RAMC staff. Armed: 1 x 4in quick fire gun. Position NW by N of Antifer (50 18 00N; 0018 00W). Master's name James Sim (Southern Australian ticket) Crew: 120. Crew nationality: - Gunners: James Carter, LS FRF; William Barton, LS FRF; John Read, LS FRF.

Warilda was an Australian steamer, registered at Port Adelaide but requisitioned by the British government for use as a hospital ship. She was loaded with injured soldiers. The holds of the Warilda had been hastily converted into wards and the lowest ward was I-Ward containing 102 patients. I-Ward was purposely allocated to walking wounded with the idea that if the ship had to be evacuated they could get on deck more quickly. It was a good idea but few were to survive in I-Ward.

She left Havre on August 2, 1918, and was being escorted by two destroyers to Southampton, HMS P39, commanded by Lieutenant J. W. Durnford, RN, and HMS P45, commanded by Lieutenant Rudolph Thompson RN. They made good progress, at 15 knots, steering north 10 degrees east.

Even though it was a cloudy and dark night, the second mate on watch on the bridge spotted the shape of a submarine about 100 yds off the port bow at 1.35 am. He shouted to the helmsman to turn directly towards the submarine with the intention of ramming it. A few seconds later the master arrived on the bridge and endorsed the second officer's actions but the submarine was too fast and too manoeuvrable. The helm was put hard over again, this time to bring the enemy directly astern. The master watched intently to see what the German commander intended to do, when suddenly a white streak appeared from it followed seconds later by a deafening explosion deep on the port side between the engine room and, tragically, number four hold....I-Ward.

The force of the explosion caused a great deal of damage. One engine had been knocked out of action, and the engine room began to fill rapidly. But the scene in I-Ward was one of utter carnage. The explosion had occurred directly under the ward and had killed most of the patients outright. Survivors of the blast were drowned by the sudden inrush of water as the ward completely filled, setting Warilda heavily down by the stern. At least 101 patients died in I-Ward.

The master realised that if the engine room bulkhead held he would stand a chance of getting the rest of the people off. He ordered all the patients to be assembled on the promenade deck and the boats to be lowered down to them. Several boats were soon ready to go but the master shouted that no boat was to leave until the way had gone off the ship. One engine was still running even though the water was up to the cylinder heads, but slowly it slowed as the steam ran out and at last Warilda came to a halt. The first boat with wounded and nurses in it reached the water evenly but for some inexplicable reason the front fall jammed and swamped the boat resulting in the loss of two nurses. Most of the boats got clear although another on the port side fouled the Otter mine defence boom and overturned, with the loss of two officers, eight male patients and four crew.

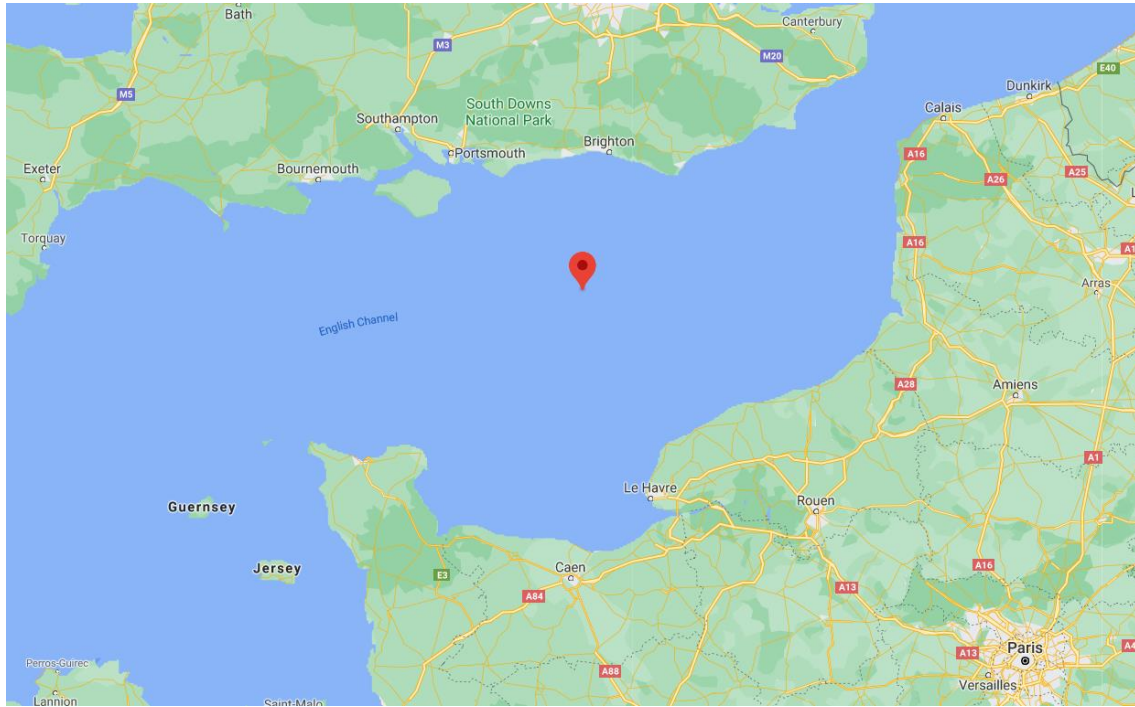
HMS P39 came alongside the stricken steamer and took off the rest of the patients and crew. It was no easy task. Most of the remaining patients were unable to walk so a bosun's chair was rigged, and the patients were winched across by hand. Two men in particular, Lance Corporal Booth, number 100015 and Pte Hamber, number 102681, were mentioned for their actions.

After Warilda had been cleared of survivors the commander of P39 decided it might be worth trying to take the steamer in tow and lines were attached. But after 10 minutes towing the steamer could not take the pressure put upon her weakened bulkheads and she sank at 4.10am.

The Court of Enquiry was held on board HMS Victory at Portsmouth was told that 113 patients, one nurse, two RAMC staff and seven crew died in the sinking, but found no negligence.

UC-49 was the submarine involved, commanded by Oberleutnant H. Kükenthal.

(With thanks to Empire Attendant (Twitter) for sharing this with me.)



Location of H.M.A.T. Warilda

Driver Harrie Oliver Richardson is commemorated on the Hollybrook Memorial, Southampton, Hampshire, England as he has no grave. His death is acknowledged by the Commonwealth War Graves Commission.

According to information provided by his mother for the Roll of Honour - Harrie Oliver Richardson *“with his brother he was a successful breeder of high-class Lincoln sheep & a frequent prize taker at the Royal Agricultural Society’s shows of Victoria & New South Wales.”*

Driver Harrie Oliver Richardson was entitled to 1914/15 Star, British War Medal & the Victory Medal. A Memorial Scroll & Memorial Plaque were also sent to Driver Richardson’s widowed mother - Mrs H. L. Richardson, as the closest next-of-kin. (Scroll sent September, 1921 & Plaque sent November, 1922).

The Commonwealth War Graves Commission lists Driver Harrie Oliver Richardson – service number 7999, of 5th Div. Train, Australian Army Service Corps. No family details are listed.

Driver H. O. Richardson is commemorated on the Roll of Honour, located in the Hall of Memory Commemorative Area at the Australian War Memorial, Canberra, Australia on Panel 181.



Roll Of Honour WW1 Australian War Memorial Canberra, Australia

H. O. Richardson is remembered on the Kingston Avenue of Honour - East 34, which starts at Victoria Road on the northern edge of Kingston & runs approximately 2.9 km south towards the Midland Highway.

In August 1918, 250 trees were planted by the local community to commemorate the World War I service of men and women associated with the former Shire of Creswick. Future plantings over the following year took the Avenue to 286 trees. Enamel name plaques were secured to wooden tree guards protecting the young trees.

Kingston, as the geographical centre of the region, was chosen as the location of the Creswick Shire Avenue of Honour. At that time Kingston housed the Shire Offices. Of the 286 trees, nine commemorate women who served as nurses, and five remain unnamed.

In the year 2000, a plaque and obelisk were installed in the avenue and unveiled. The obelisk carries the names of those represented in the avenue, with the exception of the five that remain unknown. The original obelisk became illegible and was replaced in 2017.

(Information from Kingston Avenue of Honour website)



Kingston Avenue of Honour

(Photo above from Kingston Avenue of Honour Facebook page; below from Kingston Avenue of Honour website)





Obelisk with names of those represented in the Avenue (Photo from Monument Australia)

H. O. Richardson is not remembered on the Creswick War Memorial, located at Raglan & Cambridge Streets, Creswick, Victoria.



Creswick War Memorial (Photo by Philip Kemsley)

(39 pages of Driver Harrie Oliver Richardson's 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, Red Cross Wounded & Missing) & National Archives



Newspaper Notices

TORPEDOED WARILDA

LIST OF AUSTRALIAN CASUALTIES

The names of the 15 Australian soldiers who are believed to have been drowned through the torpedoing of the hospital ship Warilda, and the towns in which their relations reside, are as follow:-

Private Robt. Oakley Clardige, 41st Battalion, Gympie.

Private Eric John Laidlaw, 31st Battalion, Dalby.

Private Arthur Lawson, Mechanical Transport Company, Charters Towers.

Private Norman Abbott, 33rd Battalion, East Sydney.

Private Norman Power, 42nd Battalion, late 15th Battalion, Wagga.

Private Robert Henry Purcell, 17th Battalion, Redfern.

Private John Roxburgh, 38th Battalion, Manly.

Private Thomas Faulks, 29th Battalion, Korong Vale (V.).

Private Donald McIntyre, 37th Battalion, Sutherland Creek (V.).

Driver H. O. Richardson, 18th A.S.C., Creswick (V.).

Lieut. Albert Herbert Moss, 2nd D.A.C., Smithfield (S.A.).

Private Victor Hugo Pike, 5th Pioneers, Tungkille (S.A.).

Private Ernest Wilkins, 32nd Battalion, Glanville

Private Paul Retell, 5th Pioneers, Albany (W.A.).

Lance-corporal G.S. L. Wall, 37th Battalion, of Longwak, Victoria, was drowned and his body recovered.

(The Sydney Morning Herald, NSW – 12 August, 1918)

AUSTRALIANS IN ACTION

DISTRICT CASUALTIES

DRIVER H. O. RICHARDSON

Very great regret was expressed when it was learnt that the news had been received on Friday afternoon from the Defence department, through the Rev. W. H. McCook, that Driver H. O. Richardson was missing from the hospital ship Warilda, torpedoed on 3rd August, and was believed to have been drowned. Fifteen of the Australians who was on the Warilda are missing. Driver Richardson enlisted from Newlyn, and is a son of Mrs Richardson, of Napier street, Creswick.

(Creswick Advertiser, Victoria – 13 August, 1918)

SHIRE COUNCIL

Thursday, October 3

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CORRESPONDENCE

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From Mrs Richardson, Creswick, acknowledging letter of condolence on the death of her son, Driver H. O. Richardson, who lost his life on the Hospital ship "Warilda," torpedoed by the Germans.

(Creswick Advertiser, Victoria – 4 October, 1918)

ROLL OF HONOR

VICTORIAN LIST

DIED, OTHER CAUSES

Dvr H. O. RICHARDSON, Creswick, 3/8/1918 (drowned)

(Weekly Times, Melbourne, Victoria – 23 November, 1918)

IN MEMORIAM

On Active Service

RICHARDSON – A tribute of love to the memory of my dear son, Driver Harry Oliver Richardson, 18th Army Service Corps, who died at sea, August 3, 1918.

A beautiful life nobly ended.

(The Argus, Melbourne, Victoria – 2 August, 1919)

IN MEMORIAM

On Active Service

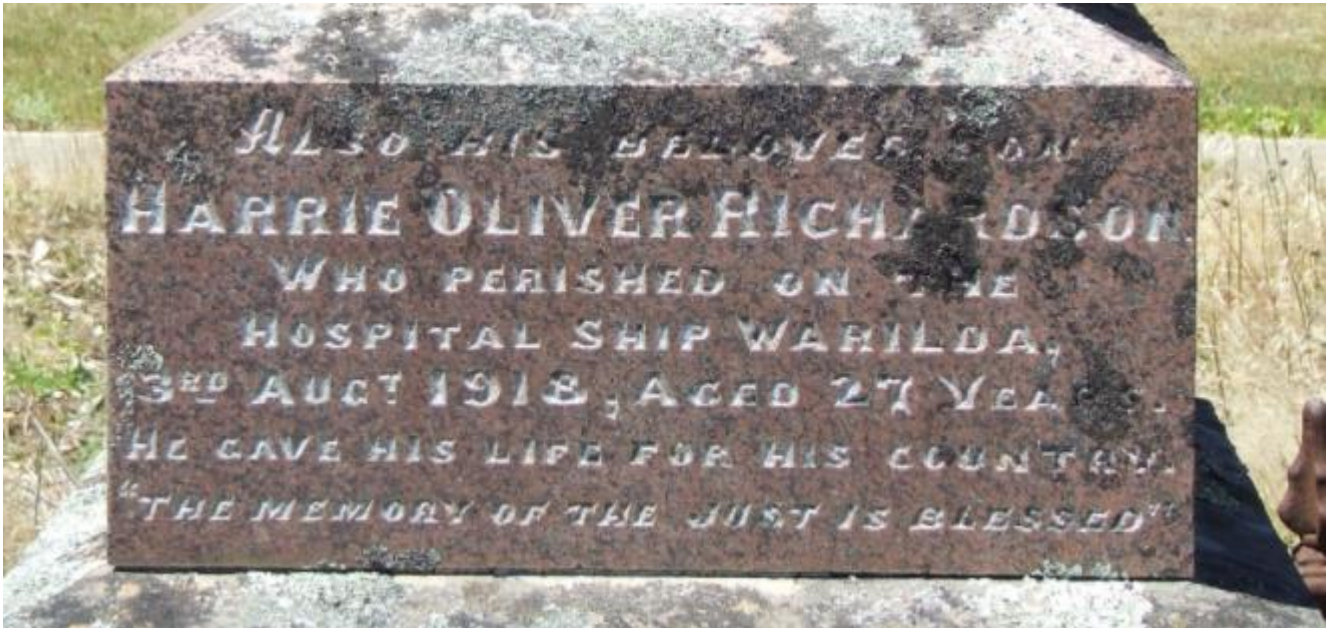
RICHARDSON – In loving memory of my dear son, Driver Harrie Richardson, 18th Army Service Corps, who died at sea on the 3rd August, 1918.

"So dearly loved."

(The Argus, Melbourne, Victoria – 3 August, 1920)

Harrie Oliver Richardson is remembered on his parents' headstone in Creswick Cemetery, Victoria.





Also His Beloved Son

HARRIE OLIVER RICHARDSON

Who Perished On The

Hospital Ship Warilda

3RD Augt. 1918, Aged 27 Years

He Gave His Life For His Country

"The Memory Of The Just Is Blessed"

Commonwealth War Graves Commission Headstones

The Commonwealth War Graves Commission cares for cemeteries and memorials in 23,000 locations, in 153 countries. In all 1.7 million men and women from the Commonwealth forces from WWI and WWII have been honoured and commemorated in perpetuity.

The Commonwealth War Graves Commission, as part of its mandate, is responsible for commemorating all Commonwealth war dead individually and equally. To this end, the war dead are commemorated by name on a headstone, at an identified site of a burial, or on a memorial. War dead are commemorated uniformly and equally, irrespective of military or civil rank, race or creed.

Not all service personnel have a Commonwealth War Graves Commission headstone. In some instances the relative chose to have their own memorial/headstone placed on the deceased's grave. These private headstones are not maintained by the CWGC as they have no jurisdiction to maintain them.

Hollybrook Memorial, Southampton, Hampshire, England

The Hollybrook Memorial is situated in Southampton (Hollybrook) Cemetery behind the plot of First World War graves near the main entrance.

The Hollybrook Memorial 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 (*Officers and men of the Commonwealth's navies who have no grave but the sea are commemorated on memorials elsewhere). The memorial 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. Almost one third of the names on the memorial are those of officers and men of the South African Native Labour Corps, who died when the troop transport Mendi sank in the Channel following a collision on 21 February 1917. Other vessels sunk with significant loss of life were: HS Anglia, a hospital ship sunk by mine off Dover on 17 November 1915. SS Citta Di Palermo, an Italian transport carrying Commonwealth troops, sunk by mine off Brindisi on 8 January 1916. In rescuing survivors, two Royal Naval Otranto drifters were themselves mined and blown up. HMTs Donegal and Warilda, ambulance transports torpedoed and sunk between Le Havre and Southampton on 17 April 1917 and 3 August 1918. HS Glenart Castle, a hospital ship torpedoed and sunk off Lundy on 26 February 1918. SS Galway Castle, torpedoed and sunk in the Atlantic on 12 September 1918. RMS Leinster, the Irish mail boat, torpedoed and sunk in the Irish Sea on 10 October 1918. Among those commemorated on the Hollybrook Memorial is Field Marshall Lord Kitchener, Secretary of State for War, who died when the battle cruiser HMS Hampshire was mined and sunk off Scapa Flow on 5 June 1916.

The memorial was designed by T. Newham and unveiled by Sir William Robertson on 10 December 1930.

There are approximately 162 Australian World War 1 Service Personnel commemorated on the Hollybrook Memorial, Southampton, Hampshire, England.

(Information & photos from CWGC)



CWGC Graves in Hollybrook Cemetery with Cross of Sacrifice & Hollybrook Memorial

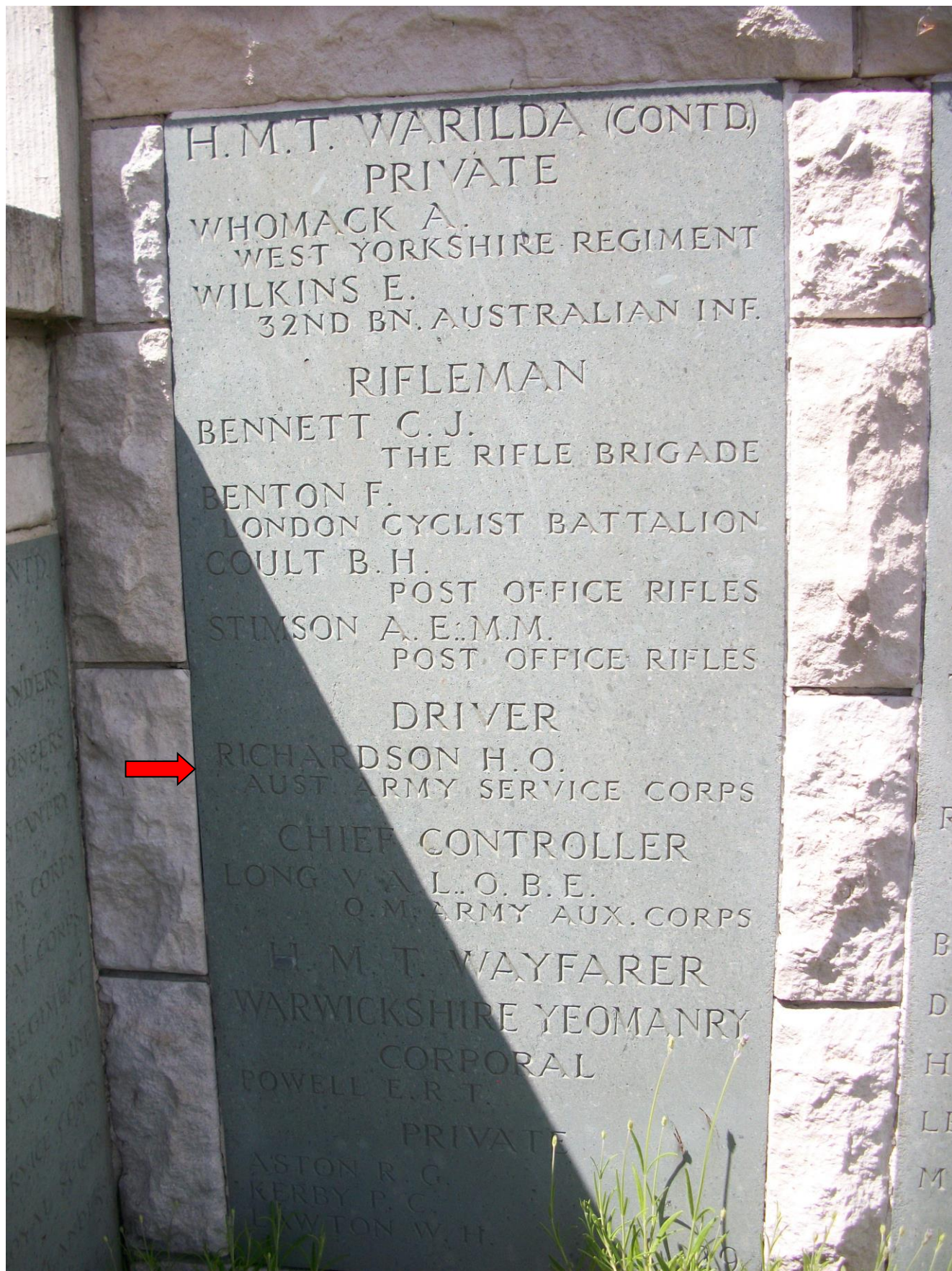


Cross of Sacrifice



Name Panels behind Cross of Sacrifice

Photo of Driver H. O. Richardson's name on the Commonwealth War Graves Commission's Hollybrook Memorial, Southampton, Hampshire, England.



(Photo by charlie – Find a Grave)

