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22 October 1991

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cher Michel,

From your previous order - and at long last here is the Classic Warplane B-17. With postage it costs £6.60, so that your £76.65 credit becomes £70.05.

But now the bad news: here is a copy of the MOD letter on Leslie Fordham. Imbeciles! Why did they not say this when I first wrote to them, all that time ago ((sorry, I've just re-adjusted the line spacing, I think William must have been playing with this)). It is a disappointment. So now I must start all over again to find a Mr Fordham who flew Beauforts 50 years ago.

The other couple of copies relate to items among my father's papers that I thought would be of interest to you. The Otage leaflet was dropped either late october or early november, either Nantes or St Nazaire.

I have no details about the newspaper cutting, except that it closely follows one of his memories; but then so many airmen have such memories.

Tom arrived on the 20 August. He is a fine chap and developing well, like William a big boy, now about 7 kilos. He is dark, as William is fair.

Sue says thank you for your words of encouragement.

Dave



KEEP BRITAIN AIRMINDED





MINISTRY OF DEFENCE
RAF Personnel Management Centre
Innsworth Gloucester GL3 1EZ

Telephone 0452 (Churchdown) 712612 ext 7622

Mr D Hatherall
45 Beaconsfield Road
Croydon
Surrey
CRO 2LN

Your reference

Our reference

DPM(Airmen)/104/1/F

Date P Man 3d(2)a

17 September 1991

Dear Mr Hatherall

EX SGT LESLIE PERCY DOUGLAS FORDHAM (1383271)

Thank you for your letter dated 9 July 1991.

I have traced our records and I am able to confirm that the above named did not serve with 22 Squadron in 1941.

I trust this information is of assistance to you.

Yours sincerely

S THOMPSON
for Director Personnel
Management (Airmen)
(Royal Air Force)

MM/JP

4 Novembre 1991

Michel MAZEAS
Maire de Douarnenez

à

David HATHERELL
Croydon

Dear David,

Thank you very much for your last package and for your letter.

Happy news ! Tom is arrived ! All my best wishes for him and his mother. (I don't forget the father and the little brother of course !).

Thank you, also, for the leaflet dropped "by Fred" on Nantes and St Nazaire. One of my friends shall use it for a book he is now writing about WW 2. I can see, myself, that F.D. Roosevelt and Sir W. Churchill were in the same feeling as French Resistance and particularly with the group of Douarnenez who wished a strike against German barracks and hotel in Tréboul on 1941.

An other one of my friends needs some books he found titles in your "catalogue".

I send your those titles enclosed.

Please, can your send the package to the following address :

Monsieur François CADIC
Ker jacob

29180 LOCRONAN
FRANCE.

I send, this day, 2 000 F, to your bank. I believe that it shall be O.K. for my credit !

Bad news about your grand mother DE PAU. I have traced the listing of French "Minitel". There is nobody named DE PAU living in Normandy (Départements : Manche, Calvados, Orne, Eure, Seine Maritime : Map enclosed)

If you think that I can try to trace the listing of some others departments for your researches, tell it to me.

Best wishes and kind regards to William and Tom.

PS. I am ever waiting for news from U.S.A. about the story of the "Fieseler" which landed on Ile de Sein, on 1st May 1941.

It's very long, at last !

I hope that you can find more about Leslie FORDHAM.

Michel MAZEAS.

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Michel MAZEAS

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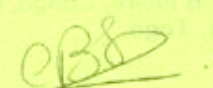
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VILLE DE DOUARNENEZ

TELEPHONE (98) 92.18.18



Adresser la correspondance
à Monsieur Le Maire

B P 137
29174 Douarnenez

en rappelant les références ci-dessus

SECRETARIAT GENERAL
Lettre N°

OBJET

0000 001

RÉPUBLIQUE FRANÇAISE

Douarnenez, le 21 Mai 1990

Michel Mazeas
à
David Matherell.

Dear David,

Thank you for your 25 April letter and especially for the sheets and the booklet enclosed. I get now a poor opinion about some one of my pictures ! But it was not easy for me to find actual photos of "BEAUFORT". This plane was a real typically British one and the French booklets I could read, told more about "BEAUFIGHTER" than "BEAUFORT". So, I must choose to cut figures out from some photos of W.W. 2.

You can see now as I was right when I wrote you were a skillful man, fond of aviation. And you are right when you told me that "my" FIESELER STORCH was a "MORANE SAULNIER CRIQUET 500". I am not worth several pictures of "STORCH", but just two of this plane : the first one, lightly diving, the other one taking off. Your picture would be welcome, indeed ! I can now take different shots of your "FIESELER".

Yes, "R.T. silence" picture is one of a "STIRLING" as the following one noticed "O.K. Mac !". You can find, enclosed, a sheet representing a painting picture, by Laura KNIGHT, which was the model for my photos. What a trickster I am !

I don't know what I can do without your help, Dave ! I must come back now for keeping straight out of the sharpers' way !!

The illustration "Mac tourne la carte" is really one of R.A.F. pilots, but they are "Free French", as the officer's cap, on the right, indicates it. I prefer now, of course, to make use of the photo of two airmen under the propellers of a "BEAUFORT" you sent me.

O.K. for BARNET, I emend my text. The same for MIDDLE EAST which is not, of course, U.S.A. Excuse me, but I often "see with half an eye", for I am always disturbed by some of them of my clerks. They are 326 !

I must thank you for your great patience, for I am not a very good pupil. And besides, as you can see it on two of the photos enclosed, I fly now a low wing "RALLYE" !

Happily, I also fly some other models, as DR 360 ROBIN or CESSNA 150 and 172.

Formerly I flew PIPER J 3 : it was my first training-plane on 1951. But the one I always preferred was the old "STAMPE". However I had a partiality for the T.6. which was ever a training-aircraft in French Air Forces, beginning of the years 50. It was an article that will wear well, during the ALGERIA WAR, from 1954 to 1962 !

A very bad time !

About the dummy, you may have it as a keepsake ! What a gift !

Best regards to all your family.

We are very happy that William can wear our pink sleep5uit.

With all my best wishes.

Michel

avec 2 photos "RALLYE" MS 883. 1979
1 photo "PIPER J3"
1 photo "T. 6."
1 photo "STAMPE"

VILLE DE DOUARNENEZ

TELEPHONE (98) 92 18 18



Adresser la correspondance
à Monsieur Le Maire

B. P. 137

29174 Douarnenez

en rappelant les références ci-dessous

SECRETARIAT GENERAL
Lettre N°

OBJET

OBJET

RÉPUBLIQUE FRANÇAISE

Douarnenez, le 12 avril 1990.

M. David HATHERELL
45 Beaconsfield Road
CROYDON
SURREY CRO 2 L N

GREAT BRITAIN

Dear David,

Thank you very much for your letter of 1st April.

I know how much you can feel disappointed by S.O.E. adviser's reply. I often knew the same feeling... I believe that the strike of TREBOUL is classified "most secret" by the offices of M.I.6. !... fifty years later ! What a shame !!!

About the details you gave me on the demise of Sgt Leslie FOR-DHAM, they are including now in my text which is almost ready for printing.

I send you, enclosed, a bad dummy of the "book", with many photos. You can see how I conceive the story for my fellow-countrymen.

I wait for your critical examination !

I think you are a skillful man in "aviation book" ! Are you not?

Best wishes.

My kind regards to young William,

Michel,

22 Décembre 1989

M. David HATHERELL
45 Beaconsfield Road
CROYDON
SURREY CRO 2 L N
GREAT BRITAIN

Dear David,

Thank you for your last letter including Air Force Memorial's photos.

From a detail to another one, the story of the strike on TREBOUL is growing week after week !

For the anniversary of November the 28th 1941, I gave a short article to the local newspaper "OUEST-FRANCE". I send you a photocopy of this half-page.

Concerning the name DE PAU, it can mean "THE SON OF PAUL" or "NATIVE FROM THE TOWN OF PAU". (a town in southern part of FRANCE). The first letter, D, of the name is a capital letter, as you wrote it, you did not, alas ! come from a noble birth !

But, there is a famous Dutchman called Walter DE PAW. Philologically DE PAU and DE PAW have the same origin.

I cannot say more about this name without its geographic origin. Can you tell me where was born your grand mother ?

Thank you again for all the reports you sent me. They are very interesting.

And, as 1989 is flying out away, I wish that you will have a happy year 1990 with all your family.

My best regards to your father and his wife.

Yours sincerely.

Michel,

45 BEACONSFIELD ROAD
CROYDON
SURREY CRO 2LN

Cher Michel,

13 Nov 89

Your neighbour has delivered your package and William's present. First of all thank you ever so much for William's clothes. Such a sweet thought from your Wife and yourself. You are both very kind. The clothes fit fine - for the moment. We are amazed how fast babies grow.

As for your package, well..... I keep opening out the maps and the photos. I am bewildered, but very happy. Now I can see, and understand. There are no more queries that I have. The series of in-flight shots are WONDERFUL. So dramatic. No, I did not know that you were a pilot. I cannot imagine what you fly. Not a low wing Raylle. A Cessna perhaps?

Once again, thank you. I am overwhelmed.

I have some more information for you:

PHOTOS These show Panel 83 and 84 at the Air Forces Memorial at Runnymede. Panel 83 lists Leslie Fordham and Panel 84 lists Basil 'Baz' Hammersley.

I have written to the Commonwealth War Graves Commission, who will photograph White's grave in Holland for us. Such work is done whenever a representative visits a particular site, so I'm afraid that we cannot say that it will be in time for your article.

AIR REPORTS These are the official RAF records of the raid (held at the Public Record Office). As you see, three aircraft were to make the raid. Aircraft P failed to take off. Aircraft Q seems to have been in the Pte du raz, Baie de Douarnenez area, but defeated by the bad weather. Aircraft A Apple, we know all about!

My Father's memory (but do not depend on it) was that he was the rear gunner on this raid - so the description of 'a large building enveloped in smoke' is his.

Now I will give you my Father's story. As briefly as possible!

Fred was born in 1916, the final child of Albert and Almeda, a brother for Robert and Violet. The family lived in Dalston, North London, just one of the mass of urban dwellers in a large city. Albert was a storekeeper, regular work that kept the family fed clothed and sheltered.

The family had forgotten the poverty ridden lives of their farm labourer forebears in Wiltshire, western England. The family had moved to nearby Holloway as Fred began his schooling at St James's School. Having developed an interest in technical matters, Fred went on to do a welding course at Polytechnic, and eventually found work at A C Cossor, the radio and electrical manufacturers.

When war came he volunteered, as the average man did, to serve his country. For him there was the glamour of the Air Force and the hope of flying in the large Sunderland flying boats. He served from February 1940 to December 1945. He flew on operations with 22 Squadron for six months and then a further six months as a wireless operator instructor. From then on he served in a series of ground duties that took advantage of his proficiency in radio and signals, ending up at a Staging Post in what is now Bangladesh.

Along with thousands of service men and women, he was demobilised at the end of 1945 and returned to his job at Cossor's. After five years in the armed forces, Fred found civilian life difficult and so started anew in the employ of the Pearl Assurance Company, a job he did for 16 years until the demands of being always on call for his clients made him move on to several office jobs.

But the lure of working outdoor moved him on to the employment of Islington Borough Council as a Rating enquiry officer (Rates are a form of community tax). This job, lasting another 16 years took him to retirement.

★ The family moved to Barnet, on the north fringe of London in 1969, but, alas in 1974 Rose died of Cancer. After six lonely years, Fred met and married Louisa Ulmer, herself a widow. They now live in contented retirement. Fred's passion is his garden, his Roses.

I hope this will all be of interest for you. I certainly do look forward to your magazine article and if possible, a translation. No, please - you must not think that I laugh at your English. Never. It is I that cannot read, write or speak French - you laugh at me!

Yesterday evening was special. I attended the Beaufort Crews reunion and met by chance one of the members of Fred's first crew and from that was able this morning to very easily find and telephone the pilot. What joy. But the other crewman, the gunner lost his life over Nantes on the night of 2 December 1941. Another name amongst the thousands at Runnymede. This man was Fred's special friend.

Now I have an unrelated matter to ask you, as a Frenchman, for your advice. One day, in pursuit of my Genealogy hobby, I must start to trace my Mother's line. I know that her Mother was born of French parents, the surname was De Pau. My question is, Michel, does that name have any geographic or social connotation?

with very best wishes

Dave

★ THEY HAD ONE CHILD. DAVID BORN IN 1948



SKOL-UEHELAR VRO INSTITUT CULTUREL DE BRETAGNE

Correspondance à adresser à :

Monsieur Michel MAZEAS
Maire
Hôtel de Ville
29174 - DOUARNENEZ

M. MAZEAS
Maire de DOUARNENEZ
Vice-Président de la Section Histoire
de l'I.C.B.

à

Mister David NATHERELL
45 Beaconsfield Road
CROYDON SURREY
CRO 2. L. N.

United Kingdom

Dear David,

Thank you for your letter of 6th October.

Congratulations for the birth of your son. I hope the mother is now well ! Surely the baby is a very beautiful one !

And thank you again for all the details you sent me. The story I wrote will be more interesting than I thought it at first. Your photos are just what I found for illustrating my text.

O.K. for your father. He did not miss the garage and all german vehicles !

O.K. for Roger HAYWARD. I don't forget to credit his photo. Would you thank him from me.

I send you, by "the bag" of one of my young neighbour, some photos you said they would interested your father and you. I don't remember that I told you I was a pilot and I continue to fly, sometimes...

About the bombing of TREBOUL, there was not a detail in the newspapers of those troubled times. May be those kinds of events was classified "most secret". ("Most Secret" is still the title of a book written by Nevil SHUTE. A great part of the action was in DOUARNENEZ and its country-side).

No more eye-witness reports. I have just two or three "interviewes" of two or three men whose memories failed a little.

My text must be done for a publication in a magazine about january or february 90. I shall send it to you, perhaps with a translation in English ! (However, I think you often smile or laugh at, when you read my letters ! My written English is just a basic one, learnt at school... formerly !).

With all my greetings to you, your wife, little William and your parents.

Don't be worry, the raid on TREBOUL dit not cause any death nor injury to the town's people, no more to the Germans. Only buildings, cars and lorries has been destroyed. True !

Correspondance à adresser à :

Monsieur Michel MAZEAS
Maire
Mairie de Ville
29174 - DOUARNENEZ



Michel MAZEAS,

M. MAZEAS
Maire de DOUARNENEZ
Vice-Président de la Section Histoire
M.C.B.

Miss David NATHERELL
45 Beaconsfield Road
CROYDON SURREY
CRO 2 1LN

United Kingdom

Dear David,

Thank you for your letter of 27th October.

Congratulations for the birth of your son. I hope the mother is now well ! Surely the baby is a very beautiful one !

And thank you again for all the details you sent me. The story I wrote will be more interesting than I thought it at first. Your photos are just what I found for illustrating my text.

O.K. for your father. He did not know the plane and all german vehicles !

O.K. for Roger HAYWARD. I don't forget to credit his photos. Would you thank him from me.

I send you, be sure high if you if any young neighbour, some photos you said they would interested you. I hope you will I don't remember that I told you I was a pilot and I continue to fly, sometimes.

About the bombing of TREBOUL, there was not a detail in the newspapers of those troubled times. May be those kinds of events was classified "most secret". ("Most Secret" is still the title of a book written by David SILLIFE. A great part of the action was in DOUARNENEZ and its surroundings).

"My" memories of raid on Hotel at Treboul
occupied by German "U" Boat crews.

We took off at 2055 and proceeded
to Target. The Visibility was very
poor. F/O White had to make
four runs up to the target, before
finally dropping the bombs and
incendiaries.

There was a blinding flash
as the bombs hit the building.

I remember we all cheered
and shouted, "That's one back,
for bombing London." It was an
exhilarating feeling.

F/O White said lets get back
to base, which we did safely and
landed approx 0400. feeling that
we had done a good job.

FROM (EX SGT.) F.S. HATHERELL

My memories of raid on Hotel at Treboul occupied by German "U" Boat crews.

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There was a blinding flash as the bombs hit the building.

I remember we all cheered and shouted, "That's one own back, for bombing London." It was an exhilarating feeling.

F/O White said lets get back to base, which we did safely and landed approx 0400. feeling that we had done a good job.

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FROM (EX SGT.) F.S. HATHERELL



MINISTRY OF DEFENCE
RAF Personnel Management Centre
Innsworth Gloucester GL3 1EZ

Telephone Churchdown 712612 (STD 0452) ext 2622

Mr D Hamerell
2 Holyrood Road
New Barnet
Hertfordshire
EN5 1DG

Your reference

Our reference

DPM(Airmen)/104/1/H/P Man 3e(2)a

Date

5 August 1987

Dear Mr Hamerell

FLIGHT SERGEANT HAMERELL (952737)

Thank you for your letter and consent dated 26 July.

I have checked our records, and am pleased to give you your father's service details.

Date of Enlistment
(Duration of present emergency)

23 February 1940

Ranks

Aircraftman 2nd Class
Flight Sergeant
Aircraftman (2nd Class) with rank/pay of sgt
Aircraftman 1st Class
Leading Aircraftman
Sergeant

23 February 1940
28 February 1941
19 April 1943
1 November 1944
1 April 1945
1 April 1945

Musterings

Aircraftman/Wireless Operator
Wireless Operator under training/air gunner
Wireless Operator

23 February 1940
22 November 1940
19 April 1943

Postings

2 Cardington Recruitment Centre
Cardington Recruitment Centre Reserve
3 Electrical and Wireless School at Colne
3 Wing and Signal School
Station Number 18 Operational Training Unit
5 Bomb and Gunnery School
RAF Depot Supernumerary
3 Operational Training Unit
Torpedo Training Unit Abbotsinch
22 Squadron
5th Operational Training Unit
58 Squadron
201 RAF Depot
Film Producing Unit
3rd Radio School
5th Personnel Dispersal Centre
1 Personnel Dispersal Centre
Renscombe Down

23 February 1940
24 February 1940
25 June 1940
11 October 1940
19 December 1940
28 December 1940
2 March 1941
29 March 1941
28 May 1941
27 June 1941
23 January 1942
8 December 1942
19 March 1943
5 May 1943
21 October 1943
5 January 1944
28 January 1944
28 January 1944

42 Operational Training Unit
Tarrant Rushton
Discharged

11 February 1944

14 November 1944

17 December 1945

I am sure that you will appreciate that as your father's record is over forty years old, the remaining details are brief. However I hope what has been provided will be of interest to you.

Yours sincerely

J. Trotter

J TROTTER
for Director Personnel
Management (Airmen)
(Royal Air Force)

6 October 1989

45 Beaconsfield Road
Croydon Surrey CRO 2LN
U K

cher Michel,

Thank you for your letter. It arrived a few days before the birth of our son, William, on 23 September. I hope that my enclosures will be of interest.

Father's memories : The enclosed sheet is in his writing, with my typed translation beneath it. I am sorry that there is not more of it ! You see that I have sent you two copies; one copy has words ringed in red ink. "That's one own...." does not make grammatical sense (it is a slip of the pen). I typed it as "That's one....."

Father's service record : This sets out for you the details of his RAF service. It is a regret that our surname should be shown as Hamerell, it is a typing error. As you see, after 22 Squadron, he went to 50TU flying as a radio instructor. In going on to 58 Squadron for more operational flying, his medical notes caught up with him and he was grounded on account of a crash that occurred 1½ years previously.

Extract from Log Book : All RAF aircrew kept a record of their flights. Usually it got carelessly thrown away after the war. I kept my Father's. Here is his entry for the Treboul raid. On the original, operational flights are written in red ink. This, of course, we cannot reproduce by photocopying - hence my underlining of his words.

Do you notice the words 'Attack successful'? Aha ! this was - and still is - my Father's knowledge of the raid. I have not told him that he missed the Hotel. For the sake of his toil and tears and his dead comrades I have not thought it right to destroy an older man's belief that he did something of value against the enemy. What is your opinion?

Photos : Father 1941 + 1989. Here he is shown, aged 24 during his training. The reverse of the original tells me that it was taken at The Torpedo Training Unit at Abbotsinch, Scotland. So it dates from May/June 1941. In 1989, he is posing by my garden shed on 1 October. As he was not smiling in the 1941 photo I told him he must not smile in this one. Believe it or not, he is trying to suppress a smile. He thought the whole thing was a huge joke !

: Beauforts. The two colour photos show a model I made of an aircraft he flew in, L9891. They will give you an idea of a Beaufort's shape and colours. The black and white is of AW203. THIS IS THE ACTUAL AEROPLANE THAT BOMBED TREBOUL. I do not know when or where it was taken, but AW203 served only with 22 Squadron, between April and December 1941. I must try to find out why it was taken out of service.

This is a very interesting photo on account of the dark painted tail. This has not been recorded on any other Beaufort. By comparison with the propeller blades, the serial number and the fuselage roundel, it appears to be black or dark blue. It is certainly not a shadow.

By late 1941, the Beaufort Squadrons carried out many night attacks and the use of black paint on the undersurfaces was common. Whether or not AW203 came to Treboul painted black underneath, I do not know.

A special note about this photo, Michel. It is the copyright of a Mr Roger Hayward. He has given me permission to send you a copy, and you are welcome to use it to illustrate an article - but you must, please, credit the photo to Roger Hayward. I found Roger in the course of my researches as being the Beaufort expert (but not an ex-Beaufort man). He has been helpful in my quest to have photos of as many of the 40 or so Beauforts that Dad flew in.

I hope you will enjoy the enclosed booklet 'The memories linger on'. It is a history of St Eval. Please have it as a gift with my thanks for your help. Will the illustration on page iv satisfy your wish for a St Eval photo?

In the future, I will supply you my Father's life story and also the RAF records of the raid that I have traced.

In all of this, I am sorry that I have no further details of the other crew members. As you see from his service record, he left the Squadron soon after and perhaps there was not time to make lasting friendships. In fact, even before we started to correspond, I had as a long term aim to trace the families of White Fordham and Hammersley. I will, indeed, copy any results to you.

I too, was interested that White was married. Unfortunately, in England, White is a common name. So it may be difficult to trace her. In time I shall check the marriage records for England and Wales through to the fifties. As a young woman the most likely thing is that she married again. If I could find a post-1946 address, then it may be possible to pass a letter to her through the Social Security system. All this will take time, but is in our mutual interest.

A word about names. In everyday English, Frederick is shortened to Fred. This is how my Father styles himself. Mac White or Matt White? Mac and Matt sound very similar when spoken..... My Father has always referred to him as Mac as have any published references. Mac has Scottish connotations. From the details Roy Nesbit has found, we see that White forename was Matthew, which is shortened in English to Matt. Mac or Matt, you take your choice !

My Father came to visit on 1 October to see his new Grandson. I showed him our correspondence (carefully avoiding any reference to missing the target). He is, I think, embarrassed and amused that anyone should think him interesting. I gave him your impressive publication on Ploaré Church. He thanks you very much.

Now I have some requests for you, please.

The photo^{copies}~~graphs~~ of the Hôtel De La Baie are of great interest. Is it possible for you to take a photograph of :

The Hôtel De La Baie

The sites of the three buildings that were bombed

A view of that section of the street. 'Rue Du Professor....'

Also of interest would be a tourist street map of Douarnenez, and any municipal records that cover the raid and its consequences. Are there eye-witness reports?

You say that my expenses should be at your charge. Thank you, but my (minimal) expenses are for my pleasure in assisting you. However, should you be willing to take the photographs I would like, then this will involve you in time, trouble and expense and this must be at my charge.

Finally, my Wife and myself are concerned that the raid may have caused death and injury to your townspeople.

with best wishes

Dave

NOVEMBER 1941 STEVAL. 22 SQUADRON

Time carried forward :- 144-527-45

Date	Hour	Aircraft Type and No.	Pilot	Duty	REMARKS (including results of bombing, gunnery, exercises, etc.)	Flying Times	
						Day	Night
23-11-41	1630	BEAUFORT 'A'	P/O WHITE	A/C.	MINELAYING. ST NAZAIRE.	2-0	3-0
28-11-41	1530	BEAUFORT 'A'	" "	A/C.	AIR TEST	-30	
28-11-41	2055	BEAUFORT 'A'	" "	A/C.	BOMBING STRIKE ON HOTELS OCCUPIED BY GERMAN 'U'BOAT CREWS AT TREBOUL (ATTACK SUCCESSFUL).		4-0
TOTAL FLYING TIME FOR NOVEMBER 1941.							
DAY 14-50							
NIGHT 16-20							
TOTAL 31-10							
<div style="border: 1px solid black; padding: 10px; text-align: center;"> <i>Johnathan Spence</i> <i>O/C B Flight</i> </div>						TOTAL TIME ... 146-35 34-45	

DAVID HATHERELL
45 BEACONSFIELD ROAD
CROYDON
SURREY CRO 2LN
U K
29 August 1989

M MAZEUS
MAIRE
HOTEL DE VILLE
29174 DOUARNENEZ
FRANCE

Cher Monsieur Mazeus,

I am the Son of Sergeant Frederick Hatherell. who was one of the crew who tried to bomb the Hotel De La Baie on 28/29 November 1941.

I have been in contact with Roy Nesbit. who has shown me all your correspondence. Together, we sorted out who was in Flying Officer White's crew on the channel Dash operation.

I am so very delighted to make contact with you. Please allow me to place myself and my papers at your disposal. Do let me know how I may be of assistance to you.

My Father is alive and well. To his bewilderment he has a Son who is both an air enthusiast and a family historian. This means that I have researched his RAF service and have papers on this and also the attack we are interested in. He has written his memories of the attack for us. He hopes that he is not in trouble with you for having damaged your town !

Please do excuse me that I cannot read nor write French. I hope that you will excuse me in writing in English. Roy has shown me two magazines containing your Aviation articles. You are obviously a great enthusiast, and I look forward to hearing from you.

Yours sincerley

David Hatherell



SKOL-UEHEL AR VRO
INSTITUT CULTUREL
DE BRETAGNE

Correspondance à adresser à :

Monsieur Michel MAZEAS
Maire
Hôtel de Ville
29174 - DOUARNENEZ

à

M. MAZEAS
Maire de DOUARNENEZ
Vice-Président de la Section Histoire
de l'I.C.B.

M. David HATHERELL
45 Beaconsfield Road
CROYDON
SURREY CRO 2LN

Dear David,

Thank you for your letter of 29 August. I am really very glad you say your Father is alive and well. You know, when someone tries to tell about the lives of airmen during the war, at last those airmen become like old friends for the writer.

So, you can say to Frederick, there is not trouble between him and me about the damage, even if I am now the mayor of the town !!

We had only troubles with the Germans on that time ! Of course...! They often tried to shot me on 1943 and 1944, but without any success !

Il am also very glad you are an air enthusiast... and a good son.

I was fourteen when your father and his crew came over to TREBOUL for a strike against german's naval barracks. I remember this night very well... We shouted a song for the allied airmen durin the war :

"Liberté, quand tu venais du ciel
Tu brillais comme de l'or..."
("Liberty, when you came from the sky.
You shown like gold...")

We were already friends your father and me on november 1941 !

But now, I believe that I need your assistance to complete my tale, which is, alas ! for you, in written French ! (I can prepare a translation if your think that my English is not so bad !).

.../...

At first, I am very interested by the written memories of your father about the attack of the Hôtel de la Baie in TREBOUL. May I have the original text ?

Then, is it possible to obtain some photos of your father : a recent one and an other one with his crew of the BRISTOL BEAUFORT - Alpha, of which MATT WHITE was the skipper ?

And, at last, a photo of St EVAL, from where the strike against TREBOUL took off en 28 november 1941.

About your eventual expenses, they will be, of course, at my own charge, and, please, would you define it for me.

I send you, enclosed, the magazines you told me Roy C NESBIT showed you. I hope you enjoy them in spite of they are in French !

Thank you again for your amability.

My best regards to your father and all your family.

Yours sincerely.

Michel MAZEAS.

Dear David,

P. S. : I note in Roy NESBIT's informations that Matt WHITE was married. His wife is she still alive and have you heard something about her since 1941?

I suppose that your father does not bother to reminisce much about the war, but it should be interesting to know more about Matt's wife...

+ - Armen

- Eglise de Ploaré

- 3 photos aériennes Sobles Blancs

- 1 photo aérienne Dn2 Treboul

- 1 photo officiers allemands



SKOL-UEHEL AR VRO
INSTITUT CULTUREL
DE BRETAGNE

Correspondance à adresser à :

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Les Otages

DECLARATION DE

M. Churchill
SUR LES EXECUTIONS
D'OTAGES EN FRANCE

10 Downing Street, Londres
25 octobre 1941.



“Le gouvernement de Sa Majesté s'associe pleinement aux sentiments d'horreur et à la condamnation exprimés par le Président des Etats-Unis à propos des massacres nazis en France. Ces exécutions d'innocents citoyens, perpétrées de sang-froid, retomberont sur les sauvages qui les ordonnent et qui les accomplissent.

“Ces massacres en France sont un exemple de ce que les nazis de Hitler font dans maints autres pays placés sous leur joug. Les atrocités de Pologne, de Yougoslavie, de Norvège, de Hollande, de Belgique, et, par dessus tout, celles commises derrière le front allemand en Russie surpassent tout ce que l'on a connu depuis les temps les plus sombres et les plus barbares de l'humanité.

“Ces atrocités ne sont qu'un avant-goût de ce que Hitler infligerait aux peuples britannique et américain si seulement il en avait le pouvoir.

“Le châtimement de ces crimes doit désormais être placé parmi les buts les plus importants de la guerre.”

Winston Churchill

Les Otages

DECLARATION DU Président Roosevelt SUR LES EXECUTIONS D'OTAGES EN FRANCE

Maison Blanche, Washington
25 octobre 1941



“ La pratique consistant à exécuter en masse d'innocents otages en représailles d'attaques isolées contre des Allemands dans les pays provisoirement placés sous la botte nazie révolte un monde pourtant déjà endurci aux souffrances et aux brutalités.

“ Les peuples civilisés ont depuis longtemps adopté le principe qu'aucun homme ne doit être puni pour les actes d'un autre homme. Incapables d'appréhender les personnes ayant pris part à ces attaques, les nazis, selon leurs méthodes caractéristiques, égorgent cinquante

ou cent personnes innocentes.

“ Ceux qui voudraient “ collaborer ” avec Hitler, ou qui voudraient chercher à l'apaiser, ne peuvent point ignorer cet effroyable avertissement.

“ Les nazis auraient pu apprendre de la dernière guerre l'impossibilité de briser le courage des hommes par la terreur. Au contraire, ils développent leur “ lebensraum ” et leur “ ordre nouveau ” en s'enfonçant plus bas qu'ils n'avaient eux-mêmes jamais été dans un abîme de cruauté.

“ Ce sont là les actes d'hommes désespérés qui savent au fond de leur cœur qu'ils ne peuvent pas vaincre. Le terrorisme n'apportera jamais la paix en Europe. Il ne fait que semer les germes d'une haine qui, un jour, amènera un terrible châtement.”

Franklin D. Roosevelt

Beaufort bom-
bowed over Nantes,
down, after dark
down wide open
curtains were

Then came a message of hope
and ultimate deliverance for the
people of the town, which is
surrounded by Nazi troops and
where fifty hostages are in
prison under sentence of death.

Skimming low over the
seaside the British bom-
bers dropped thousands of
leaflets for the populace and
then blasted the docks with
H.E. and incendiary bombs.

NANTES

LIT UP

FOR RAF

RAID

The raid took place last Sun-
day. The story was disclosed by
the Air Ministry last night.

"At once place," said one
of the pilots. "we saw a V
sign laid out on the ground
with oil lamps.

"There was one house
where the door opened and
someone inside flashed all the
house lights quickly on and
off until we had gone over."

The Beauforts flew so low on
their way in from the coast that
one pilot had to pull his air-
craft up sharply to avoid the
sand dunes.

Beaufort bombers flew over Nantes town, after dark. Town wide open curtains were

Then came a message of hope and ultimate deliverance for the people of the town, which is surrounded by Nazi troops and where fifty hostages are in prison under sentence of death.

Skimming low over the rooftops the British bombers dropped thousands of leaflets for the populace and then blasted the docks with H.E. and incendiary bombs.

NANTES LIT UP FOR RAF RAID

The raid took place last Sunday. The story was disclosed by the Air Ministry last night.

"At once place," said one of the pilots. "we saw a V sign laid out on the ground with oil lamps.

"There was one house where the door opened and someone inside flashed all the house lights quickly on and off until we had gone over."

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