

INTRODUCTION: BREWERY ON THE BEACH: A HISTORY OF THE GUERNSEY BREWERY

GEOFF DYE

This is the story of a unique brewery built on a reclaimed beach in St. Peter Port, Guernsey in the Channel Islands. The brewery was the only British brewery that continued to brew during the occupation by the Germans in the Channel Islands during The Second World War. Numerous stories about the occupation are included, and especially how the brewery undertook to outwit the Germans and carry-on production despite overwhelming odds.

I was brought up in a brewery town, Alton in Hampshire. My connection with breweries started in my school days, working in the summer holidays at the Alton Courage brewery in 1969 and 1970, and then working for Courage at Bridge Street, Reading after leaving school. Whilst working in different departments I became interested in brewery history and was keen to record the histories of many of the breweries closing in the late 1960s and onwards. Over the years much information came my way especially in the 1980s when the old Crowley's brewery in Alton closed (taken over by Watney Combe and Reid brewery in 1947 and ceased brewing in August 1970). Numerous documents were rescued which are now in my collection.

I have family connections with Guernsey and on a visit to the island in the early 1980s I had the privilege to go on one of the Guernsey Brewery tours and was given a small booklet on the history of the brewery. This led me to believe that there may be more of a story. On a visit to the island a couple of years ago I had the pleasure of meeting Richard Heaume from the Guernsey Occupation Museum, who inspired me again by showing me photographs and scrapbooks he had rescued from a skip when the Guernsey brewery was being cleared.

I found out that before the brewery closed a manuscript had been written by Doug Bourgaize, the Company Secretary, just before the Bucktrout takeover of the brewery in 1978, but I only was able to obtain parts of it. Some had been copied and were in the Piraulx Museum, and Brian Glover a

BHS member had obtained some, but the majority were missing. I appealed for help through *The Guernsey Press* and received several contacts and eventually contacted Mr Lowe, a retired director of Bucktrout, who was able to supply me with most of the pages. A few pages were missing but luckily, I already had these. Using that as a basis I have carried out further research into the plant and technical side, as well as the story from 1978, and have set the scene on the overall history of Guernsey pubs and breweries.

As a direct result of the appeal in the press a relation of mine on the island Keith Dye contacted me having had no contact for several years. Now I have more time on my hands I decided it was now time for the unique history of the company to be told. Nowhere in the British Isles has there been a 'brewery on the beach' except in Guernsey! Nowhere else had there been a brewery that endured the trying conditions of war time occupation and yet kept going thanks to one man, Roy Higgs.

The article shows how the brewery started in a small way, it was then developed by a pair of Victorian businessmen and expanded in the 1920s. It then went through the Second World War years brewing with next to nothing but keeping going due in the main to Roy Higgs and his tenacity to view the whole occupation as a challenge. We will see how his secret recipe for Process beer kept the brewery going along with parsnip beer, reconditioned beer, and country wine. His vision was to ensure men were employed; equipment remained on site and was not removed for scrap to assist the German war effort.

The period after the Second World War covers more expansion, rebuilding, re-equipping the plant and a period when tourism increased in the Island with bottled beer gaining in favour. This was the boom period when production was at the highest.

The next period through the eighties brought about a change of ownership in the company first with Bucktrout and then

with The Liberation Group based in Jersey. The brewery then went through a period of decline as drinking habits changed on the island, tax increases and the final closure with production being transferred to Jersey.

Mentioned in the story are the staff and the directors who led the brewery: John Le Patourel, Captain Schreiber, Thomas Skurray, John Tetley, Doug Bourgaize, Roy Higgs, and Messrs

Hampton, Chappon and Heath, and Colonel R.O. Symons. Covered also are the technical details of the brewing and bottling plant together with details of the beers produced.

If possible whilst reading the story of the brewery it is suggested the reader would benefit by having a map of Guernsey to hand especially if the reader has never been to the island.



Figure 1. Invalid Stout dating from around 1910.

CHAPTER 1

BACKGROUND TO THE BREWERY AND PUBLIC HOUSES

Guernsey forms part of the Channel Islands, being the second largest of the islands after Jersey. It is approximately 24 square miles compared to Jersey's 45 square miles and is closely linked to the United Kingdom, but has never been in the European Union. The Island sets its own laws and collects taxes, although some of the UK laws are adopted if considered to be applicable.

The island developed vastly in the late 19th Century and early 20th Century from having a small trading port and relying on farming and fishing to what it is now, a holiday and retirement destination as well as a financial centre. The first census on the island in 1800 showed close to 16,000 persons living on the island and this number has steadily increased over the next two hundred years. The population of Guernsey in 2022 was quoted as 63,463 persons.

The mining of granite was a key industry on the island with exports especially to London and coal coming back. Farming later developed into a massive horticultural industry with large exports to the mainland of produce, especially tomatoes and flowers.

It has been said that the island is a mixture of Norman French and English, this being born out in place names and Patois language spoken by some of the older Islanders. The official language on the island was until 1926 French, but by then was only used on documents. Patois was the everyday spoken language together with English. Patois is now rarely heard except in the country areas.

Unlike in Jersey, where a considerable amount of cider was drunk, beer was the main drink of the workers in St. Peter Port. This was originally produced on a very small scale in small inns and taverns usually by women. Cider was also produced in Guernsey but drunk mainly in the country areas, although a small cider house once existed in St. Peter Port on the quay called Cyder's Brixham, indicating that cider was also traded from the port of Brixham Devon. The drink-

ing of beer in St. Peter Port probably was aided by the numerous visiting sailors who would have a taste for it but not necessarily for cider.

At the time the brewery was founded in 1856 St. Peter Port was a small town centred on the old harbour, the current North Esplanade and the area between Trinity Church and the current South Esplanade. Many of the roads to other parts of the island were just small lanes.

The old port was a trading port with France, Portugal, Spain, and the ports of the southern mainland Britain; Brixham, Weymouth, Poole, and Plymouth. Smuggling was rife in the early days when contraband especially Tobacco, port, and brandy was supplied to smugglers in Cornwall and other parts of the West Country.

The first reference to be found relating to the licensed trade was in 1566 when the first ordinance directive was issued by the State in that in future all keepers of taverns were to obtain a permit to trade from the Royal Court. At that time roads, especially in the country areas of the island, were very poor and travel was difficult. This led to many of the taverns baking bread as well as providing beer, (yeast being needed for both beer and bread). This connection ceased in 1581 when a law was brought in that no keeper of a tavern should be allowed to make bread for retailing to the public. In 1588 this was replaced by a license and any disorderly conduct could result in the licence being revoked. In the early days this interference was prompted by social and moral reasons. In 1611 limits were imposed and no public house could open before 6am or after 6pm in winter or 8pm in summer. None were to be open during divine services and gambling on the premises was prohibited.

As was the custom at the time the constable (ale tester) was to declare any liquor produced 'fit for the purpose' before going on sale. In 1794 an annual fee was first introduced for the licence and by 1825 more restrictions were imposed in

that minors and children were dealt with for the first time, such persons having to be accompanied by a responsible person whilst on any premises. The 1825 legislation also confirmed Sunday opening hours fixed at noon to 9pm. Seven years later this shortened by closing on Sunday between 2pm and 4pm. Later in 1841 this was altered to 12 noon to 2pm and 4pm to 6pm until 1844 when it was restored to the 9pm limit.

In January 1849 Sunday closing was given a trial for three months. At the end of the trial some 2,000 signatures were received for it to continue and 642 to cease. It was extended for another 6 months and four years later, the question was brought up again, so a committee was set up consisting of three Jurats (elected parish representatives sitting at the Royal Court) and a Procurer to investigate and report. A report was made to the sub-committee in April 1853 and was inconclusive. It was then set to be reviewed in another four years.

At that time there was considerable opposition in St. Peter Port from the Temperance lobby. The Guernsey Temperance Society had been founded in 1836 and met every Monday evening at the Temperance Hall in Pollet Street and in the school room near the bridge in St. Sampson on Thursday evenings. There was also a Guernsey Temperance League established in the High Street in 1856.

In these rather difficult times thoughts were being given by a businessman John Le Patourel to the building of a large brewery where good profits could be made using large scale production. New markets were opening with larger vessels expected to come to the new harbour together with an increase in population on the island with an influx of Huguenot refugees fleeing France in the previous century. It is certainly likely that ships docking in the harbour would take on locally brewed beers for the crews and excess beer may well have been landed at ports on the south coast of England.

As small pub breweries in St. Peter Port started to cease brewing it became inevitable that at some period brewing

would move from small scale to a larger scale, and this happened next with The London Brewery. Why John Le Patourel called it The London Brewery is not known, much speculation has been made over time and there are numerous theories. The reasons behind brewing being concentrating in larger plants were the same as they were on the mainland. Brewing in larger and more efficient plants meant better quality control, hygiene and cost savings could be made.

During this period one other larger concern had been set up, the Vauxlaurens brewery. It was said to have been founded in about 1650 although The Livres de Perchage for Fief Le Roi in St. Peter Port (the records of property), do not show Vauxlaurens as a brewery in 1793 but by the 1843 edition it was quoted as such. Indeed, on the 1840 map of the Candie area in St. Peter Port it was shown as Gullick's brewery and had probably been run by him since 1815 or even before that date. The almanacs for 1866 and 1867 show that W. Fricker had transferred from Rue du Truchot to Vauxlaurens with Robert Henry Randall taking over soon after he had arrived on the island in 1868 from Jersey where his family had a brewery in St. Helier. Randalls as it was then known was to become The London brewery's main competitor for nearly 150 years.

By the 1850s concentration of brewing had become the norm and at this time John Le Patourel was one of these forward-thinking businessmen who decided to enter the business of brewing founding the brewery in 1856. By 1857 a year after the brewery was founded some 107 wine and spirit licenses and 43 beer and cider licenses had been granted on the island, which came at an excellent time for the newly opened brewery looking for outlets to sell their products. As on the mainland at the time 'home brew' publicans who brewed good ale did well whilst those who brewed poor ale went out of business. Other publicans ceased brewing to concentrate on sales only. The trend generally all over the island was that the small brew houses ceased to brew their own beer and purchase from larger breweries.



Figure 2. Guernsey Brewery viewed from Le Val Des Terres view point about 1920.

CHAPTER 2

THE LONDON BREWERY SITE IN HAVELET BAY AND INITIAL DEVELOPMENT

Up to the early part of the 19th century Havelet Bay in St. Peter Port would have looked a lot different from today. Originally the area around where the brewery was to be built would have been a beach with small scale ship construction. The wooden vessels were built and launched from the beach during high tide and made using local timber. There were three Shipbuilding yards on the South Beach, firstly Messrs De La Mare and Marquand, secondly W. Jones and thirdly James Parrott. The writing was on the wall for these small yards as the first steam vessel had docked at Guernsey in June 1823 (called The Medina after the river on the Isle of Wight). This decline in vessel building set in quickly as the new vessels were larger, made of iron and could carry much more cargo than their predecessors, but because of their size could only be built in specialist yards generally on the mainland close to steel producing areas.

Above these boatyards a very small main road called The Strand (still in existence), ran along the cliff top towards the town centre. This was the main road to the town centre from the south and west of the island although the street was very narrow. The current seawall and South Esplanade did not yet exist. Nearby a distillery had been in existence for some considerable time prior to 1845, the year in which it is regarded the idea for a brewery was first conceived. The area was known as Le Galet Heaume or South Beach, and it only became the spacious road it is today after work had started on both the enlarged Harbour of St. Peter Port in 1853 built to accommodate larger vessels.

The Havelet stream ran down what is now a road to the sea at the junction of two valleys, the other valley being Le Val Des Terres. This stream was considered to have curative properties. It is known that a 'Lavoir' (public clothes washing place fed by a running stream) had stood at the foot of The Havelet, but this washing place was removed in 1853 during the redevelopment of the area. The area was quite rural on the edge of the town with the port and harbour close by.

The site chosen for the location of the brewery was on the south side of St. Peter Port directly adjacent to the beach on the site of these boat yards. This site although cramped was ideal for several reasons other than the excellent water supply. The town was nearby where labour could be found and most importantly the esplanade was soon to be built in front of the brewery thus protecting it from the sea. The premises location on the corner of Havelet Street and the new Esplanade gave it a prominent site. As some of the brewery buildings were also on the north side of the Strand quite high up on a sloping site gravity could be used for the production processes, with the added advantage of purity of the air away from air born yeast which could affect the beer.

The brewery site also commanded views over Castle Cornet and the islands of Sark, Herm and Jethou, a delightful situation for a brewery bearing in mind most UK breweries are in industrial or built-up areas. On other parts of the island especially in the country areas roads were poor and this obviously influenced the decision to build the brewery close to the town centre where roads were better.

At about the time of the removal of the Lavoir the States of Guernsey agreed to the construction of a reservoir of 56,000 gallons beneath what is now Havelet Road to supply the newly constructed Harbour and these reservoirs meant that the new brewery would have ample supplies of water even in drought conditions.

In 1845 the southern end of the site was occupied by two houses and a garden belonging to Miss Marie and Miss Lucy Lauga. They came from a family line originating in Clerac in Southwest France and were of Huguenot decent, who had fled from France in about 1718 and originally lived at 56 Hauteville. The houses stood practically on the beach which they faced. Anyone walking along the shore at the time would have passed the houses.

At the Havelet/Strand corner there existed a few steps which was an entrance to the garden. On the opposite side of the road was a house belonging to Miss Marie Du Rozel and further up the road another house belonging to Mr Hellier Mauger.

In 1839 the nearby Terres Estate was owned by J. Kaines and laid to the south of the brewery site. It comprised of a distillery, soap, and candle manufactory as well as three dwelling houses, a large meadow, and gardens, in all about 14 verges of land. It was put up for sale following Mr Kaines's death, and was described as complete with engine, coppers, pipes and containing a large reservoir and a plentiful supply of water. This Distillery later became known as Gully's Distillery. The Moss print 'View of The Town of St. Peter Port near Fort George' shows the chimneys of the distillery and the area around.

Sir John Doyle (1750-1834) was responsible for the reclamation of the Braye Du Valle area from the sea and the building of roads thus opening the country areas. He was commemorated by a large column which was later destroyed by the Occupation forces and rebuilt after the war in a much smaller size.

This was a time of exciting developments with the islands granite industry increasingly providing employment for large numbers of men from the 1820s onwards when St. Sampson's harbour was being constructed to deal with the expansion of trade to the mainland, France, and Portugal. Mr Peter Le Gallez, manager of the Sheppard wine store at La Tourgand, reported that in his early days the beach extended to just outside the stores, this firm was taken over in 1953 by the brewery. Later as the granite trade and shipbuilding trade

diminished carpenters found work in the construction of vineries which were then being developed.

During this time the Grange was a rural area and St Julian's Avenue did not exist, the road to the sea was via College Street, Ann's Place, Hirzel Street and the Truchot. An extension of the present Upper Truchot Road crossed halfway up what is now St. Julian's Avenue and continued between the site of the Vauxlaurens Brewery (now apartments) and the former Town Hospital.

Queen Victoria first visited the island in 1846 and gave a very cold response to the then unpopular Lieutenant Governor Major General Napier, much to the delight of the islanders; however, it was her first and last visit to the island. It was quite a while before other royalty visited Guernsey. It is during this period that the Misses Marie and Lucy Lauga, both ladies of independent means and owners of the previously mentioned houses, jointly applied to the Royal Court on the 27 September 1845 for permission to sell by public auction their two houses and Garden situated at Havelet. Permission was duly given. The purchaser was John Le Patourel, and on the 13 October 1845 he and his wife Rachel (nee Mauger) appeared before the Royal Court for the passing of the conveyance. Interestingly the conveyance showed the properties were in occupation by tenants and not by the Lauga sisters. John Le Patourel did not pay cash for the premises but paid a rente of 18 Quarters at 14 Livres (pounds) Tournois as the consideration. Livres or Pounds Tournois has its origins in old Norman law and have not been currency since 1829 when Lvres, Sols and Deniers (L.S.D.) were replaced by Francs and Centimes. A pound Tournois equalled approximately £0.715 (converted to our decimal currency). Everything was now in place for the new venture.

CHAPTER 3

THE FOUNDING BY JOHN LE PATOUREL

In the previous chapter we saw how the site was identified; now we see how the dream became a reality. The census of 1841 recorded the total population of Guernsey was 26,806 persons with the town having 14,656 and the parishes 12,150. This represented an increase from approximately 16,000 in the 1800 census for the whole island. The brewery was about to be established at a time when the population was booming.

On the 15 October 1845, two days after the conveyance of the brewery site to John Le Patourel, the Constables and Douzaine of St. Peter Port met at the premises to define the boundaries for building purposes as John Le Patourel wished to build a kiln on the western corner of the site. A permit was agreed and signed by six persons. Another application was made on the 1 November 1845 to build one or more furnaces for the purpose of roasting chicory. This permit was also granted and building operations commenced with the kilns which were later incorporated into the brewery maltings. The brewery consisted of two former houses with an added top storey and extensions side and back. The Archway built into the brewery wall in Havelet was marked 1855 which must have been the date of completion of this part of the brewery. The Archway facing the sea wall was dated 1856 so it seems building work took some ten to eleven years to complete fully. The family moved into the house on the site and his descendants remained for several years.

John Le Patourel was the son of James, born in 1810 and married to Rachel Mauger, the daughter of Hellier Mauger, who owned the house at the rear of the Misses Lauga's property in the Strand. This house later was allowed to become derelict, used as a store, and then demolished. They had four children, and John traded as a Merchant dealing in potatoes and other agricultural supplies with a store in The Bordage, where they originally lived. John Le Patourel served with the Guernsey Militia and both sons, John Mauger and Albert Naftel, also served as officers in the Guernsey Militia.

Hellier Mauger (John's wife's father) was a tanner by trade, but he was also a ship owner and from 1843 onwards owned at least two vessels, 'Rosa', a 157-ton brig and 'Elizabeth', a 59-ton schooner. On the 17 April 1846 he had, in connection with the building of kilns, entered into agreements with Nicholas Gallienne of Les Issues St. Saviours, to lease four fields to be sown with chicory and the entire crop was to be delivered to Le Patourel's warehouse whereupon £2 per ton would be paid. On the 27 February 1847 a further three fields were added, these leases were all registered at the Greffe (records office), there may have been more.

At this time the manufacture of chicory was quite an industry in Guernsey, as apart from Le Patourel there were several others, the most notable being Lainé and Sons at the Bouet who also operated the Bouet Distillery as well as having an address in Station Road Plymouth. During 1854 exports of kiln-dried chicory totalled 13,708 cwt from the island. In those days coffee was very expensive, and chicory was used as a cheaper substitute. This industry has now all but ceased as consumers tastes changed however the famous brand 'Camp Coffee' still exists today and is produced from chicory.

John Le Patourel was also involved in money lending, as many of the farmers preferred to deal with merchants rather than the newly founded banks. These were the early days of banking and although banks like Guernsey Banking Company, founded 1827 and Guernsey Commercial Bank, founded 1835, had been set up the merchants were more widely trusted than banks. In the days of the more personal touch where 'My word is my bond' many people still preferred to shake hands on any deal rather than use banks.

On the 24 August 1853 the foundation stone for the new harbour was laid in front of a crowd of some 20,000 people. This stone can still be seen in the bottom strake of the Castle Breakwater near the slipway. Stone for this breakwater came

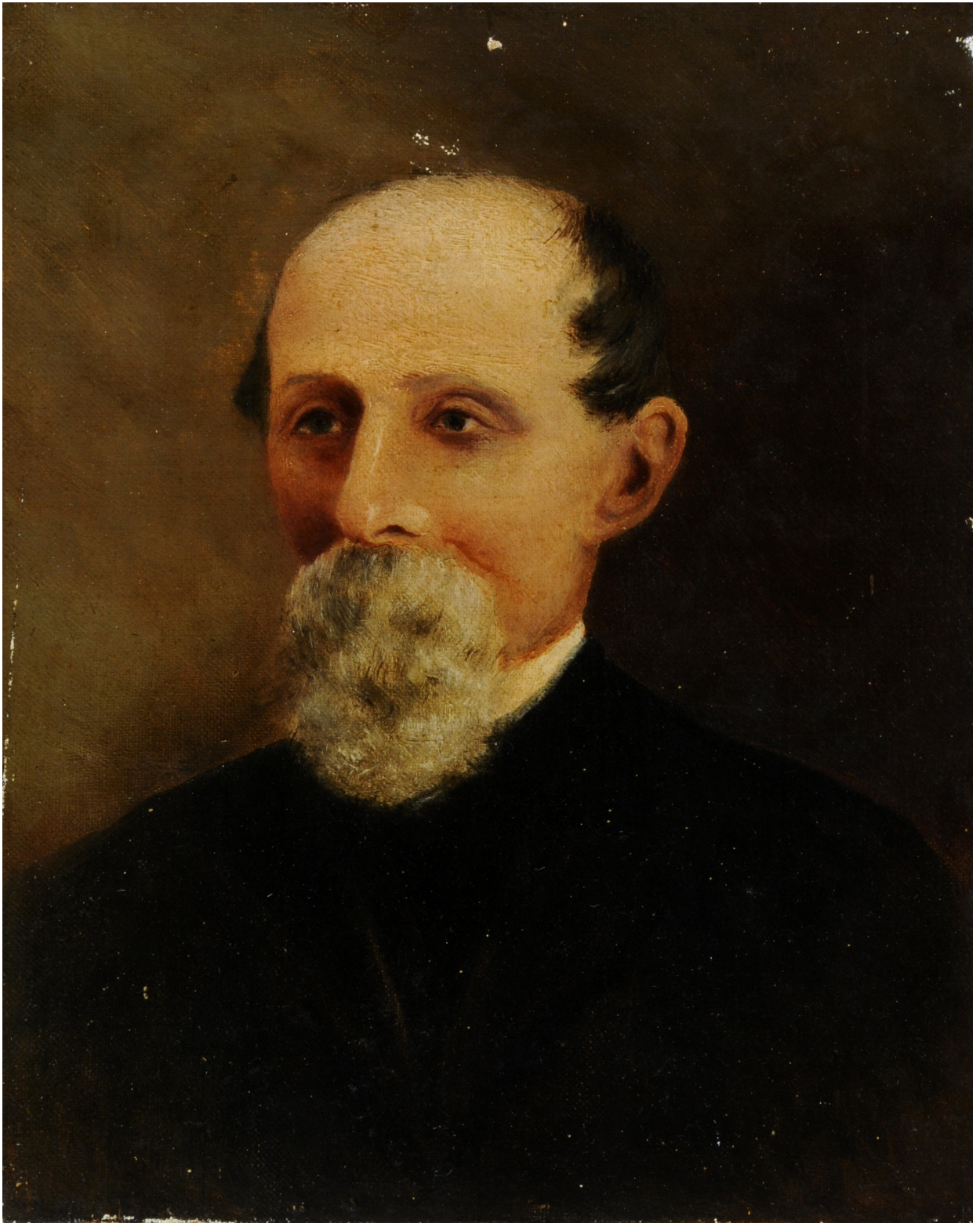


Figure 3. John Le Patourel.



Figure 4. View to the front of the brewery, 1910.

from the cliffs below Fort George, just to the south of the brewery site, and quarries at Les Terres, La Vallette and Havelet were used to supply the fillings. In 1858 the section of the breakwater from Havelet to Gategny was completed, and 1860 saw the start of the final piece between Les Terres and La Vallette to the south. Thus by 1856 when the brewery opened the infrastructure was already in place between the brewery and the town. All this work was not just a coincidence it must have been well planned by John Le Patourel in his preparations and choice of site. When completed the brewery was a prominent part of the esplanade, it and the new harbour being developed together.

It was common then, and still is now, to have new brewers trained at other breweries before going to their own family brewery to work, however John Le Patourel was a very busy man, so it is unlikely that he did any of the brewing and certainly received no training, just concentrating on the managing of the brewery. To produce beer, he employed someone else to do the brewing for him. He was a religious man and had the motto incorporated in his coat of arms; 'Domino Dirige Nos' meaning 'Lord Guide Us'.

The main other competitor for the brewery when it started trading was Joseph Gullick's Vauxlaurens Brewery. Gullick also operated as a pig breeder, had lime fields, made bricks and was a property owner residing at 1 Cambridge Park overlooking his brewery. Until 1914 there was even a public pump named after him in Vauxlaurens Lane situated just above the lower entrance to Candie gardens, one of the main entrances to the town at the time.

Another entry in the 1845 directory was F. Mansell located at Contrée Mansell on the site of the old Caves De Bordeaux, later a wine shop, facing Holy Trinity Church. Founded in 1789 when it was known as Bell and Mansell, and later Mansell, Collings, and Betts. From the 31 December 1815 Frederick Mansell went alone. He also sold barrel hoops, coal, and vinegar, and possibly he may also have operated a cooperage. The business descended from father to son for three generations until it was taken over in Saisie by John Lukis Mansell of Somerset House, Queens Road from his father by act of Royal Court on the 24 February 1857. He did not keep the brewery for long, offering it to the states for £1,200; it consisted of a frontage of 119 feet opposite Holy

Trinity Church. The sale included a steam engine, furnace, vats, and equipment. After a meeting at the States committee on the 10 July 1857 it was accepted, and contracts passed eleven days later. Interestingly John Lukis Mansell had been elected a Jurat of the Royal Court on the previous 9 May. The site of the brewery is now the Trinity Square, landscaped in December 1875 with trees and seats.

Also brewing in 1845 were Thomas Pipes at Vauvert and W. Read at Vauvert Road, both small breweries. By 1856 when The London Brewery opened there was also trading William Frecker at Truchot, and John Jory at 11 Doyle Street which is a road at right angles westwards from Lower Canichers and parallel to St. Julian's Avenue. Jory brewed up to 1897 and then retired dying on the 9 December 1906 aged 86.

From 1859 to 1867 the Belgrave Brewery of Christopher Emmott operated at Hougue à la Perre, he also made sweets, sauces, pickles, preserves, and had extensive gardens, greenhouses and living accommodation, with a family residence close to the sea and within easy distance from the town. Mr Emmott died on the 26 April 1867 from bronchitis aged 71, and in November Mrs Emmott offered to let the premises. However, there were no takers which resulted in a public auction which took place at the premises on the 27 November 1867. The sale included a very large quantity of stock: 70 gallons of soya sauce, 3,000 gallons of vinegar, 50 cases of fruit sauces and 100 dozen old rum bottles, but no beer, (perhaps the vinegar was beer that had turned sour)!

The position by the end of 1867 had changed at the Vauxlaurens brewery in that Frecker was now brewing there. The London Brewery was expanding, but all others brewing in 1859 had ceased production except for the Park Street Brewery in the Charroterie area, which was operated by William Hine who continued to 1897 when he too ceased brewing. The last pub brewery eventually closed in the 1950s and was purchased by the Guernsey Brewery with the intention of transferring the nearby Dukes Arms pub to a better location. This did not materialise, and the property was disposed of in 1967 and is now a private house called 'The Old Brewery'.

Contraction in breweries had now taken place with the closure of John Jory and Hines Park Street breweries this only left the Vauxlaurens brewery and the London Brewery operating. The two breweries left began to market their beers under trade names.

The dark mild ale produced by the London Brewery, L.B.A. possibly called 'London Brewery Ale' or as also been suggested 'Light Brown Ale' no one knows for sure the origin, was at the time one of the beers produced by the brewery. This beer carried on being produced almost to the end of when brewing ceased, except for a period during The Second World War when it was dropped due to lack of ingredients. We now go back to the story and see how the ownership in the London brewery changed several times over a short period and was renamed the Guernsey Brewery.

CHAPTER 4

THE RITCHINGS AND BAXTER PERIOD THROUGH GIRLING AND FLAMBE OWNERSHIP

On the 26 September 1863 the brewery was expanded by the purchase of a piece of land from Henry Pope adjoining that of John Le Patourel for £35 Guernsey currency. This strip of land ran from the Strand down to the new south esplanade. He was granted by permission of the Royal Court on the 23 January 1867 to erect an 8 H.P. steam engine and establish a sugar factory on his land bordering Coupée Lane, later to become part of the brewery.

John Le Patourel was assisted by his sons John Mauger and Alfred Naftel, and in due course John Mauger succeeded his father as manager. However, after 1868 the Le Patourel family ceased to operate the business and became landlords retaining the ownership of the site. John was aged 58 years by then and still had many other interests on the Island to keep him busy. From 1868 onwards the brewery was operated by a partnership between Messers Ritchings and Baxter.

In July 1869 the brewery sold their bitter ale at 1/- a gallon and adverts appeared in various sources. One such advert stated,

“Bitter Ale” is now fast becoming a household word in the Channel Islands especially Guernsey, wholesome, invigorating light bodied clean, fine flavoured and free of all saline matters, extraneous, intoxicating, and heady ingredients. Sent to any part of the island in casks of 4 gallons and upwards.

Later Baxter dropped out of the partnership and Richings continued alone until 1885. In 1883 Richings was advertising his prize medal ales: ‘Pale Ale at 1/- a gallon and I.P.A at 1/3d a gallon.’ The medals referred to were won at the English and Continental Beer show of 1873. A further advertisement for Pale Ale and Porter appeared in the *Illustrated Guide to Guernsey* in 1880. The prices quoted being the same in 1869 and in 1873. A claim was also made that analysis by Dr Muspratt and Dr Herepath can be seen at the brewery and written orders left at the Arcade Library would be executed the next day. The brewery was obviously proud of their beer.

From 1886 to 1889 the brewery was operated by Thomas Girling who traded as Girling Brothers. Mr Girling had married Amy Le Patourel, daughter of John Mauger Le Patourel, the founder’s son. Amy died when she was quite young in London on the 25 May 1910 aged 46 years. Thomas died in Bournemouth on the 9 February 1928 aged 71 years leaving a son Ivan Le Messurier Girling. The late Mrs J.M. Patourel left her estate to him, her only grandson, who was an electrical engineer at the time living at 61 Oakfield Road Ilford Essex. He thus became the sole owner of the brewery premises and the company’s landlord. He died in 1970 aged 75 years old.

In 1890 H.J. Flambe and company took over the brewery and on the 8 May 1890 Mr Flambe obtained his licence to sell beer. This company also maintained stores at Lefebvre Street near the Mail and Telegraph Office. An employee of the company at the time, Mr Alfred H. Hampton who commenced with Flambe in 1894 later became senior clerk and stayed with the brewery into the period after the occupation. A clerk in the employ of the company, Mr L. Burnham left in 1894 to become a brewer for Randalls but did not stay for long, he went to England for a short period and then returned to the London Brewery as a brewer. The customers of the time not only included public houses but also the private trade now known as ‘home trade’. Flambe beers were not only available in wooden casks but in salt glazed flagons marked with his name and London Brewery.

Disaster struck in 1894 as Flambe became bankrupt and Mr Hampton was put in charge for three months. The brewery was put on the market by the receiver which led to the brewery ownership changing yet again and the biggest expansion period so far. Flambe kept the stores in Lefebvre Street and was given a new licence to trade on the same day as the new owner took over the London brewery. In chapter four we saw how the brewery began to gain more medals in both British and European competitions. We will also see how further developments took place with two new owners who developed the brewery into a much larger concern.



IMPORTANT.
50 PER CENT. SAVED.
RITCHING'S
PRIZE MEDAL
ALES
IN SPLENDID CONDITION
ARE NOW SELLING
AT THE
LONDON BREWERY,
SOUTH ESPLANADE,
GUERNSEY.
NOTED BRANDS :
P.A. . . . 1s. 0d. per gallon
I.P.A. . 1s. 3d. per gallon
Warranted free from adulteration
and superior to any Ales imported.
ALSO
CHAMPAGE PERRY, LEMO-
NADE, AND SODA WATER.
Advertisement pre 1870.

Figure 5. Ritching's advert.

CHAPTER 5

CAPTAIN BERNARD ALEX PERING SCHREIBER AND THOMAS SKURRAY: THE GUERNSEY BREWERY

In the next period of the brewery, we will see the takeover by two Victorian businessmen who set about purchasing and leasing many public houses tying them to the company for beer purchases. We will also see how the joint owners put their mark on the company. Expansion of trade took place rapidly all down to two men, one 'hands on' and the other leading from the mainland. It was at this time when the London Brewery title was dropped in favour of the Guernsey Brewery, the name continuing right up to the closure of the brewery.

Captain Bernard Alex Pering Schreiber was born on the 28 January 1873, and the son of Captain Charles Alfred Schreiber of Marlesford Hall, Wickham Market, Suffolk. He first came to Guernsey in 1895 and lived in Bosq Lane, St. Peter Port, but later took up residence at Orchard Hill, Rozel in the same parish and became a member of the 20th Hussars in the Royal Guernsey Artillery.

A lease has been traced dated the 11 February 1895 between John Le Patourel on one part and Mr A.P. Schreiber and Mr Thomas Skurray on the other part and are held in the Greffe. This was the start of the longest part of the brewery ownership some 80 years including periods passed to other members of family.

Thomas Skurray was quite a character; he was described as a brewer of 36 Ock Street, Abingdon in Berkshire (now Oxfordshire). Born in Faringdon Oxfordshire in 1868 and educated at King Alfred's School Wantage, and at Reading. During his studies he developed an interest in bacteriological research and in the chemistry of food and drink, being elected to a fellow of the Chemical Society in 1892. His first employment began at the age of 18 years with Ernest Caudwell's Steam brewery in the High Street Wootton Bassett near Swindon (now Royal Wootton Bassett). He was employed for just six months from the 8 March 1886 until the 5 September 1886 most likely in the brewing office. He then went onto the University College London to read chem-

istry from the 6 October 1886 until the 30 March 1887, cutting short the course due to family circumstances.

On the 1 May 1887 Thomas returned to the Steam brewery at Wootton Bassett where he remained until the 24 December 1887. Then on the 16 January 1888 at the aged 20 years he joined T.H. Field and Sons brewers of Shillingford, Berkshire. Whilst he was there, he carried on with his research paying particular attention to cleanliness and consistency, something that was lacked at the time in the brewery he was employed by. He set up a small laboratory to examine yeast and malt samples, and improved the beer produced considerably. The very interesting and detailed diary he kept is held by the Wallingford Museum and can also be found online.

When Field and Son were taken over by Morlands Brewery of Ock Street, Abingdon in 1889 (now closed and part of Greene King), Thomas Skurray joined Morlands at 50% more salary and progressed quickly after setting up his own laboratory at the Abingdon Brewery. During that year Morlands purchased Fergusons Angel Brewery of 116 Broad Street Reading (established 1724) who were brewing a lager beer and one called 'Anglo Saxon beer', details of what that beer was has been lost in time! This was a time when Morlands were expanding considerably.

In 1899 Thomas Skurray joined the Morlands board and became joint Managing Director in December 1906. Later, becoming joint Chairman he tried to persuade the board to purchase Dymore Brown Queen Street brewery at Reading and merge the brewery with the company's brewery Fergusons of Reading. On being turned down by the board he went ahead anyway and purchased shares on his own in Dymore Brown. He also went on to purchase a nearby brewery of Henry Hewett and company at Waltham St. Lawrence, closing the latter and transferring production to the Queen Street brewery. In 1908 as a director of Morlands he instigated the building of a new maltings at Abingdon, a new mineral water factory in 1910 and rebuilt the Abingdon brewery in



Figure 6. Fermenting wooden rounds around 1920.

1911. Whilst still on the board he continued his research and was responsible for an advanced process to produce malt extract called *Hordeum* which was made in his factory at the vineyard Abingdon. This malt extract was sold to Morlands and gave their beers a particular character.

Eventually in 1913 the board agreed to his original plan and the Reading brewery came under Morlands control with Morlands brewing at the two sites until 1943 when brewing at Reading ceased. He became Chairman of Morlands in December 1923 and remained so until his death. His expertise kept Morlands as one of the leading brewery companies of the time, but his venture in partnership in Guernsey was always separate to that of Morlands even though the Guernsey brewery was registered at Abingdon. After World War I Thomas served on numerous administrative bodies and developed a process to convert sugar waste into a honey substitute for the troops. He was Chairman of the Brewers Society from 1928 to 1931 and held directorships at Wilson's Brew-

ery, Manchester, Ind Coope Burton and Romford, Hereford and Tredegar Breweries and Peter Walker, Warrington.

In 1921 Thomas joined Trust Houses Ltd. and between 1929 and 1931 served on the Royal Commission on Licensing where he campaigned for improved accommodation and catering in pubs. He served as a county councillor for 28 years and pressed for The White Horse Hill in Berkshire to be scheduled as an ancient monument. From 1932 to 1938 he was a member of the council of the University of Reading, a member of the Oxfordshire Preservation Trust, conservator of the River Thames, Chairman of the Warren Hospital and supporter of the Abingdon Council Junior School. In his spare time he was an excellent cricketer, tennis player, skater, golfer, and fine shot.

In 1896 Thomas had married Mabel Harris, daughter of a former Mayor of Abingdon and lived at Walton House, Ock Street close to Morlands Brewery until 1906 when they both

moved to Summerfield in Wootton Road. This house was designed for them by the leading pub architect of that time Mr Harry Redfern, a man later famous for designing public houses especially those for the State Management Scheme Brewery in Carlisle. The couple had three children Clare, Deane, and Judy. Deane Skurray went on to become an architect and director of Morlands in 1934, taking over the running of their pub estate.

Thomas Skurray died on the 22 June 1938 at Summerfield leaving an estate of £334,000, a very considerable sum at the time. Where he found time to do all this work I do not know, but at no time did he come to The Guernsey Brewery or ever set foot on the island, he was the sleeping partner of the partnership. However, he was kept up to date with the affairs of the brewery and provided advice on numerous occasions. It was said that he suffered from chronic seasickness and preferred to receive reports from the island or use the phone to keep in touch.

During the late 19th century Mr Schreiber, the other partner, was also kept busy serving in the army in the South African war. Because of this absence in 1900 Mr W.R. Powell was employed to manage the brewery until 1912, and later he became an equity holder in the company that was set up on the 12 February 1895, trading as The Guernsey Brewery or The Guernsey Brewery Co. Ltd. On the 19 February 1895 it was reported in *The Guernsey Star* newspaper that a licence for sale had been granted for the brewery and also for The Lefebvre Street Ale stores, formerly occupied by Mr Flambe. The Guernsey Brewery name was a name previously used by William Frecker but by then he had ceased brewing at the Frecker's brewery, and the new owner had renamed it Vauxlaurens brewery).

On purchase it appears that Messrs Skurray and Schreiber had their doubts as to the efficiency of the boiler as they employed a man to inspect it. The boiler was condemned and replaced by the tenants at the cost of £104-10-1d but was applied in lieu of the first year's rent. Secondly, the partners had agreed to put the malt floor in order should they require to use it. It was doubtful the floor was ever used as such; this was confirmed by brewery records and Mr William Paint, an early employee. The rent per year was £100 and the landlord's fixed plant list shows the basic plant: an oak mash tun and other associated gearing, piping etc. Moveable plant, casks and bottles were valued and purchased separately. No mention was made of fermenting vessels but the normal practice at the time was for small breweries to ferment beer in large casks with 'Swan neck' pipes clearing excess yeast. Soon after the new company had been established in May 1898 mineral waters started to be produced on a small scale which saw a leap in sales month

after month. On the 5 May 1900 the Guernsey Star announced Electric power had come to the brewery to power the 'fine new plant lately erected by the brewery'. This implies that after the lease the plant was updated, however in company records it was stated that in 1917 there was no electricity in the brewery so perhaps the article only refers to electricity in the mineral plant only. The company began in March 1905 to sell Spirits and from 1907/8 onwards they diversified and began to sell 'Uveco' a trade name for an animal food substance produced by Spillers. This side line was sold up to the beginning of World War I when it was decided to concentrate entirely on beer.

Apart from half a dozen persons connected with Morlands each holding one share, the share capital of the newly formed company was 60% held by Mr Schreiber and the remainder by Mr Skurray.

Captain Schreiber was the Manager and first brewer, and Mr A.H. Hampton was appointed Cashier and Sales Representative, he went on to serve for 33 years with the company. Mr Burnham, previously with Flambe and Company assisted with the brewing and had a dual role as Clerk but left in 1897 to take another brewing post in Watford, Hertfordshire. This also coincided with Mr Schreiber leaving for a period of three months. During this time brewing was undertaken by Mr L. Bros who later took up Holy Orders in the Church of England. In 1899 Mr Ardane took over brewing but he left after a year for South Africa. It seemed that brewers came and went very quickly however when Mr Albert Austin was appointed as the new brewer, he stayed for some 16 years.

The brewery at this time was described in *The Guernsey Illustrated Magazine* as:

Granite built, substantial style in the form of a hollow square, comprising of an old malt house, brewery, stables, cooperage and offices, with a commodious house.

The brewery was constructed on the tower system (that is the brewing process started at the top and continued by gravity thus avoiding pumping) and had the most up to date plant. One of the beers was mentioned in the article was Nut Brown; others were table and mild ales, stout, and porter. However, the speciality was the bitter known as 'Sunbeam Ale', this is the first reference to the brewery's most famous beer, and it was also sold in bottles. Adverts appeared showing a baby drinking the beer through a tube, something that would now never get past advertising commissions. Competition on the island was now limited to one other large brewery Randalls, however mainland beers found their way to the island in particular John Groves beers from Wey-



Figure 7. Thomas Skurray (1868 to 1938), the man who ran the brewery from afar.



Figure 8. Mr B.A.P. Schreiber (1873 to 1945). The man that was 'hands on' with Mr Skurray.

mouth. Other beers from the mainland included Allsopps, Bass and Reids Stout from London.

In 1900 Captain Schreiber joined the 20th Hussars in India with Mr W.R. Powell taking over as Manager and Brewer having come from Garford near Abingdon, no doubt recommended by Thomas Skurray. He took up residence in the brewery house at Les Terres, part of which was occupied by Mrs J.N. Le Patourel, widow of the founder's son. In 1905 it was reported Mr Powell had transferred to himself some shares from the partnership, this would cause problems later in the company history.

On the 29 May 1912 Mr Powell terminated his position and returned to the mainland to run his father's farm but he retained his shares. He was succeeded by Mr A. Austin, but things didn't go well, on the 22 June 1915 a strike took place when two carters James Smith and William Paint went on strike for a 2/- per week rise. On being refused by Mr Austin they put away their carts and horses and went home leaving the company. William Paint later re-joined the company and went on served with the 1st Battalion Royal Guernsey Light Infantry seeing active service in Belgium and Cambrai.

During the afternoon of the 11 August 1916 Mr Austin, his wife and family went for a motor drive to The Imperial Hotel Pleinmont on the western edge of the island. By the evening he was taken ill and died on the following Tuesday the 15 August aged 40 years. His health had always been a problem, and this may have been the reason for his ill temper at times. However, despite this he had always been an excellent brewer and with him at the end was Harry Chapon and William Paint, the carter who had been on strike. The following epitaph was written.

Poor old Albie's gone to rest,
His earthly labours o'er,
For beer and stout through eternity,
Will trouble him no more,
How oft with glass of ale he ran,
For his wife not to see,
We hope the poor beggar now,
IS DRINKING CELESTIAL TEA.

On the 16 September 1916 Mr A.H. Hampton became Manager; he was the same man who had joined Flambe and company in 1894 as a Clerk. Harry Chapon was the temporary brewer at the time and was also appointed brewer on that date. This position earned him a reputation as a brewer of

excellence until his retirement in 1929. On retirement Harry took over a new public house converted from an off licence at L'Islet. This was an unusual arrangement in that he paid one third of the purchase price, the company paid the rest. The new pub was called The Pony Inn. Harry remained there until the 31 March 1939 when he finally retired for good to take up farming. Much later in 1963 the Pony Licence was transferred to the first purpose-built pub on the island and is still in operation now.

A fire occurred on the 11 October 1916 at a boarding house at the corner of Havelet and The Strand close to the brewery, a ladder was placed on the southern wing of the building and the family was led away to safety. The fire was extinguished by 2am the following day with no injuries. Coincidentally previously a fire had taken place on the 14 June 1916 close by in the brewery and had been discovered shortly after 9.30am when a lad coming out of the stables saw flames and raised the alarm. Fortunately, the horses were saved but hay, rugs and bridles were burnt, and the fire was extinguished by 10am without the need to call the brigade. The brewery seemed to be plagued by fires as, yet another fire occurred about 15 years later in the same premises in the corner of Havelet and The Strand this time destroying it. Later the site was purchased in 1936 by the brewery and much later in 1972 it became the new keggings stores.

The First World War had left the island relatively untouched compared to the mainland where, after many of the working men had signed up for the army much of the work in factories had to be undertaken by women. The situation on the island was a little different in that there was very little industry and the men that had left meant some shortages of manpower, but this was mainly in agriculture. Some supplies became difficult to obtain but the island generally carried on as before. One effect was that some of the children left school a little before the leaving age if they had a job or trade to go into. Mr Y.M. Malledent joined the company in 1917 at the very young age of eleven years. He recalled in 1978 when he retired that when he commenced there was no electricity in the brewery, lighting being by gas with one jet on the ground floor cellar and another close to the boiler. Machinery was all turned by steam engine. This must rate as one of the most outstanding lengths of services ever, 61 years with one company.

The ceasing of hostilities brought about tax changes on the mainland and on the island leading to the next change in the brewery's history.

CHAPTER 6

GUERNSEY BREWERY 1920 LTD: REPLACEMENT OF PLANT AND EXPANSION

This period of the company's history covers the tax reconstruction, name change and the re-equipping of the major part of the brewery plant to cope with demands for more beer from the numerous public houses that had been acquired.

In 1920 the States introduced the first income tax at the rate of 6d in the £, as money had to be found to pay the Imperial war Contribution. The current tax mainland rate was 6/- in the £ and as the company was registered at the Ock Street Abingdon address registering in Guernsey would be advisable to save large tax obligations. The new registration commenced on 16 February 1920 with the assets passing to the new company hence the new name: 'Guernsey Brewery 1920 Limited'. This name carried on for over 50 years until the company was acquired by Bucktrout.

By February 1922 the gradual process of replacing horse drays with motor Lorries had taken place with the last horse having been sold at auction. The stables were dismantled, and the room put to other uses. Little did anyone know how useful horses would have been 20 years later in the occupation.

The first lorry the company owned was a large 'Peerless' vehicle. These were built during World War I for The British Army and had been sold off after the end of the war. It was driven by William Paint (the man that was on strike as a carter earlier). He used to drive the lorry up The Pollet in St. Peter Port and being so large and cumbersome any shoppers had to take refuge in shop doorways to let the monster go by. The lorry was preceded by a lad of 16 years old who had to guide the driver taking particular care of window blinds. One of the places the lorry delivered to was an old fashioned beer and cider pub owned and operated by Miss (Mademoiselle) Florence Le Briseur, situated at number 12 on the right hand side going up forming the corner where the road alignment goes back for the remainder of the road length. It was later to form part of Maples furniture store.

Despite the rather dilapidated appearance and Mademoiselle Le Briseur's drab style of dress it had quite a select clientele and was often referred to as 'The Lesser Grange Club'. She never had to call time or had to throw customers out for she had a well-trained but vicious mongrel dog called Jill to do that for her. Each evening the dog would sit quite still in the bar then five minutes before closing time, as if by magic the dog would rise, do a circuit of the bar inspecting customers, walk over to the door and start tapping on it until they had all left. Likewise, if an unruly customer should enter the bar she responded accordingly.

The period 1921 to 1923 was a period of major works when repairs and updating took place within the brewery with the addition of new plant that was to last into the post war period. Up to then the brewery was rather antiquated but with the coming of electricity the old steam engine could be dispensed with, and new more modern plant could be installed. During the time of rebuilding steeplejacks discovered tombstones at the top of the brewery chimney which had originated from the old churchyard dating from the days of the building of the brewery.

On the 25 January 1923 the new brewery was opened after more than a year of work installing the new plant. Captain Schreiber and Mr A.H. Hampton made speeches and a tour was conducted, visitors included Lieutenant Colonel. A.L. Elliot, Osmond Priaulx, A.M. Mackay, A. Marshall and F.G. Frayling. Part of the new plant contained a torrified malted barley plant. In this process malt was placed on an iron perforated plate and steam passed through from coils below before being carried away to a grist hopper. The next morning the malt was mashed through a masher into the mash tun where it stood for between one and a half to two hours. Taps were then turned on and the wort run into the copper for boiling for two hours with hops added. A hop back was part of the new equipment and after settling for 10/15 minutes the hopped wort was pumped to a vertical refrigerator to cool to 60 degrees. Yeast was then added, and a brisk fer-



Figure 9. Front of the brewery around 1920, note the brewery lorry.

mentation took place for between 48 to 60 hours when the skimming of the yeast then took place. This was reported in *The Star* newspaper of the 26 January 1923 and referred to as 'quick beer.'

On the 28 February 1923 the Guernsey Legislature appointed a committee to consider 'Local Option', that is a no Alcohol policy. At the time pressure was being applied on the mainland from abstainers and the island was no different in that there was a campaign by some to see licensed premises closed. A proposal for local option was defeated by 30 to 21 votes and it was decided to refer to the Royal Court the committee's recommendation who confirmed agreement with the result meaning that Guernsey's breweries and pubs had been saved the fate that Breweries and drinkers in America suffered.

On the 23 September 1923 an unusual accident took place involving the Brewery's Peerless lorry driven by William Plant. The lorry had left the northern showground on the common at Port Soif in one of the thickest fogs ever experienced on the island. After passing Grandes Rocques Hotel

going towards Cobo it missed the road and ran up a grassy bank continuing with its wheels on each side of the sea wall until the ground falling away from the sea wall the front axle encountered the sea wall causing it to stop where it remained stranded until recovered the next day.

At 5pm on the 22 May 1925 Captain Schreiber asked all the employees to meet in his office. A presentation was made to Messrs Hampton and Chappon and they were each given a solid Silver Queen Anne tea service in appreciation of the former's 30 years' service and the latter's 25 years.

Another link with the Guernsey Brewery was severed on the 23 January 1926 with the death at her residence at Les Terres, of Mrs J.M. Patourel in her 84th year. She was the daughter of the late Captain Nicolas Le Mesurier of The Canichers and was married to the former brewery owner.

In the mid 1920s the islands experienced a swing towards Mild Ales following a trend on the mainland whilst bottled beers also became more popular. It was decided in February 1926 to offer a prize of £25 for the best bottle label design.



Figure 10. Replacing the boiler pre second world war.



Figure 11. Boiler in final position pre second world war.

The competition was judged by Mr Francis Bate and the winner was Miss Holiday of London, daughter of Gilbert Holiday a well-known artist. Whether she did the work is debatable as her father went onto win a painting competition showing horses in the 1932 Summer Olympics competition similar to the winning design. The design chosen was of a Polo player on a horse with the brand name 'Pony Ale' an obvious choice, bearing in mind that Captain Schreiber was an officer in the 20th Hussars and played polo in many international cup matches. The Pony design then became the motif on most of the bottled beers and advertising. The basic design lasted a long-time unchanged illustrating different types of horsemanship finally disappearing on the 1 September 1980 when the company adopted a more modern plain design.

The Sunbeam brand previously used on bottled beer was carried on but used for bottled cider instead, returning much later in the 1980s for use on a cask beer.

The morning of the 24 September 1927 was an eventful day. As the workers arrived at the brewery, they were surprised to see utter devastation. At 11.30pm the previous evening Mr and Mrs Aristide Hurel a middle-aged couple were asleep in their bedroom on the ground floor of a cottage behind the South Esplanade close to the brewery. Ten minutes later the bedroom was a shambles, tons of huge stones had broken through the solid wall behind them from The Strand above. The galvanised iron roof of the cottage was smashed in and below on the twisted iron bed their bodies lay horribly mangled. It seems likely that the landslide occurred due to the collapse of the retaining wall above the cottage, death was instant. Sleeping in the same room was a Miss Ada Smith from Winchester, who only just missed death. Also, in the house uninjured was a young lad called Albert aged 15 years, who was employed by the brewery.

Most old premises have a ghost story, and the brewery was no exception. Mr Hampton told an account of the brewery ghost to his daughter Molly once and later the story was heard by all and believed by some. An account is as follows; Many years before the brewery existed, on land where the beach was, ships were built. On one dark night a sea captain was murdered on the spot where the brewery now stands. Some of the staff had said they had seen his ghost walking the yard. Others were convinced the area was haunted by the captain and noises were heard at night. At this time the office next to the yard was being converted to a refrigeration room and work was being carried out at night by plasters working for Messrs Uphams who were contracted to do the work. Whilst the plasterers were working, they found their tools moved. It was reported that footsteps could be heard up and down the stairs and in the cellars. After the work had

been completed the visitations ceased. What became of this story later is not recorded but may have been just a story told by a father to his daughter to amuse her.

On the 3 February 1928 Mr Hampton, previously with Flambe and Company, and latterly with the Guernsey Brewery, died of a heart complaint at his home 'Kelvingrove' Fosse Andre, he was 57 years of age. He was the youngest son of Mr James E. Hampton a military man from County Louth Ireland. He had been educated at the boys intermediate School, later known as the Grammar School. He had started collecting and making notes of events happening in the brewery at the time, a great deal of information has been used in the history of the brewery. He was an intensely loyal and patriotic man, popularly known as Toby or sometimes referred to as 'Appy Hampton'. He was certainly one of the most important members of the brewery staff in this period serving over 34 years from the Flambe ownership to the Guernsey Brewery 1920 era. Shortly afterwards his daughter, Miss Molly Patricia Hampton joined the company as a clerk serving until the 15 June 1953 when she left to get married, she and her mother were at that time living in a flat at the Brewery.

Mr Hampton's successor as a sales representative was taken by the then Chief Clerk Mr Cyril J. Conway, who served until he died from cancer in July 1956. Mr Rene Moreau, who had started with the company on 14 November 1925, took over as Chief Cashier and lived at Victor Hugo's house with his mother, who was the caretaker there. Rene was the son of a French Naval officer and as such during the Second World War was liable to be conscripted in the French Army. Having been born on the island he did not like the idea, so he volunteered to join The Royal Navy on the outbreak of war. After the war he returned to the brewery and served until August 1975 when he retired having served nearly 50 years, he died seven years later.

Following the resignation of Mr Chappon in 1929 when he decided to take over the Management of the Pony Inn at L'Islet, a Mr Watkins was appointed as brewer, a big burly man with a strong operatic voice. He had a daughter who was an excellent piano player. His first arrival at the cellar entrance close to his accommodation had him wearing plus fours and at a prearranged signal the piano struck up and he burst into song with his powerful operatic voice echoing around the cellars. After this he was heard many times in the brewery singing very loudly. But the appointment proved to be an unfortunate choice, as in time it was evident, he was strongly addicted to whisky and was not popular with customers and with some members of staff, especially Mr Conway who was then the sales representative. Eventually Mr Watkins employment was terminated by Captain Schreiber who



Figure 12. A humorous advert from around 1910.

insisted on his immediate return to the mainland, with a request not to return, his furniture was forwarded to him.

The next head brewer appointment was Mr Dadson who arrived in mid-January 1931. He was a gentleman of wide experience coming from a brewery in New South Wales Australia. He had been there since 1913 and had updated that brewery to modern standards and brought with him new ideas. Mr Dadson took up residence in Guernsey and was living at Hazeley, Rohais. He joined in a period when the brewery had recently been refurbished and fitted in well but

soon became overshadowed by the arrival of Mr Tetley and Mr Higgs. He seems to have been side lined once the other two arrived but stayed with the company until he retired.

From 1920 and through the refurbishment in 1923 this period of the brewery saw major changes resulting in a company now ready to see the challenges of the 1930s. It was well equipped for the most difficult time that the brewery had ever faced, the Second World War, the evacuation, and the German Occupation.

CHAPTER 7

THE JOHN TETLEY YEARS 1931 TO 1941 JOINED BY ROY HIGGS IN 1936

This period in the company history was an interesting one with the clouds of war looming yet again, and new staff joining and making their mark on the company. The brewery still did not own the premises, it was held on lease. However, they did own four beer and cider 'on' licensed premises (pubs selling liquor for consumption on the premises) plus two fully licensed public houses. The remainder of the estate was leased. The first four owned were:

- 1) The Kentish Arms. Cornet Street, later known as The Helmsman
- 2) The Cambrai Arms. Corner of George and Allez streets
- 3) Dorset Arms. Opposite the new building of the same name
- 4) The Dukes Arms. Charroterie

The fully licensed ones were the Pony Inn at L'Islet and the West End Bar, Mansell Street. Some of the leased ones at the time were under direct management with the first ones being The Kolapore Arms, Cornet Street, on lease from Mr. E. Clothier from as far back as 1905, and The Golden Lion, leased from John Loveridge in 1927/28 and managed by John S. Parker right up to the 1 July 1979.

The first of the new men to join the company and one that certainly made his mark was Mr John Edmund Bedwell Tetley, who joined the company in a period when many of the leasehold houses were purchased and at a time when the company was expanding in trade and ownership of outlets. As we will see he was an individual with great talent joining the company firstly in an unpaid capacity, then as second brewer and finally a director, becoming interned in Germany, and finally leaving under a cloud. This man came with inherited wealth, connections, and experience. He had excellent ideas and was a good organiser. However, he reportedly 'wound people up' and in due course this made him disliked by many.

John Edmund Bedwell Tetley was the son of Edmund Herbert Tetley, Head Brewer at Joshua Tetley & Sons Leeds

from April 1919, and a director with that company. John had been born on the 6 July 1904 in Leeds and had married Mary Margaret Martineau (born on the 23 May 1906 and died on the 20 August 1950 in Garth nursing home in Dorking.) Margaret had family connections with the famous Courtaulds fabrics family. The marriage ceremony took place on the 21 July 1928 at St. John's Church Holmwood Dorking. They had two children Gillian Margaret, (born on the 10 July 1929 and died on the 13 July 2013 having being awarded a M.B.E. for services to dyslexic children), and Susan Lucy, (born on the 10 March 1931 and died on the 27 April 2012). John had served his pupillage at two breweries and a maltings, as well as at Moritz & Partners, brewers' consultants, before joining the family brewery in Leeds.

After having health problems Mrs Tetley was advised to find a more suitable climate than Leeds and consequently in November 1930, Mr Tetley contacted Mr Watkins the Head Brewer at the time and in January 1931 came to Guernsey with his wife.

When John Tetley met Captain Schreiber, he was about 26/27 years of age. He asked him if he could occupy his time at the Brewery for a period of six months and do anything he could be of use to the firm, without pay! This was agreed and during the summer Mrs Tetley moved the family and her two daughters to their new residence of Les Mourains Castel on the Cobo Road opposite Saumarez Park.

From 1931 John served as second brewer under Mr Dadson concentrating on improving the stability of bottled beers using the skills he had learnt with previous companies. At this time the brewery was using a method used at Abingdon of conditioning and filtering but not chilling or pasteurising the bottled beers. It was agreed to adopt quick chilling which had the advantage of obtaining a greater deposit of protein matter and thus longer shelf life and a better product. This meant a complete reorganisation of the bottling stores and



Figure 13. Staff including Captain Schreiber and John Tetley.

the introduction of a more complex refrigeration system. Mr J.R. Fatkin from Tetleys Leeds brewery was consulted and the company managed to purchase some second-hand plant from the North of England and from South Wales, surplus from Tetley's takeovers.

John Tetley set up a laboratory in the brewery and served as a temporary chemist until 1934 when Mr Norman B. Sands, a former Tetley employee took over. Mr Sands served the company until the evacuation in 1940. He never returned to Guernsey after the war and later became Head Brewer of Matthew Brown Lion Brewery, Blackburn, Lancashire. He died in September 1979 age 67 years.

John Tetley was a young man with tremendous energy and drive and possessed a flair for organisation, he was much a showman and had brilliance and charm. He made his mark with his superiors resulting in more and more responsibility,

perhaps too much as later years confirm. Some of the staff expressed the phrase 'More than too clever by half'.

One of Mr Tetley first ideas was the building of a first-class hotel at Vazon close to the slipway, bus terminus and the beach. At the time a building existed, called The Atlantic tea rooms. He proposed that the company purchase it and some nearby grounds enlarging it to form a hotel. This was turned down by Mr Skurray. Not to be outdone Mr Tetley purchased it and the nearby land from his own pocket. The development never took place and in 1937 Mr Tetley donated a small strip of land to the States for the widening of the Vazon road. Later still after the occupation he sold the remainder of the land and buildings.

The period from 1931 to 1939 was one of expansion and up to 1931 the success of the company was due in the main to Captain Schreiber's efforts. As a result, the company was

able to secure most of the free trade on the island and to weather the depression of 1931. Captain Schreiber had concerned himself chiefly with brewing, sales, and customer relations as the only resident director. Mr Skurray was in effect the Financial Director and operated from Morlands Brewery in Abingdon England. The other director Captain Powell, whilst being a large shareholder, last visited the Brewery in May 1921 and was still working his farm on the mainland.

The States helped in boosting sales as duty rates were favourable towards Island producers of beer. From the year 1921 to the 7 January 1932 duty rates were 3 pence a gallon for island brews and 5 pence a gallon for imports. This went up in the period 8 January 1932 to 10 January 1934 to 7 pence and 9 pence respectively, but came back later to the original rate until the 31 August 1937. This assistance by the state shows in the value in £s of imports verses local production. Between 1921 and 1936 import values fell from £1,736 per year to £762 yet island production increased from £3,511 per year in 1921 up to £11,633 but fell to £6,848 by 1936.

Prior to 1931 all meetings of the directors had been informally held on the mainland. This was not a satisfactory arrangement so it was felt that complete control and records should be moved to the Island. Captain Schreiber was a member of the select Grange Club, that at one time formed at the corner of Uplands Road and the Grange, now part of Elizabeth College. (Not to be confused with the Lesser Grange Club previously referred to). Another member of the club was Farrar Wolferstan Thomas O.B.E. who was a local member of a leading firm of the Chartered Accountants G. N. Read, Son & Cocke with branches in the City of London. Mr Thomas was a short stocky man known to his friends as 'Humpty' and was a keen Rotarian and an enthusiastic member of the Guernsey Amateur dramatic Society. One of his claims to fame was that he was cousin to General Field Marshal Bernard Montgomery (Monty) the British leader of the D Day forces. Farrar being the field marshal's mother name before she married. It was suggested by Captain Powell that Mr Skurray should stand down as he would not be at local board meetings, but this was opposed, and complete control was secured by Mr Skurray continuing as a director.

It was brought to notice by the auditors Messrs Read, Son, & Cocke, that the Titles of some properties were drawn up according to the customary Norman law until quite recently and in the French language, and that English accountants could not be expected to understand the language as well as the strange legal form. Also, it came to light that the properties owned by the old Guernsey brewery which were intended to be conveyed to the new 1920 company had not in fact

formally been conveyed. As the old company had been dissolved the properties had escheated to the Crown. The Guernsey Crown Officers were consulted, and they agreed to take up the matter with the Lords Commissioners of His Majesty's Treasury. After a worrying period and negotiations with the Treasury the officers were authorised by act of Court to take possession of the properties and to convey to the new company. The new company agreed to pay the 'Conge' (Crown dues) which would have been payable anyway. This was finalised on the 4 August 1932. The properties in question were.

Kentish Arms, Cornet Street, St. Peter Port.
Dorset Arms, Hauteville, St. Peter Port.
West End Bar, Mansell Street, St. Peter Port.

All other Titles were not affected.

It was realised at this time that fermenting had to be improved due to the increasing trade. On the 25 March 1931 the company requested to increase the height of fermenting vessel number 5. When the States gauger arrived, the work had already been done without his approval and lead to a stern warning from him.

This was at a time when all brewing vessels had to be clearly marked as to their purpose and capacity calculated. Duty was paid on the amount in the fermentation vessel. The system we have now is a 'duty gate system' where duty is paid on the sales as it leaves the brewery. Guernsey always had a system whereby the strength was not considered when duty was levied unlike on the mainland where 1055 degrees (about 5.5% strength) was the baseline and more or indeed less duty was paid above or below that amount.

Later in the year on the 18 November 1931 agreement was given for the repair to vessel number 1. On the 8 January 1932 permission was given for the removal of vessels 1 and 2, whilst number 3 and 6 vessels were scrapped. Three new fermenting squares were to be erected in their place. The plan agreed on the 8 January 1932 was to have vessels 3, 7 and 6 at one end of the room, (the new squares), vessels 1 and 2 to the left and vessels 4 and 5 (the old round ones) to the right with a working area in the middle. On the 11 April 1933 the company was granted permission to have a Saccharine dissolving vessel in the hop back room, and on the 21 June 1933 the States gauger regauged the Sugar Dissolving Vessel, with the door and vessel marked accordingly as was the practice with all plant up to recently.

During 1933 it was decided that the company's bottled milk stout would have a distinctive name and label. It was decided that a competition would be run with a prize of £25 for

the best suggestion. The result was that 'Brown Jack' was adopted and the label featured a jockey astride a brown horse. Later the name reverted to 'Milk Stout'. It was probably due to confusion as customers may have thought it was brown ale rather than a stout.

Mr Tetley was invited in June 1934 to become under Manager, his first paid appointment having previously been in control of public house management, and in January 1935 he was given the temporary position of Company Secretary. Later in June of that year a permanent Company Secretary was taken on and Mr D. Bourgaize was appointed. As we will see later, he was to be a key member of the staff and indeed without his great interest and research in the company this history could not have been written.

At this point Captain Schreiber was the only Director on the Island so after much negotiation with Mr Skurray an agreement was made whereby his shares and shares owned by Mr F. Deane's, an English shareholder, were purchased by Captain Schreiber. It was also decided that a new appointment was necessary and Captain Osmond Priaux, late of the Scots Guards, was appointed on the 16 December 1934 taking on the role of Representative. Two further Directors were also appointed, Mr William Henry Arnold and F.W. Thomas. The former was a barrister and had already given legal advice to the company; he was later to become Sir William Arnold Bailiff of Guernsey. The latter was associated with Read Cocke and Watson the accountants, the choice of these men was significant in that they already had considerable knowledge of the company.

Mr Dadson retired in the early part of 1935 due in part to clashes with Mr Tetley, personality clashes and age differences it was said. Brewing then passed to Mr Tetley under the guidance of foreman brewer Mr A. E. Spiller, who was a keen football supporter and was responsible for the sports club, a keen boxer and indeed started the Brewery Boxing Club. In due course Mr Spiller left and emigrated to Perth Australia dying there on the 4 July 1981.

In the 1930s the Val de Terres Road next to the brewery leading from Fort George to South Esplanade was created to provide labour for the unemployed during the depression. This provided a new link from the brewery to the west of the island and assisted in the delivery of beers to an area that had previously been difficult especially as motor transport was becoming more common.

On the 24 July 1935 the future King Edward VIII visited the island and one of his official duties was the opening of the new road and included the inspection of the British Legion just outside the brewery. Some 500 lucky Islanders were

presented with a special silver crown coin to mark the event. Each case was black and had inscribed on the back 'Souvenir from the Guernsey brewery' and inside the case 'Jewellers & Silversmith Co Ltd High Street Guernsey'. The coin was the U.K. Jubilee special issue that was available on the mainland but in fact had the head of his father on the coin, George V. A special platform was erected outside the brewery and the front of the brewery tastefully decorated, a band played, and refreshments were provided. No photographs of the event have been seen only of the coin case and coin.

On the 27 May 1936 the new liner RMS Queen Mary was on her maiden voyage calling at Cherbourg on her way to New York. Instigated by Mr Tetley the brewery chartered a Southern railway vessel, The S.S. Brittany, for a voyage from St. Peter Port into Cherbourg waters to take 600 invited guests to follow the liner into Cherbourg roads and then back. The guests included customers, staff, States officials and members of the army. A wireless installation gave a running commentary direct from the Queen Mary. The vessel left at 4pm and tea was served on the outward journey, the weather being perfect, after an exchange of Marconi grams (telegrams) between Captain Lewis, Master of the Brittany and Captain Edgar Britten, Master of the Queen Mary, the return journey started. A dance band provided music and competitions were held for local charities with free beers, provided by the company and wines and spirits provided by Les Caves De Bordeaux. Guernsey cans (a type of traditional milk vessel not beer cans) were given to the captain and the ship's Purser. All the staff on board were presented with pewter tankards. During the voyage bottles of beer were cooled by tying them to a rope and trailing it behind the vessel, a very clever way of cooling the beer. However, everything did not go to plan as harbour dues had not been paid by the company in Cherbourg and the company was subsequently fined £100 by the French authorities.

In June 1936 Mr Tetley acquired the motor cruiser "Betty". She was 35 feet in length with a 9-foot beam and powered by twin 35 hp Kelvin petrol engines. The 'Betty' was a sea going boat having been on cruises on in the Mediterranean and the North Sea. Captain V.G. Petit, an Alderney man previously Master of the 'Guernsey man' another vessel, was employed as skipper. He took up residence in one of the brewery flats with his wife and together they worked as caretakers at the brewery, Mrs Petit employed as a cleaner. In his new vessel John Tetley did a lot of entertaining and took directors to other Channel Islands, Diellette and Granville in France.

During the 1930s Captain Schreiber became 60 years old and having no one to succeed him, he realised he should

provide someone else to carry on. It was decided that Mr Tetley as a man with many friends among the business community, States officials and other sections of the community should be appointed as Joint Managing Director. John Tetley had a high opinion of himself and proved to be somewhat exacting in the terms he required. He wanted shares as well as the normal salary. Shares were indeed offered, and Mr Tetley agreed to serve the company for a term of ten years. However, Captain Powell disagreed with the proposal, but despite this at a general meeting held on the 7 July 1936 Mr Tetley was appointed. Also, on this memorable day Mr Doug Bourgaize was appointed Assistant Company Secretary.

In the summer of 1936 Samuel Harold Roy Higgs, (known as Roy) arrived from the mainland as he wished to be away from personal problems. He was the eldest son of Mr Samuel Harry Gutteridge Higgs owner of the Lion Brewery Castle Street Reading (taken over in 1953 and closed by Wethered brewery of Marlow). Born on the 5 October 1902 he served his pupillage (apprenticeship) at Longs Brewery Southsea under J.E. Douglas. In 1927 he was awarded 2nd class honours degree in brewing technology by the City and Guilds London Institute, (later the Institute of Brewing). Mr Higgs was a keen rugby player a member of the Berkshire Wanderers club and represented the county. He was for eight years captain of the Ipsten cricket club and had a private pilot licence which he retained until 1936 when he arrived in Guernsey. At that time the airport on the island had not opened so on arrival he turned his attention to boats instead.

The situation still existed whereby the Brewery premises were not owned by the company, and this was considered most unsatisfactory. Much of the plant was of permanent fixtures and often the premises had been adapted to accommodate the plant. Furthermore, the landlord tended to shirk his responsibility when it came to the question of repairs.

Captain Schreiber was anxious to own the premises, but the owner, Mr Ivan Le Mesurier Girling, (born 1895, died 1970), great grandson of John Le Patourel the founder, was reluctant to sell except at an inflated price. Ivan Le Mesurier Girling was the first son of John Mauger Le Patourel (died 23 November 1926) and Amelia Le Mesurier (died 20 November 1903) who previously was also the first son of the original founder John Le Patourel and hence he and his wife Hilda Elizabeth Grew (born 1890 and died 1 August 1965 in Suffolk) had inherited the property. Information had been received from a reliable source that a speculator had been looking at the purchase of the brewery premises. Having regard to this fact the company decided to purchase The Clairval Estate at Collings Road St. Peter Port despite opposition from Captain Powell. The property consisted of a large House and large greenhouses owned by the widow of

Mr Edward Graeme Ozanne and let to Messrs W. Holmes & Son Ltd., export agent and vinery operators. To say that some of the glasshouses were past their prime was an understatement hence the price was good. The Brewery made it known that they intended to build a new brewery there, and the conveyance was registered on the 22 August 1936. The premises at South Esplanade had always been a bit restricted, whereas the Estate offered a very large and level area which was ample for parking, a bottling plant, silos and even a wine and spirit's store. Furthermore, the location on the edge of the town was better placed for deliveries throughout the island. War put pay to any ideas and the scheme was never progressed. However, this was enough pressure for the company to negotiate the purchase of the original site and this was achieved.

Following purchase, the Brewery house was extensively altered to provide offices, boardroom, and accommodation. Messrs Maple & Co. Ltd. of London were engaged in this work. The boardroom, Managing Director's office, entrance hall and staircase were panelled in Australian Walnut. This panelling had been purchased by Mr Schreiber second hand from Lovell & Company. The panelling used originally came from the decommissioned liner The S.S. Mauretania which was launched in 1906 and sent for breaking at Rosyth dockyard Scotland in 1935. At an eight-day auction Mr Walter Martin (a cigar merchant) had purchased the lots to be used in a 'Guernsey Hotel' but then a decision was made not to use the panelling, so it became surplus to requirements. Mr Schreiber had paid £3,200 for the panelling a considerable sum at the time. Other items purchased consisted of Chimney pieces in Swedish green marble with a raised hearth, ornamental iron hacking and elaborate electric fires and chandeliers. A feature of the board room was that a cocktail cabinet was incorporated in the walls with glass shelving, mirrors and light fittings operated by the opening doors with refrigerator on the bottom floor level.

On the 27 February 1937 Mr Tetley had purchased a large Georgian Mansion at St. George's Estate Castel dating from 1821, with surrounding gardens and meadows, some 33 acres. The property included the old feudal courthouse of The St. George Manor, and a Holy Wishing Well. John Tetley carried on dairy farming under the direction of a manager, Stan Le Cheminant. Various shows were held in the grounds in aid of charity which Mr Tetley was keen to promote. Mr Tetley was also president of the Sherwood Foresters Committee and organised numerous events in the hall for charity.

To commemorate the Coronation on the 12 May 1937 of King George VI, the directors had the idea of providing the island hospitals with wireless facilities for patients with a

pair of headphones being provided at each bed, another one of their charitable donations.

The years from 1936 onwards showed continually increasing trade. This came mainly from the free trade as the islands were becoming a holiday destination for tourists from the mainland. The sales split was 70% free and 30% tied, but of that 30% only about 19% was to properties owned. In contrast Randalls brewery was 80% tied and only 20% free. In 1921 the total consumption on the island amounted to approximately 403,000 gallons, but by 1938 this had increased to 681,000 gallons an increase of 69%. The company had increases of 115% in this period, whilst imports also declined in this period helped by favourable tax rates. Imports in 1921 were 85,000 gallons but by 1938 had fallen to 40,000 gallons. During the early 1930s tied trade was concentrated in the town and St. Sampson's with only one country outlet, the Grandes Rocques Hotel, then a free house. The board made the decision for a push to gain outlets in the country areas to spread sales into areas not already covered.

The first meeting in the new boardroom was held on the 8 April 1937. One of the first decisions made in the new boardroom was to use part of the charity budget for work on improvements to the Victoria Hospital with extensions providing rooms for nine nurses.

When the Hughes family decided to establish a hotel at Les Caches called Hotel Beaulieu, on the main St. Martin's High Road intense efforts were made to secure the trade. The site was originally The Duke of York, and then became The Half Moon Inn, finally Le Dain's bakery before becoming a hotel. During occupation it was taken over by the occupying forces and re named 'Soldatenheim,' meaning rest room for soldiers. One major feature was a large ballroom and catering for special functions, and this was a special feature of the premises which opened in February 1938, with Bucktrouts supplying the wines and spirits and the company beers. This Hotel later became The Carlton and is now known as The Wicked Wolf pub.

Another purchase was The Saviours Hotel. Mr Christian Friess the owner decided to retire and required an income; he proposed a sale of goodwill and lease for 21 years with option to purchase at the end. However, after negotiation it was purchased outright.

Captain Powell was now a sleeping partner, a director who rarely visited the island and did not always see eye to eye with other members of the board, he was against the Tetley directorship as was the minor English shareholders. It was decided to put the matter of his share ownership to a court hearing, and on the 11 October 1937 at Lincoln's Inn Lon-

don a hearing was held which was adjourned after a few days. This was an attempt to gain a private settlement. The outcome was that Captain Schreiber, and Mr Tetley agreed to purchase all Mr Powell's shares in October 1938, and they then became joint owners of the whole capital.

On the 21 March 1938 notice was given to line with copper the old wooden fermenting rounds of 4 and 5, and on the 22 April 1938 a new attemperator (cooler) was granted on vessel number 5. The updating of the fermenting rooms had just been completed before the clouds of war started looming.

Another very sad occurrence happened on the 22 June 1938 which was the death of one of the two founders of The Guernsey Brewery Company; Mr Thomas Skurray's death took place at his home in Abingdon in his seventieth year leaving in his will £334,086. He was a very successful businessman despite having never set foot on the islands.

The Islands experienced an abnormal drought during the summer of 1938 peaking in June. Water supplies on the island were stretched as the new St. Saviour's reservoir had not been completed and the public supply was shut off for some 18 hours a day. (The reservoir was not finished until after the occupation). This created problems for the brewery as pressure was put on the company to save as much water as possible. Where possible water was reused and even attempts were made to reopen an old well in the Strand Garden. Around this time, Mr Fatkin the brewery Engineer fell out with Mr Tetley and his plans for the brewery although Roy Higgs supported the plans. Consequently, Mr Fatkin left the company later moving away from the island and joining the well-known firm of Porteus manufacturers of malt mills. This was the first falling out with Mr Tetley, more were to follow.

On the 10 August 1938 St. Joseph's Church was filled for the marriage of Captain R.O. Symons and Miss M.P. Schreiber. He was the son of retired Dr A.N. Symons of 'Gwendon' in Fermain. She was the only child of Captain Schreiber. After the ceremony a reception was held at the St. George estate by kind permission of Mr Tetley. Some 250 guests were invited and as the cake was being cut two guns were fired as a tribute, the guns belonging originally to the family of Bailiff John Guille, the original builders of the house.

John Tetley's organisation skills were called upon for on Thursday 29 June 1939 the company chartered three planes from Guernsey Airways Ltd., for an 8am departure to fly over Brehon Tower, and Herm, to the north then over Sark and on to Jersey. Some 40 persons were involved together with a cameraman from each of the local papers. The key



Figure 14. John Le Patourel and his wife, Rachel, née Mauger,

members of staff were distributed over three planes just in case of a mishap. Unfortunately, heavy fog delayed the departure and breakfast was taken at the Happy Landing Hotel just outside the airport, instead of in Jersey as planned. After the fog lifted at about 1pm the three planes took off and on arriving in Jersey several coaches took the party to St. Helier where some time was spent. Later the party was taken to La Moyle Hotel for a meal followed by an excursion with the party later returning to the hotel for high tea. A return trip was made to the airport and the parties left by planes flying over Sark on the way back.

Mr Tetley certainly had very good organisational skills and excellent ideas, charm and flare however lacked a lot of common sense. He had made a great impression on all those he met, not always a good one. This period ended with the expansion of the brewery and equipment replacement celebrating the joys of the Island having its own airfield at long last. In the next chapter we will learn of the new difficulties the company was up against with the clouds of war gathering all over Europe and the resultant problems this led to in production and loss of key staff.

CHAPTER 8

THE SECOND WORLD WAR YEARS, THE OCCUPATION AND THE END OF JOHN TETLEY

This period of the company's history was no doubt the most challenging so far. In the lead up to the Second World War Tourism was booming on the island helped by good boat links to Weymouth and the new airfield just having been opened. It was a period of vast exports of tomatoes going to the mainland, but the future looked uncertain with war looming in Europe and a period especially difficult for Mr Tetley!

When Mr Roy Higgs took over at the brewery in the summer of 1936 most of the plant was only 13 years old and in good condition. During the summer of 1939 it became evident that war was a possibility and the States set up an organisation called 'Committee for Control of essential Commodities' which as the name implies was a coordinator for the whole island. It was reported to them by the company in a letter dated the 30 August 1939 that the current usage of malt was about 5 tons per week with the store only holding about 30 tons. The coal supplies were enough to last until March 1940 with the current usage. War was declared on the 3 September 1939 and at first little changed except that the company had the sense to start stocking up on products that it might need in times of limited supply. This worked well with most items but with malt there was only limited room. Large amounts of invert sugar and hops were ordered as these could be stored easily as they took up little room and had a good shelf life.

Very soon after the start of the war the pending situation seemed to have had a strange effect on Mr Tetley's mind. He became absorbed in Island affairs in a rather negative way. He spent long hours at night sometimes until 3am in his office composing letters to the press, some of which were sent, whilst others were consigned to the bin. He became prone to tirades for no apparent reason.

Ever since the start of the conflict in 1939 supplies of all types became more and more difficult to obtain, even more so after the Dunkirk evacuation and the occupation of main-

land France by the Germans. This and the general uncertainty probably prayed heavily on John Tetley's mind and the actions he took. This cumulated in an incident that happened on the 10 September 1939 when a startling noise was heard in the Varendes, being part of the main road to Cobo. A crash involving his car had taken place and the car had ended up in the garden of a bungalow called 'Herzenmyne,' however no driver was seen or found. It was later alleged that the car had been stolen and investigations were made into the damage of the car and the bungalow, but came to nothing.

Due in part to the fall in tourists the States deemed it necessary to look at raising more money and in consequence a meeting took place at the brewery on 13 October 1939 to discuss proposed increase in duty rates. At the meeting was Jurat Reverent John Leale, Mr H.E. Marquand, both representatives of the States, and Mr John Tetley and Doug Bourgaize from the company. This was to be an informal meeting a prelude to a further meeting on the 17 October 1939, between the State's Finance Committee and trade representatives. After the original informal meeting Mr Tetley took it upon himself to write an open letter to The President of the Finance committee criticising their policy, the letter being published in the *Star* and later in the *Press* newspapers. As a direct result of the letter, when Mr Tetley arrived for the meeting on the 17 October 1939, he was asked to go separately into the room and was informed that the committee was surprised and disgusted at his actions. It was alleged he had made public private matters that had been discussed at the first meeting. He of course denied this. He asked if he could be allowed to produce the papers and read over them but was denied. He was informed that the committee had no confidence in him, and he was in effect thrown out. This affair tended to split the trade with some siding with him and the others with the States. However, the letters to the press incident did not go away and even Mr Tetley was a little put out but carried on writing to the press.

Suddenly on the 9 February 1940 Mr Tetley left the island, incidentally without his wife and without any communication to the company from him. This was heightened when information reached the company that he had sought a position in The Admiralty. On hearing nothing from Mr Tetley, Captain Schreiber sent a registered letter on the 2 March 1940 to Mr Tetley's club, The Junior Carlton Club Pall Mall, but again received no reply. Board meetings took place at the brewery to consider the situation and a resolution was posted to his club. In a meeting on the 21 March 1940 it was decided to confront Mr Tetley when he returned to the island to explain himself. In Mr Tetley's absence it was decided to appoint a retired judge Sir Charles Griffin Q.C. to the board. During the meeting held on the 18 April 1940 Sir Charles was appointed to the board, Mr Tetley being present having returned to the island. It was not recorded in the minutes what explanation Mr Tetley gave for his disappearance, he probably said very little.

This was not the only problem that Mr Tetley had caused, and the following incidents eventually culminated in his dismissal. Petrol rationing had started on the island on the 1 November 1939 and it had come to light that a drum of petrol had been stored in the brewery garage against regulations. The matter had been brought to the authority's attention and it was alleged that an empty drum had been sent to the brewery from Mr Tetley's home and had been filled from the pump with 54 gallons of petrol. On being confronted with the matter he denied all knowledge. It was most likely this petrol was for his Yacht 'Betty' used when he took his family to the mainland. The Chairman called various employees and it was found that Mr Tetley had brought the drum in and had given the orders for it to be filled. The Authorities took a dim view and decided to prosecute. Eventually Mr Tetley pleaded guilty thus avoiding prosecution and accepted his sentence. He appeared on the 27 May 1940 at the Magistrate's Court and claimed his mind was blank on the matter. The Magistrates took a lenient view, much to everyone's surprise and was given a fine of only £10 but the board considered it very serious as the storage of petrol in drums not only invalidated any insurance but in time of war was insane. It was never discovered the true reason for his action, but it was always thought the fuel was for his yacht 'Betty', but it was never proved.

Again, at a later board meeting Mr Tetley was once again pressed to explain his long absence from the island. He would say very little other than he had suffered a serious breakdown in health. A request for a doctor's certificate was met by a statement that he had not seen any doctor at all. In a statement he made in a letter he described how, on return to the island, he had on Captain Schreiber's request visited him for an hour and discussed with the captain his health

problems. It was suggested by the board that it was advisable for him to go away for a rest. On the board meeting of the 28 May 1940 a decision was made that Sir Charles Griffin should take the Chair and the motion was carried. It was unanimously decided that Mr Tetley had lost the board's confidence and was suspended from his duties. This was effectively his demise; how a man with all the necessary qualifications, connections, charm, and energy would get to this point was unbelievable. His self-opinionated character was to prove his final undoing. This was expressed in an earlier undated letter Captain Schreiber wrote to him before his appointment as joint Managing Director on the 7 July 1936 nearly four years earlier:

My Dear John,

As we are to become partners, I propose writing to you frankly for your own good, my good and of The Guernsey Brewery Co. I am sure you will take what I say in the spirit in which it is meant and not take any offence at my plain speaking. I have shown my appreciation of your business abilities and services to the company, otherwise I should have said "sign please" to the original draft drawn up by Skurray and Gordon, who both said those terms were too generous. The fact is you antagonize people. You have great brains and ability, but you have not got the "savvy" to realise when you differ with people, it is far better to do so in a gentle and friendly manner, than to do so in a way that causes them to take offence. I have heard you speak to both Arnold and Thomas. You must really learn the advantages of tolerance and tact, in both social and business matters. I think this can be acquired by putting yourself in the other person's place. You are far too egotistical. In business I suggest going for a square deal, be contented with a good egg and do not try for one with a double yolk.

No offence given or taken, I trust

Yours ever,

Alec Schreiber

John Tetley replied:

Dear Capt Schreiber

I am deeply sensible of the fact that once again you have had to hit the nail on the head. I know that I have deserved it, quite undoubtedly. In the past I have occupied a position in the company that was false in every respect and I only hope my future responsibility and pay will direct me more closely to your wishes.

Signed, J. Tetley

Shortly after Mr Tetley's suspension came the panic of the Island's evacuation following the decision by the British Government to demilitarize the Channel Islands. (Much



Figure 15. Roy Higgs the man who saved the brewery during the second world war.

about this has been covered in books written since about the occupation). Unlike Jersey where the State encouraged the population to remain put, in Guernsey the position was rather different as it was left to individuals to decide. A large proportion of the population decided to evacuate to the mainland, about a half of the population including many of school age. Much of the brewery workforce went together with Advocate W.H. Arnold and Captain Osmond Priaulx. John Tetley's wife and children were to have been evacuated to the family home at Goodwyns place Dorking leaving him alone on the island, but they missed the last ship, so John arranged for them to be taken to the mainland in his yacht 'Betty,' with either Mr Pett the skipper or him doing the trip and returning to the Island.

The whole of June 1940 was a hot period which meant windows were left wide open, and the children played on the beach below the brewery. On Friday 28 June 1940 an air raid took place on the harbour, the raid is well documented elsewhere, resulting in large damage being done with several people killed in the harbour area. The brewery sustained some damage, mainly with windows being blown out and the building was shaken with cracks occurring in walls and

ceilings. The following Sunday the Island was occupied by The German Forces who immediately put orders into place with a curfew and the banning of the sales of spirits in pubs.

After the invasion it was decided, on the 13 August 1940, to take stock and calculations were made on the requirements for brewing over the next three months. This was sent in a letter to the Essential Commodities committee informing them it was estimated that 180 Qtrs of malt, 12 cwt hops, 12 barrels of finings and half a ton of caramel would be required, and unless they had 36 tubes of CO₂ and 1,000 gross crown corks, any beer supply would be draught only.

On the 22 August 1940 the States requested that the company reserve 3 cwt hops and 15 cwt invert sugar together with 20 cwt malt for use by bakers on the island. This was the start of the brewery's assistance to the island's bakers which lasted during the whole occupation.

The company was always keen to impress on the State how they contributed to their finances and wrote to them on the 4 September 1940 drawing their attention to the urgent need and assistance in getting from France 15 tons of malt, other-

wise it would have to discharge 100 men. They suggested them passing the letter on to Mr Falla for attention as he was the head of the purchasing committee. The outcome was successful as the company did not have to discharge the men.

Pressure on the brewery to supply beer during the summer was great and the brewery received many requests, one of these was from Mr F.G. Heaume who requested on the 25 September 1940 10 gallons of beer for men working on his harvest. This was agreed to, and the men received their allowance.

The immediate problem was how long the brewery could operate for, providing the enemy forces allowed it to. Fortunately, there were good stocks of malt, invert sugar, hops, and cleaning materials, these having been built up since the start of the war before the fall of France. Malt was the problem as being bulky it took up a great deal of storage room however Randall's Brewery was in a far worse situation with few supplies in stock. A mutual reduction in gravities was agreed in a way customers would not notice the reduction too quickly. It was most fortunate that the Head Brewer Mr S.H. (Roy) Higgs had decided to remain in the island and he took the occupation as a challenge devoting his energies to producing something that would be drinkable. As Mr Tetley had been suspended and Captain Schreiber was the sole director left on the island the captain therefore decided to appoint a friend, Mr George Burlingham as a temporary Director during the Occupation to assist him and protect the family interest.

Mr Burlingham was a retired Indian Government Official and was joined by Doctor A.N. Symons, a retired medical practitioner and father of Captain R.O. Symons then serving in the forces. He had married Miss Margaret Patricia Schreiber the only child of Mrs Schreiber. The doctor was indeed a very useful person to have on board; he was the State's Health Services Officer and was a member of the State's Controlling Committee set up prior to the evacuation. A little later Mr Victor Creasey was invited to join, so the occupation started with a new board of directors.

Mr Burlingham took a more active part in the day-to-day affairs of the company briefed by the Assistant Company Secretary Mr Bourgaize. One problem was the auditors Reads, Cocke, and Watson were based in London and were unobtainable, so Messrs Black, Geoghegan and Till were appointed for the duration, with an option to return after the war. This option was not taken up in 1945.

The main aim during occupation years was to keep brewing and it was understood that sometimes a profit would be

made and some years a loss. By continuing to operate it was thought this would keep the Germans from taking over the Brewery, keep men employed thereby denying the occupied force of labour. In Jersey the situation was different in that the Germans did in fact take over both breweries but used them mainly as stores with supplies of bottled beers and draught beers coming from Germany. Why this did not happen in Guernsey is not known, but it was probably due to Mr Higgs's persuasive powers and his determination to keep going. Any German takeover could have led to the equipment being stolen for scrap as did happen in too many of the Belgian breweries where metal was taken for the German war effort. The fact that some of the labour force had evacuated or joined the British Forces meant the workforce was smaller with men having to learn different tasks within the brewery but they all adapted to the conditions readily.

One of the major financial problems after occupation was that all the records of the company's accounts held at the National Provincial Bank, (now Nat West), were transferred by the local Manager Mr J.H. Farmer to Exeter when he left the island in the evacuation. Mr Farmer also dealt with all evacuee's accounts until liberation. This meant that the account was effectively frozen with credit facilities and other arrangements non-existent, except that cheques issued before the accounts that were frozen were honoured. The bank also had its own problems in that there were substantial funds held by those who had evacuated. Another problem was the lack of coins and notes as people evacuating had withdrawn their money from the banks before they left leading to a shortage of notes and coins. Even restriction on withdrawals with a maximum of £5 per person did not help matters. As a result, the occupying power decreed that German Marks were to replace the currency with roughly £1 equated to 8 German Marks which then became the official currency. Notes were then issued even for the smaller denominations.

To make supplies of beer go further strength reductions were made, but even this was not enough so a rationing scheme was devised, continuing throughout the occupation, varying from time to time as and when brewing supplies were available. The idea was based on the normal trade of the customer with the expectation all licensees would run out at the same time to stop any run-on pubs that had plenty of beer. However, Messrs Randall Ltd. was always in a worse position regarding stocks of brewing materials and employees. Consequently, Lieutenant Colonel R.W. Randall requested the brewery helped them by supplying part of their malt stocks. After consideration it was felt that this could not be achieved without worsening the Guernsey Brewery position. It was suggested that a quantity of beer in line with agreed formula would be made available to Randalls to be collected for sale



Figure 16. Empty beer barrels outside the brewery in 1941.

to their own houses. This carried on whilst Randalls brewery was in production.

An early problem affecting the Island authorities was the supplies of yeast for bread, consequently the bakers were instructed to use brewer's yeast and collect supplies from the brewery. The States idea was to requisition part of the brewery's stocks of malt, and initial efforts were to say rather unsuccessful with some bakers producing good bread and others appalling! To counteract this Mr Higgs cooperated with Mr Lloyd Warry a leading baker to produce a baker's barn from invert sugar and hops. This resulted in a saving of malt and better bread, the sugar being in plentiful supply and easier to use. Invert sugar was then supplied direct to the bakers who were then responsible for the yeast.

The Health Service's Officer and director Doctor A.N. Symons was concerned about the lack of salt in the islander's diet, so towards the end of August 1940 a brewery garage was handed over to the States and a large shallow pan was erected in the garage. Sea water was pumped from Havelet Bay into the pan and heated by steam pipes. The evaporation left a residue of grey rather unappetising crystals. This arrangement lasted only a few months to December 1940

when it moved to another establishment. The man that operated this process, Mr Steve Piquet, was well known on the island and was somewhat eccentric. He was well educated and had previously been a schoolmaster before a mental change. After liberation he lived in an old German bunker with a herd of goats at Pleinmont. Outside hung a sign 'ONMEOWN' making it clear he did not welcome visitors.

From an early part of the occupation, it became increasingly difficult to obtain petrol. Vehicles were laid up and horses and carts hired to enable deliveries to be made. Later even horses were scarce as the Germans commandeered even these and farmers were reluctant to hire out, needing them for farm work. An old bull was used to draw the wagons on country routes and hand carts used on the town routes and was supplied with its own driver. Eventually even the laid-up vehicles were commandeered by the Germans.

As time went on brewing became more difficult, the stocks of malt were the first to run low. With more troops on the island consumption was rising and this was thought would be a lever to get supplies from France, however nothing came of this.

During the summer of 1940 it became apparent that malt stocks would be exhausted by early October and bottled beers would not be available after September. The problem with the bottled beers was that there was a lack of CO₂ gas, as less beer produced meant less CO₂ was collected from fermentation. Mr Higgs had the idea of making a special brew from Invert Sugar and hops only so at least draught beer could continue. There is no technical reason why just these ingredients could be used as the only other requirement is yeast to ferment the sugar. The flavour of course would be improved if malt is used. These special brews were blended with draught L.B.A., Pony and Stout which were still being brewed all be it on a reduced scale. When malt supplies were exhausted then the special brew became the stock beer. It was known as Process Beer and when bottled, a specially printed label was used. None of these labels have yet been located. The recipe is reproduced at the end of the book and is a unique document the original is currently held at the Occupation Museum.

Bearing in mind the fact that the cost of producing Process Beer was less than the normal beer prices were reduced. The public was not enthusiastic with this Process Beer, it was passable in summer but was not considered as a winter drink and as the seasons passed sales declined. Mr Higgs came to the rescue by producing a Porter which was similarly brewed from invert sugar and hops, but caramel was added to give body, colour, and flavour. Other advantages were that it could be cask conditioned, not requiring CO₂ and being dark it hid any cloudiness thus saving on finings (used to clear the beer) which were also virtually unobtainable. It was well received in the trade. As expected, the invert sugar was eventually exhausted so Mr Higgs came to the rescue again, he decided to invert ordinary sugar on the premises using a solution of sulphuric acid afterwards neutralised using whitening (chalk). The supplies of sugar came generally from sugar beet and from France via the State's purchasing commission. The full cooperation from the States was possible as they were anxious to maintain revenue from beer duty, and to maintain the supply of invert sugar to bakers on the island thus maintaining bread production. A further problem arose with the dwindling stocks of caramel, which again Mr Higgs solved by using a second-hand portable boiler. The caramel produced was rather wasteful in that it needed 5 Cwt of sugar to produce 3 Cwt of caramel.

On the 2 April 1941 the controlling committee was informed that by the end of May 1941 the brewery would be unable to supply pubs and troops due to the sugar supply from France being cut by a half and they should inform the German authorities that they should make their own arrangements for beer supply. In the period from July 1940 to March 1941 the brewery had supplied the Germans with 5,444 dozen bottles

(247 bulk barrels), 9 barrels of cask beer using 2 tons and 4 cwt. of sugar. They were currently allowed only two and a half tons of sugar a month in total (previously reduced in July 1940 to one and a half tons). In the last three days in March the Germans received 170 dozen pints and 24 dozen half pints and were asking for more.

On the 3 April 1941 a request was made for the controlling committee to ask Jersey breweries for 200 gross of crown corks as in Jersey they were not brewing. The company was willing to pay the going rate. Nothing is recorded regarding the reply they had.

During the early months of 1941 there seemed to be every hope that the brewery would continue to receive a small but regular supply of sugar, some two and a half tons per month from France. Mr Falla the head of the purchasing committee was also able to secure a small quantity of unmalted barley. With these purchases Mr Higgs produced a pale beer which went well with the trade; it was bottled, labelled, and sold under the name of 'Light Ale'.

Mr Tetley whilst still under suspension remained a Director and Secretary but did not attend meetings, so on the 17 February 1941 his employment was terminated and Mr D.A. Bourgaize was appointed as Secretary in his place. On the same day Mr W.H. Arnold was appointed as legal Advisor. At the end of April 1941, a German Officer, Doctor Reffler, gave an order to the company informing them that sugar for brewing would cease. The supplies at that time were some 25 Cwt purely for the use of bakers with a three-year shelf life. After an appeal it was decided that one ton and five Cwt would be put in cold store.

The brewery recorded in a letter dated the 17 July 1941 to Sir Abraham Laine, the president of The States Committee for the control of Essential Commodities that during the period from the 1 July 1940 to the 30 June 1941 the company had paid in duty £7,274 for beer and porter and £109 in duty for Sarnia wine. It was stated that they held 21,318 German Marks in their bank balance whilst sales via pubs was approximately 20,000 Marks. Debts were 4,281 Marks; less the money owing for French sugar purchased left a credit of 37,037 German Marks.

During the occupation Mr Higgs was always on the lookout for opportunities to acquire materials to produce something that was able to be used to produce a drink of any kind. In connection with this he had his contacts on the lookout. He found out that the States had been storing grape juice at Vimiera in the Rohais (site of St. Pierre Park Hotel) for the purpose of making vinegar. He managed to acquire a small quantity to carry out experiments, making use of some sugar

and grain spirit provided by Bucktrouts. The experiments were successful, so due to some bartering he arranged with the Guernsey Aerated Water and Preserving Company, who had stocks of vinegar, to acquire from the states some 1,000 gallons of grape juice on the understanding that Messrs Le Riches Stores would receive the same amount of vinegar from the preserving company. Arrangements were made with the excise after payment of duty for the juice to be fermented and marketed under the name 'Sarnia Wine' with an appropriate label. The name chosen was a Latin name which roughly translated means 'Dear Guernsey'. A song had been written in 1911 and performed in November of that year at St. Julians Theatre, later called the Gaumont Cinema, and featured the name. Regarding the actual sale and distribution, it was decided to sell the whole amount to the Guernsey Wine and Spirit Association who supplied casks, bottles, and distribution. The wine was a great success and with the help from the States and a purchase of more grape juice from France it continued until September 1941 when Dr A.N. Symons reported that further supplies were not possible.

During the spring of 1941 the brewery was called upon to bottle beer for the Germans which they had brought over from Dortmund on the mainland Continent. There was reluctance by the company to do so and the Germans were in their powers under the Hague Convention to request the operation. Consequently, on August Bank Holiday 1941 a considerable number of wooden casks arrived containing beer from France and Germany. Some were removed quickly but many remained outside in the hot sun. The following week another 200 arrived followed by some 3,000 and remained stacked outside the brewery, the last batch from Dortmund had taken some time and some of the beer was sour by the time it had arrived. Each of the casks contained approximately eleven gallons and totalled some 50,000 gallons. It was emphasised with the Germans that before long all the beer would become sour, and recommendations were made to save as much as possible. Mr Higgs, Mr Conway, and Doug Bourgaize plus one or two others decided to take matters in hand and spent a whole weekend rolling the casks from outside the brewery into the brewery cellars. The Germans understood that the early disposal of the beer would be to the advantage of everyone. They agreed to sell some to the brewery and after import duty had been paid this was bottled and distributed to pubs. Again, no labels have ever been seen.

Even with this bottling there was a large amount of sour beer on site. Once again Mr Higgs never to miss an opportunity came to the rescue. The Germans had first thought of destroying it; however, he suggested that if they sold the brewery half a ton of sugar and two tons of coal the brewery

would be prepared to purchase the sour beer at a reduced price. It would then be reconditioned by neutralising the acid and blending it with Process beer brewed with the sugar. Once it was treated it could be sold to the civilian population, the Germans forces now being supplied by regular supplies from mainland Europe. At first the Germans insisted that the full amount be for the forces only. After negotiation it was decided on a 50/50 split on the total quantity. Caramel was added to camouflage it from the original, making it dark and to stop any suspended material being seen when dispensed. Arrangements were made with the States for duty to be paid and it was to be sold at the local rate of 4.25p a gallon rather than the import rate of 5.5p per gallon. The final product was sold as Dark Ale and was well received. The Germans got their 50% of the original quantity amount but after all the blending and additions the brewery got a greater amount after water was added as well as sugars. Probably more water in the Germans part! The Germans did not notice this deception or if they did it was not mentioned. It is unlikely that they knew the original strength supplied in the casks but by the clever use of caramel the strength was disguised.

During the summer of 1941 a small amount of cider became available from France, the allocation being agreed by the Guernsey Wine and Spirit Association, the brewery received its share and held it back until the German supplies of beer had ceased.

Finally, on the 26 November 1941 the German authorities agreed to Mr Higgs' claim for his motor boat damage during the bombing of the White Rock, when German aircraft put 20 machine gun bullets in the craft causing £6 worth of damage to the vessel. This claim had taken over a year to settle but as he was unable to use the craft anyway due to restrictions this had not been a problem.

February 1942 saw the German 'Todt' Organisation taking over the two petrol pumps in front of the brewery and part of the cellars for the storage of oil and paraffin. A wooden hut was erected in the yard for a soldier to supervise the operation.

More takeovers by the Germans took place during March 1942 they took over the Boardroom, the Managing Director's Office and other rooms including the flat above at that time occupied by Mrs and Miss Hampton who both had to move out. Care was taken to remove furniture, carpets, and curtains; these were packed and put out of sight. A temporary office was set up in the main office to be occupied by the brewing staff.

In 1942 Captain Schreiber was 69 years old and his health was beginning to fail, travel on the island was becoming

increasingly difficult, there being no private cars or bus services. Due to transport difficulties, it was decided to hold the board meetings at his residence Orchard Hill, Rozel Road, St. Peter Port. Dr Symons was one of the few civilians who were able to use a car in his professional capacity and as a member of the controlling committee he was called upon for lifts. On board meetings days Mr Bourgaize used to pack a bag with all the necessary paperwork and walk to Hirzel House so he could obtain a lift with the Doctor. Sometimes meetings were held at the home of Mr Creasey at Doyle Lodge, Brock Road, which was approximately half-way between the brewery and Orchard Hill.

Some of the rooms occupied by the Germans in the brewery were used as an armed forces hospital known as 'Hafenarzt' and a red cross was displayed on the outside of the brewery, the original board room and Managing Director's office being hospital wards. The General office was converted into an operating room, a concrete floor being provided and a mortuary slab in reinforced concrete was erected in the garage and after the occupation became the oil-fired boiler house. Why a reinforced slab was provided is not known but after the war it took a great deal of effort to remove. The establishment of a mortuary meant that at times workers were subject to sights of stretchers lined up against the wall with blood stains awaiting wash down as they went about their own duties.

The earlier Sarnia wine success prompted Mr Higgs to attempt another wine venture this time made with parsnips, sugar beet, some hops, and grain spirit supplied by Bucktrouts, it was called 'Country Wine'. A noted wine connoisseur, Mr Alan Mackay, and some other opinions were sought regarding whether there would be a market for it. All agreed it would be most welcome but in practice difficulties were experienced in the clarification. It was found necessary to pass the wine through filters several times which took away some of the body and strength as well as the volume clogging up the filters. After an initial run from September to December 1942 it ceased production.

By early 1942 sugar supplies had ceased and once again the resourceful Mr Higgs had been experimenting with the manufacture of Hop Bitters, a non-alcoholic drink, made with hops, saccharine, barley, and sugar, with a tiny amount of grain spirit. This was marketed along with cider saved from earlier days. It sold well and was placed on the market as Hop Ale. Sales in the summer were good but as the weather turned cooler sales dipped. Mr Higgs attempted treating the hop ale with the residue of the parsnips used in the manufacture of country wine with good results leading him to try further with whole parsnips. Everybody who sampled it agreed it was an improvement on the original Hop Ale. The

use of parsnips resulted in the 'Ale' producing its own gas giving a head to the product, consequently it was agreed that it was worth an extra 1d per pint to the consumer. It was said that when dispensed through a beer engine pump, a head formed like when boiling parsnips in a pot and not unlike a proper foaming head on a pint of beer. Some drinkers remarked that they always had wind after drinking it!

During the occupation days any increase in price had to have an application made to the Controlling Committee, which in turn had to seek the approval of the German Authorities. The Germans proved difficult, so it was decided to abandon any further applications.

Fairly regular arrivals of cider and later Vin Ordinaire made it difficult to sell Hop Ale as non-alcoholic. Some of the cider received was rather acid so in some outlets it was blended with hop ale providing a more pleasant drink. The Guernsey Wine and Spirit association found distribution of the small cider casks cumbersome, so they decided to leave the distribution to the brewery. During the spring and early summer 1942 small quantities of Benedictine and Crème de Menthe were imported from France as well as the wine. All throughout the occupation sales were hampered by the curfew which was lengthened by the Germans as a reprisal for various actions taken against them. For example when the curfew was altered back from 10pm to 9pm it meant public houses had to close at 8.30pm. Foreign labourers in the island consumed a lot of the Hop Ale, but they finished at 7pm and were not in the town until about 8.15pm after having their soup meal, which was served from stores behind the South Esplanade plantation, this gave them little drinking time and consequently a mad rush. By early 1942 some 18,000 workers from all over Europe were in the Island, pathetic scenes were seen in the queue with the workers using anything available to use as bowls.

On the 15 September 1942 out of the blue an order was issued by the Germans to the effect that those persons born in the United Kingdom, aged between 16 years and 70 years old and anyone that had served as officers in World War I were to be deported to Germany. Exceptions were made for those in official positions and those in poor health, however persons born in the island were exempt. This was in reaction to action taken by Britain in ordering the internment of Germans civilians in Iran who were assisting the Germans in that country. The following staff from the brewery went together with some of their wives:

Mr G.B. Burlingham, Director
Mr M. Wynne, Sales Director
Mr Roy Higgs, Head Brewer
Mr J.E. Scriven, Brewing foreman

Mr Humphreys, Carpenter
 Mr F.J. Benham, Manager of English & Guernsey Arms
 Mr I.J. Goodwin, Manager of the Duke's Arms
 Mr J.C. Rose, Manager of St Saviour's Hotel
 Mr L. Cook, Barman of the above

John Tetley was also included but not Captain Schreiber as he was only three months short of the age and in ill health. From the brewery's point it was the loss of Mr Higgs and his assistant Mr Scriven that gave the most worry. Mr Higgs appointed Mr Bourgaize as his legal attorney to safeguard his affairs in Guernsey and produced the very interesting document shown at the end of this book, in which he ensures any royalties on the process beer would be paid to his wife if he died whilst away. Mr Burlingham was fortunate in having staff at his residence White Lodge, Les Vardes, but this did not prevent the house being taken over by the German Forces. In fact, the deportees that were sent to Mainland Europe found that they were well looked after by the Red Cross being supplied with parcels containing food and cigarettes, something the islanders did not have until the latter days of the war. Mr Higgs even sent over from his internment camp at Biberach, Germany some of the parcels which were handed out to employees. Both Mr Higgs and Mr Burlingham were given jobs in the camp, Mr Higgs in charge of the Coal Camp Squad and later Mr Burlingham became responsible for the Camp Police at Biberach. Mr Tetley however was at Laufen, the same camp as Major Sherwell, and was given the job of Chief Officer of Hygiene. Later in the spring of 1943 Lieutenant Colonel Randall from Randalls brewery arrived in the same camp as Mr Higgs updating him in Guernsey affairs.

Meanwhile back in the brewery Mr Bourgaize was placed in charge with Arthur Snaith as Acting Brewer. He had previously helped with the brewing but was under strict instructions to keep the Hop Ale recipe secret. Towards the end of October 1942, the importation of cider increased since the brewery had made available casks for these purposes which were sent to France to be filled. At this time a wagon load of beer was sent over from Granville as being surplus to requirements there. This was most welcome but again sales of Hop Ale suffered. Despite a promising start, the use of parsnips in the Hop Ale became variable, the new crop or smaller ones gave a very strong taste of root, but it was found that after parsnips were given long storage it seemed to solve the problem somewhat as did using older stored large roots. The last bottling proved to be excellent. Whatever reason it was decided to abandon their use in future brews.

During 1942 various members of the staff decided to purchase a pig and to fatten it ready for Christmas. In those days a permit was required for almost everything, and this

was no exception. The Germans loved their permits, and you could spend hours applying for permits to do mundane tasks that we now do as routine. The rules were the market had half of the butchered pig whilst the owners had the other half. The Authorities were approached as this rule was for farmers and the situation was different as four owners were to share only one half. This was turned down by the committee, but they were very sympathetic to them. The date of slaughter was set for the 22 December 1942; however, the previous Friday a workman called at the brewery to inform them that the pig and one of his heifers had been stolen. The Police were informed but the pig was never traced. This trick was something that happened regularly during occupation, without the actual pig, the market could not get their share! If the pig was later found and butchered no one was the wiser and the owners had the whole pig.

On the 1 February 1943 more of the brewery was taken over by the Germans when they requisitioned the brewery flat on the top storey and an inventory was made of fixtures and fittings, all items of value were of course removed for safe storage long beforehand.

The Strand Garden was formally at the disposal of Mr Higgs but with him in Germany it had become overgrown. It was decided to cultivate the garden with produce going to staff and Directors. Potatoes were the first crop, (with of course some going to the potato board), apples, pears and a bumper crop of cherries was also had. The 1943 crop was the best produced. Later cabbages broccoli and other vegetables were grown and were brought into the general office which looked more like a shop than a brewery office.

Up to the end of April 1943 the brewery had been bottling imported beer for the *Inselmarketenderie* (German marketing tender organisation) and some of the German Forces; this was carried out by means of a siphon type bottle filler direct from the cask without carbonation a very labour-intensive operation. Refrigeration was not used as supplies of calcium chloride and ammonia were no longer available. The brewery had an automated bottling filling machine but bottling on the 18 head filler was difficult as the filling heads and springs were worn resulting in beer and gas losses.

On the 28 April 1943 the German paymaster in charge of beer supplies called at the brewery informing them that a regular supply of chemicals was to come to the island. A directive had been issued that all beer for the German forces had to be carbonated and in pint bottles as well as chilled. German technicians visited both breweries to assess the position. Arthur Snaith and the Chief Engineer Eric Chapple went around with them. The outcome revealed that Ran-

dall's plant was in better condition (it would be as it had hardly seen any use since the start of the occupation). However, there was a problem as the staff needed had been deported or had left for the mainland in 1940, those who remained had no idea how to operate the bottling plant. The Germans came up with several ideas; one was that the plant be removed in total to the Guernsey brewery and operated there, or secondly parts taken off for use at the Guernsey brewery, both seemed impractical. Colonel Randall's agent Mr T.E.G. McCathie of Bucktrout got in touch with Randalls and it was decided to help each other out over the labour problem. In the end the Germans supplied skilled labour and bottling commenced at Randalls. This was found to be not successful, and Eric Chapple was asked to see what was wrong. Beer was shooting out all over the place due to rubbers on the twelve head filler having perished. No spares were available, but some rubber was found, and the ingenious Mr Chapple cut these to fit himself, problem solved!

In May 1943 the Germans took over even more rooms at the brewery including the temporary Directors/ Brewers offices The Secretary's office and the laboratory on the floor above. By then there were few other rooms available, they even installed showers in the stores adjoining the Havelet entrance for their staff. The company were not satisfied with the notice given to take over the Secretary's office with alternative accommodation offered at the Star Hotel (later the Yacht Hotel). This was totally unworkable, but eventually a move was made to the disused former general office on the first floor instead. (That room later became the yeast room). When the Germans took over these rooms all furniture was removed as no mention was made in the requisition notice, this was stored off site well away from the eyes of the Germans at Creasey & Sons showrooms in the town. However, one keen eyed German spotted some of it being removed but as luck would have it, he was posted elsewhere before anything was said.

Mr Chapple instructed Mr O'Brien and later Mr Williams to do some of the brewing and bottling work. It was arranged that bottling at Randalls would only be carried out when none was being carried out at the Guernsey Brewery. Any maintenance was carried out by Mr Chapple on the Randalls plant and later the brewery had to supply some of the bottles, stoppers, and rings for this operation. Later bottling recommenced at the Randalls brewery for a particular German Officers unit which had previously been receiving carbonated and filtered bottled beer on the expectation that it may have led to further work.

In The early part of 1944 supplies of wine and cider were very low this led to the sales of Hop Ale increasing some 20 -fold in the space of three weeks. Customers who had not

drunk it before were even asking for more of the 'new beer'. The Grandes Rocques Hotel reported that when pulled through a beer engine a foamy head formed giving a pleasant look to the product. This unusual situation no doubt was brought about by the fact that for some time more carbonic acid gas had been pumped into the beer, supplies being procured from the *Inselmarketenderie*. At that time the company had borrowed a smaller filler which was being used instead of the worn 18 head Pontifex filler thus saving on waste and giving better carbonation. Arthur Snaith had also been reducing the colour of Hop Ale with just the right sweetness and brightness; it looked just like a lager.

In April 1944 Arthur's health began to deteriorate just as production was running at full swing. He had proved himself in his new role. It was decided that somebody else would deputize for him so he could rest. At this time all staff mucked in, and all were to some extent multi tasked. Joseph Gillingham was an experienced mash tun operator who also worked in the fermenting rooms and did boiler stoking. He was therefore needed in those tasks, so the Captain and Doug Bourgaize decided that Eric Chapple was the right man, and he was duly appointed to take over from Arthur. Arthur had been told by his doctor he had T.B. of the right lung but he insisted on carrying on training Eric over the next few weeks. In due course Arthur's condition worsened and he died. Eric Chapple continued brewing hop ale despite difficulties even after D Day on the 6 June 1944 had cut off almost all brewing supplies.

Another incident happened around this time, the petrol pump was at the front of the brewery below Mr Bourgaize's window close to the main arch and was supervised by a German guard. One afternoon in March/April 1944 a loud conversation was heard from below and on looking out Mr Bourgaize saw a horse and van. In charge was a carter called Sidney Taylor employed by Randalls brewery sent to collect their quota of beer. The man in charge of the pump had just discovered the hose had been cut and blamed Sidney, he of course denied everything. Joseph Gillingham, the brewery stoker was also nearby and came to the rescue in his defence. After a heated argument both men were taken to the Gestapo Headquarters in Les Terres Estate the *Geheime Feldpolizei*, (Secret Field Police). Gillingham returned sometime later after questioning having been given cigarettes and not being charged. It was thought the matter had ended but a few days later he was arrested on a wireless offence. It was well known that he was a member of the Guernsey Underground News Service (GUNS), a clandestine group that published news banned by the Germans. The group was started in response to the Germans confiscating radio sets and published news received from the B.B.C via hidden radio sets. Those involved were Ceil Duquemin, (a

Baker), Ernest Legg, (a Carpenter), Mr Machan and Frank Falla, the Editor and Assistant Editor of *The Guernsey Star* newspaper plus Joseph. They were all charged and tried before a German Court sitting in the Magistrate's room at The Royal Court on the 26 April 1944. All received varying sentences, Joe's term being ten months, whilst Machan received two and a half years. Joe's was deferred so he could return to the brewery to instruct another member of staff Mr R.G. Prout in the workings of the pressure boiler. Joe left the island on the 4th June 1944 and never returned. He was never heard of again and even his final resting place has never been found. Readers can find more information by reading Frank Falla's book *The Silent War* reprinted and now published by Blue Ormer Publications.

On Monday 5 June 1944 a bomb fell in The Terres and another in The Strand, the brewery sustained damage by blast. Also, in the Strand the same house called Seabright was hit again, previously it was hit in 1940 (perhaps not the best house to be on the island!). During the night of the 5/6 June 1944 planes could be heard most of the night. The next day several staff were absent from work, so it was decided to close the brewery until the following Thursday, something that had not happened through the earlier part of the occupation. The invasion period was an anxious time, the island had been cut off from France after the D-day landing on the 6 June 1944 by the Allied troops landing in Normandy, but the Germans were still on the island. Very little supplies were received after this date and every commodity was becoming in short supply.

In those days Havelet Beach was mined so during good weather mothers and children used the green, later occupied by the Half Moon Restaurant, (it was then known as Octopus Restaurant) to sunbathe and play. A few days later, on a fine morning a squadron of Allied planes from the north came over the harbour heading towards Fort George with machine guns firing aimed at Fort George. On seeing the splashes in the sea women and children ran to the brewery for cover (rather than risk Seabright as that house seemed jinxed). This raid destroyed part of the radar station at the fort and was a prelude to several other raids aimed at putting the anti-aircraft guns out of action. Sometime during the week ending the 17 June 1944 allied aircraft spotted a German submarine in the old harbour, (now the new marina). On the morning of the 19 June 1944 at 8.30am a bombing raid took place, however the submarine German Commander had previously spotted the planes and had moved the vessel to Petit Port Bay. The raid was heavy with windows in the town church being shattered together with those in the brewery. At Messrs Creasey, where some of the furniture of the brewery offices was being stored, a large aging dark leather settee received a long cut and when returned after the

war to the brewery remained in the boardroom until the brewery closed as a war trophy and talking point. The cooling tanks on the roof were also damaged but a later letter written after Liberation on the 26 May 1945 referred to them as being examined by Burgess Engineers and passed as fit for use. The brewery was again closed for two days as there was glass everywhere. All telephones had been cut off as an invasion was expected soon. A meeting of all employees was called for the next day at The West End Bar, a venue well away from the harbour to brief them all. During the night planes dropped mines intended for the harbour but some missed the target and fell in the yard of The Petite Sawmills (This is the site of the new Randalls Brewery founded by Ian Rogers previously owner of Wychwood brewery Witney). The Company Secretary's house in Gategny Esplanade was only a few yards away. Another mine landed close to the yard of Messrs Kinnell's in St. Julian's Avenue. By orders of the German Authorities and with agreement from the states the whole area was evacuated as the devices had failed to detonate. One was pulled out into Bosq Lane necessitating the demolition of two garden walls. A further meeting soon after decided that the brewery must reopen as soon as possible as any delay might mean men would be forced to work for the Germans. Little did the islanders know the invasion was not to come and relief would be almost a year away.

When the brewery was being used as a hospital a red cross was painted on the roof and front of the brewery, and it was at this time it was decided to paint a grey background to make it clearer and easily spotted from the air by allied aircraft. A large bell was erected in the yard to be rung in the event of another raid to give those working in the bottling stores a chance to get to a shelter. In August 1944 the Germans stopped electricity supplies to businesses, but after reconsideration they allowed the brewery 200 units per quarter, a very small amount, and many lights were turned off and various savings made especially in the bottling hall. Later it was found out that power was to be forbidden entirely throughout the whole day, so a decision was made to bottle the entire stock of Hop Ale before the power was cut off.

As regards public houses a rationing of one and a half units of electricity per week over the ordinary household ration was allowed. That equated to one 40-watt bulb for about 30 hours per week. The small ration of brandy was down to one week supply and tobacco had now run out. As the mineral water companies were in a similar position Hop Ale was the only product left on the shelves.

Pubs tended to open only in the evenings whilst the managers were employed in other occupations during the day. The



Figure 17. Main offices taken in 1947 showing contractors removing the signs of wartime paint and German Hospital sign (Hafnararzt means Port Doctor). Note brewery buildings on the right already repainted.

manager of The English and Guernsey Arms was a fisherman during the day and ran the bar in the evening. Another manager elsewhere was a carpenter. At this time the sales at the brewery were at a low point and losses ran in the region of £40 to £50 per week. The final straw came with the ceasing of the public water supplies however the brewery had its own supply in the form of the Havelet stream but even this was diverted by the Germans, so rainwater then became the only supply. A special dispensation application was applied for and granted just before the technicians arrived to disconnect supplies.

In September 1944 a mine on the beach in front of the brewery exploded blowing out windows; the brewery carpenter's services were again called upon. However, supplies of window glass during the occupation were not a problem on the island as greenhouses were plentiful and glass could be removed from unused glasshouses.

The matter of trading was now reaching a crisis point as supplies became increasingly difficult. Saccharine was now available only in tablet form, hops had almost been exhausted and it was even difficult to keep the yeast going. Fuel was a major problem and logs were secured which mixed with coal raised steam quickly, eventually even timber was rationed. Tree stumps and old greenhouse frames became a supply instead; yard sweepings and tar were mixed with them. In practice almost anything went into the boiler to get steam up!

A small brew was put through at the end of April 1945, but this was regarded as the last as fuel had now become fully exhausted. The situation became so desperate on the island that the Germans took to eating dogs, cats, and even rats. Whilst the islanders were saved by the intervention of the Red Cross parcels which arrived on the island from the end of 1944 onwards.

During the last few days of April 1945 rumours were spreading about Hitler's death, and on the 8 May 1945 it was announced that the war was over and a broadcast by the Prime Minister would be made at 3pm. In the brewery a hidden radio set from the workshop was brought out and all staff gathered around to hear the now famous words: 'Our dear Channel Islands are to be freed today' speech.

A small landing party arrived with the main forces on the 9 May 1945 under the command of Brigadier Snow, who held a royal proclamation vesting in him the powers of Military Commander. On that day he took the surrender from the German Commander in Chief, Admiral Huffmeister at the Crown Hotel, The German Naval Headquarters on the island. (Now the Ship and Crown) Huffmeister was led down the steps of the Crown to a cheering population, under guard as a prisoner of war. A request to be driven in his personal car was refused and he had to suffer the indignation of walking under guard to the end of the pier where he was taken to HMS Bulldog to the formal surrender to the British. The huge task now was to repair the brewery and get it back into full production.

A decision was made just before the liberation that all employees would spend time thoroughly cleaning the whole

plant ready for resumption of brewing. It was also decided to recall all Hop Ale in the trade and not to brew any more as it was thought it was better for troops not to have any beer than to have a supply that was unfamiliar to them. Regarding the brewery finances, even though the last year showed losses the other years showed profits and the equivalent of £13,000 had been accumulated in the bank, plus the frozen balance held in the Exeter branch from before the evacuation. Thus, the financial position of the company was in good order at the end of the war with all hopes set on a great future and getting back to normal.

A big clear up on the island was organised with the removal of German troops overseen by the British Army. Soon evacuated Islanders would return and the brewery was set to be busy supplying beer to lots of thirsty people. Very soon after the liberation the pound currency was reintroduced on the island with an exchange rate of 9.36 German Marks equaling one pound Sterling. Life began to return to more normal with the freedom to leave homes and no curfew even though rationing was still in place.

CHAPTER 9

REVIEW AFTER LIBERATION, NEW BOTTLING STORES AND BREWHOUSE

During this part of the brewery's history, we will see how another replacement and update of equipment took place with bottled beer production taking a large part of the expansion and the return of tourism boosting sales to the highest point ever. The period also saw the death of Captain Schreiber and the building of the new brew house, the Coronation in 1953 and the acquisition of Alfred Sheppard wine merchants. The public houses all needed money spent on them but the income from war reserves helped considerably.

A review showed that generally most of the plant was intact but much of it needed repair or renovation. Missing was a copper vertical refrigerator with tray that had been removed by the Germans earlier in the occupation. This was intended to be used to produce salt from seawater by heat from diesel exhaust being run through the inside tubes to evaporate the seawater leaving salt. When the refrigerator was originally removed Eric Chapple had the presence of mind to follow the lorry on his cycle to locate where it was taken to. This was the electricity works at the Bouet. A request was made for its return and after a short period the equipment was returned to the brewery intact and luckily not having been used for the salt production. The only other equipment missing was an ammonia compressor and a glass lined tank that were loaned to the state's dairy, the latter was returned in due course.

Apart from the takeover of offices, flats and the garage other parts of the brewery remained undisturbed, but there was still damage due to the action by Allied forces. This was unintentional bomb blast consisting mainly cracks in walls. In the public houses damage consisted of joinery with some pubs being stripped out for firewood and many tables and chairs were missing. General maintenance of the properties was needed, especially on the outside as painting had not been carried out for over five years.

Outside the brewery the beach at low tide originally consisted of rocks and was now completely covered with sand. This

sand had been dredged from the harbour and discharged on the slipway. Shortly after the liberation the beach was cleared of mines and was then made available to the public. This sand was one of the benefits of the occupation, but eventually winter gales eroded the sands leaving it much the same as before.

A lengthy report was produced by the brewery for the Purchasing Committee and was, in short, a shopping list of items required for the recommencement of brewing and bottling. Some items were already paid for or ordered but remained on the mainland cut off by the occupation since 1940. Other supplies had been paid for, but the companies concerned had gone out of business. In some instances, the goods had been paid for but destroyed or lost on the mainland. The whole supply problem was rather a mess and difficult to follow up. Below is the list of requirements with the supplier's names in brackets and the amounts required each month.

Brewing items required

Yeast: Burton type for pitching 10 gallons (British Pure Yeast Company Burton).

Malt: 65 Qtrs per month (Taylor & Sons Bath) and (Cripper son & Wightman Hereford).

Crystal Malt: 2 Qtrs per month (Thomas Fawcett Castleford).

Black Malt: 1 Qtr per month (Thomas Fawcett).

Rice Flakes or Maize Flakes: 10 Qtrs to 30 cwt. per month (Mambre & Garton).

Candy Primings: 6 cwt per month (Mambre & Garton).

Stout Primings: 2.5 cwt per month (Mambre & Garton) plus (Boake Roberts).

Caramel: 5 cwt a month (Gillman & Spencer).

Finings: 6 barrels per month (Savills).

Hops: 6 Cwt per month (Horsley, Morris & Company). (Matthews Aldous), (Wigan Richardson), (Henry Barrett). Hop Merchants.

Essences oil of hops: 2 of 1 oz size bottles. (White Tompkins & Courage).

Invert Sugar: 4 Tons per month (Mambre & Garton), and (George Clark & Sons).

A note was made that yeast should accompany the materials or soon after as without it the other materials were useless.

Bottling requirements

Crown corks: Pony 600 gross, Milk Stout 200 gross (Crown Cork Company).

Labels: Milk stout strap labels, 20,000 with contract existing ordered but not delivered due to occupation.

Bottles Screw top Pints: 150 gross (Phoenix glass Bristol) and (Forsters Glass St. Helens).

Screw stopper & rings: 150 gross (Dunlop Rubber), (Bank Bridge Rubber Company).

Screw stoppers: ring only (Dunlop Rubber).

The list goes into great detail with almost everything that would be needed from coal, cleaning materials, label glue, filter pulp to coopers equipment and gases.

All attention was given to re-establishing communications with suppliers on the mainland and to secure the return of Messrs Burlingham, Higgs, and Scriven. Not only were there problems with the suppliers there was rationing on the mainland and any supplies were based on the previous few years use. These figures were not available for the island, so the mainland authorities did not know how to treat the Channel Islands.

Major Plummer and Captain Cripps from the Army assisted with various spares and replacements especially burnt-out electric motors. The banks also had problems in clearing cheques as preoccupation records were in Exeter. Colonel Allen arranged for steam coal to be supplied and priority was given to draught beer production whilst bottled would come later. As it can be imagined because of the Army's involvement things moved quickly with supplies arriving in no time.

For the other brewery on the island, Randalls, the situation was different in that the boiler and copper was not in a fit state to brew, so production there was not possible. Subsequently Randalls Brewery was refitted later, in the meantime Guernsey Brewery assisted wherever possible.

Regarding Mr Higgs, when freed he returned to his family's brewery in Castle Street Reading to take time to see his family. Whilst there he had the opportunity to contact British companies regarding spare parts and replacements for the bottle washing machine, which had seen considerable use

during the occupation. The flat occupied by Mr Higgs, previously taken over by the Germans, needed repair so other accommodation was found for him when he eventually returned to the island.

Brewing in the meantime was to be carried out by the retired Mr Chappon who was brought back temporarily. However, this became unnecessary as Mr Higgs arrived on the 30 June 1945 and finding the brewery ready decided to commence brewing when materials arrived. Luckily the staff had the sense to remove all the wooden cask heads so they could be fully inspected and cleaned. The cooper replaced the heads and hoops, and everything was ready.

At the same time the others held in Germany were released, including Mr Tetley. He had no further dealings with the brewery, and after the war had ended moved to Goodwynes Place Tower Hill Dorking to join his wife and later the children who had been staying there since he had brought them to the mainland in his yacht just after the 1940 evacuation. He stayed at the house in Dorking where other members of the Martineau family were also staying there. Later his wife Margaret died in 1950 from tuberculosis contracted from nursing her uncle Bernard N. Martineau in the house.

Goodwynes Place was an imposing house built in 1901 in the arts and craft style and had a large estate surrounding it. Currently it is now a listed building, but the grounds have had houses built on them. By 1951 he was joined at the house by Susan and Gillian his daughters. Gillian having returned from South Africa to study at Dartford College for a teaching diploma in physical education. Whilst she was there she had the use of a private motor car, one of the first students to be allowed one. She made great use of the car and even went with her grandad to Wimbledon for tennis, but was caught out when the college spotted a photograph in a newspaper of them both after she had called in sick. Gillian married Captain Neil Paton Thomson after meeting him at her sister's wedding in 1954 and eventually she gained in 1993 an M.B.E. for work promoting and setting up The British Dyslexia Association. She was an avid tennis player and taught both swimming and tennis to young children.

Regarding John he appears to have left brewing behind him on returning to the mainland joining military intelligence and working with Captain Neil Paton Thomson, the husband of Gillian his daughter in Whitehall, fulfilling an ambition he had earlier in the war which had been thwarted by him being interned. He stayed at the house for a few years before ending up at residing at Mary Cottage Wool Dorset. It was reported that he had died at Weymouth on the 2 May 1973 leaving in his will £63,553. A joint service was held with his sister who had also recently died, at St. Marys Church King-

sclere Hampshire at 1.30pm on Saturday the 5 May 1973. His daughter Susan Lucy Tetley born 1931 died on the 27 April 2012 and Gillian died on the 13 January 2013 in Knowesouth care home Jedburgh aged 83 from a stroke.

Back at the brewery the basic brewing materials had arrived by the 25 July 1945 with yeast arriving by plane the next day. Regrettably it is not known what type of beer the first brew was, but this was no doubt welcomed by all especially after some five years of Hop Beers and Process Beers. In a letter to the brewery from the Prices Determination Committee on the same day it was suggested that draught beer to be sold at 9d per pint and pint bottled beers at one shilling, half pints at 7d per bottle, this equalling a small price increase.

The brewery reopened on Saturday 4 August 1945. The suggested pricing agreement was arranged with Randalls and agreed with the Guernsey Licensed Victuallers Association with all public houses to open at the same time. Randalls took their supply from the Guernsey Brewery until they were ready to recommence brewing. Public houses all opened at 10.30am on the 4 August 1945 and as demand soon exceeded supply rationing had to take place. Extra supplies were granted but the temptation was always there to over brew. This prompted the Excise department to send a note in their Christmas card later that year.

We wish you health,
We wish you wealth,
With monies still accruing
But one word of caution in your ear
Beware of over brewing!

On the 10 September 1945 Mr George Burlingham was appointed joint managing director with Captain Schreiber who was increasingly taking a less active part in the business. Trade was increasing and it was a very busy time with troops on the island supervising the clear up operations. Many houses were taken under management at this time as there was a steady return to the island of those who had been evacuated and it was thought a tenant returning should not have the worry of refurbishing his pub.

On the 5 November 1945 it was announced that Bernard Alec Pering Schreiber had died at his residence, Orchard Hill Rozel Road, St. Peter Port. In his obituary it was stated that he had married Miss Gertrude Hurley, daughter of Michael Hurley of Lynn, Massachusetts, USA. Their only child Margaret Patricia became the wife of Lieutenant Colonel R. Symons (later to join the brewery). Captain Schreiber had left the island in 1900 to join the 20th Hussars and saw service in India, South Africa, and Egypt in the first war. Demobilised in 1919 he returned to the island and brought back his inter-

est in polo having played in India. He was generally interested in all sports, and in his younger days did athletics. He was a pioneer in the staging in Guernsey of horse racing and for a time had a house in Newmarket and in later years spent time in Cairo Egypt. The funeral took place on the 8 November 1945 at the Town church and was attended by a large part of the population.

During the time of his declining health his wife took an interest in the running of the brewery and reported back to him on a regular basis. In regard to her controlling interest, it was logical that she should join the board and she was duly appointed on the 5 May 1947.

Whilst on Army leave in August 1945 Lieutenant Colonel R.O. Symons was offered the appointment of Managing Director. His father Doctor A.N. Symons resigned from the board on 1st January 1948 with the purpose of creating a vacancy for his son and having been discharged from the Army his son moved to the island and took up the appointment. Mr George Burlingham relinquished the office of Managing Director on the 31 March 1948 and Colonel Symons was appointed in his place. Mr Burlingham remained in office as a director. From the start Colonel Symons made a point in visiting all the licensed premises when he became Managing Director in April 1948 and had set about a refurbishment program to bring up the standard of the houses to what was expected after the war. Some sites were sold, and others acquired ending up with around 22 sites. These are the main results of his work:

1) *The Dorset Arms Hauteville*: a small public house with a beer and cider license. After purchase a full licence was granted, and the license was moved to the opposite side of the road to a larger site with a garden. (Still trading)

2) *The Pony Inn*: was a newly built Inn at Les Capelles and was entirely Col. Symons idea. The public house was opened at 5pm on Friday 14 February 1964. That morning a small party was given at the public house for specially invited guests. The venture was so successful that in the first few weeks after opening it was often packed full. In due course it was further enlarged by the addition of a Function room and is still one of the islands outstanding houses.

3) *L'Auberge Divette Jerbourg*: this property was extended from The Jerbourg Tavern (previously The Monument Tavern) and was granted a full licence from the original beer and cider one. The main attraction of the house is the commanding views of neighbouring islands and the high location on the peninsula. (Closed 5 January 2019).

4) *The English and Guernsey Arms*: located on Southside St. Sampson's, when purchased was only a beer and cider house, but due to being in the location on the harbour front it had exceptional trade. A property next door was purchased

known as 'Ellerslie' and incorporated into the pub as a skittle alley. (Later Blind O'Reilly's closed reopened 2014 under original name.)

5) *The Crown Hotel North Esplanade*: when purchased, was formerly The Ship Inn, and was developed to form on the ground floor, The Ship and Crown, and on the upper floor The Royal Channel Islands Yacht Club with drying rooms and accommodation. The main feature upstairs being a large observation window overlooking the harbour, this area is now a restaurant. (Now Ship and Crown)

6) *The White Hart Inn*: located on the corner of The Pollet and North Esplanade was run for many years by Mr E.H. Zabiela who was a supporter of Tottenham Hotspurs, hence the pub's name. This had originally been sold to him by the tobacco company W.D. Wills. At first it was held on lease by the brewery but later sold when the lease expired to be developed by a company called Tremoille properties. (Closed)

7) *The Thomas De La Rue*: As trade near the White Hart Inn was great the brewery sought new premises. A property at La Tourgand, a little way away and formerly the printing works of Banks Brownsey & Co., was on the market, the firm having been taken over by Thomas De La Rue and was surplus to their needs. Thomas De La Rue was a Guernsey man, who in the early 19th century had set up as a printer and publisher, and now has a large worldwide operation specialising in bank note paper and security printing. Whilst on the island he published a newspaper called 'Le Miroir Politique'. Another claim to fame was that he was the 'Father of the playing card' and was involved in printing postage stamps. A picture of him even appeared on the Guernsey £5 note. The brewery opened this new outlet, and it became a very busy and successful pub and still is. It was renamed The Thomas De La Rue in honour of the founder of the company. (Still trading)

During 1945/46 troops spent a great deal of time assisted by Prisoners Of war, clearing the island of five years of occupation barbed wire, mines and vast quantities of weapons which were removed. During this period strain was put on the brewery to supply the Military which not only included the Army but also the Navy who had ships moored offshore.

On the 12 October 1946 it was reported that beer supplied to H.M.S Obdurate, (A type O class destroyer) which was moored outside St. Peter Port had meant the using up of the weekly allocation and as the Copper was being repaired no brewing had taken place from the 5 to the 7 October inclusive.

Throughout the war years it was understood that, as the new brewery was not going to be built, planned expansion would be needed after the war on the current site. Therefore, during the occupation property had been purchased in South Esplanade, Havelet and The Strand as it became available. An

outbuilding had been purchased from Mrs A. Parker; two stores formerly stables and a plot of rather abandoned grassland on the South Esplanade from Miss V. Feuillerat, plus other properties from the States of Guernsey. When eventually cleared these sites became the new bottling stores. The period after the war was a time when beer consumption on the island, and indeed on the mainland, was increasing as holiday makers and islanders returned to the island, so all the rebuilding had to be carried out around the normal brewing activities. Once the site had been cleared piling was driven in to support the reinforced concrete structure, but few piles were required due to the rock formation being sound. Inside the brewery from 1946 onwards most of the plant was replaced or on order, much of the larger items were manufactured by Adlams of Bristol, brewery engineers, who also designed the buildings. The brewery house together with a few stores and the lofts were the only original portions to remain untouched. It is interesting to note that the final design for the new brewery was slightly different to that built. The original design was still three floors but the five ornate square designs above the five windows were dispensed with to save on costs. Major G.N. Seton one of the firm's principals was much involved in the project and the architect was Mr E.D. Organ. The building tender was secured by Messrs Cowlin & Son of Bristol. Whilst the site was being cleared a minor landslip took place in September 1948 and when cleared a further 192 square feet of site was available, which at the time had not been planned for but nevertheless was useful.

As the concrete structure was being built parts of the new plant were opened in phases. The first was the first floor of the bottling stores. The new plant supplied consisted of a 24 head Pontifex filler, a jumbo crowner, and a Dawson standard supreme hydro bottle washer eight bottles wide with a capacity of 300 dozen pints, half-pints, or nips (six fluid oz.) per hour. The design of the building meant full sized windows faced south overlooking the bay to take full advantage of the sun. On the new plant a light ale was introduced which required pasteurization and this was carried out by a two tank type batch pasteurisers made by G. Hopkins & Sons. Bottles in tiers being heated by steam coils in water to complete the pasteurization process.

The brewing book for Friday 1 November 1948 showed a brew of Pony that used yeast fresh from Truswells Brewery Sheffield, and regularly during each year from 1949 to 1953 further fresh supplies were received from the same source. Yeast multiplies during each brew some of which is kept for the next brew, but many breweries keep their yeast strains for years or even decades. The fact that the brewery received regular yeast supplies indicated that during the rebuilding they were struggling to keep the yeast pure.

Supplies of malt appear to still give cause for concern into 1948 as on the 24 April 1948 the Ministry of Food wanted to allow supplies at the 1938/39 level due to the mainland grain being in short supply because of the very poor winter weather.

The construction of the bottling stores was a major undertaking which included lavatories and a flat above, with an entrance from The Strand, and a room of 10 Redox Tanks (glass lined storage tanks) installed to condition beer before bottling. Cold brine was circulated through the tanks to cool the beer which meant that each tank was individually cooled rather than the whole room. The plant was made by J. & E. Hall and carbonation was carried out in the tanks from carbon dioxide gas collected at fermentation, stored, and purified before use. After conditioning, filtering took place carried out by a British Filters PA60 two stage filter press. This consisted of 100 double ribbed plates with a filtering area of 318.5 square feet and a capacity of 20/25 barrels per hour which ran at a pressure of 300/900 P.S.I. Two thirds of the mats were used for roughing and the remainder for polishing, this was to ensure beer was bright when bottled as only the light ale was pasteurised.

On the roadside there were five Haskins Rollodor shuttered bays for loading and unloading of drays, which by then were mainly Lorries. A horse drawn dray was acquired and used for local deliveries acting as an advert for many years until the brewery closed. It can now be seen in The Occupation Museum at Forest. Conveyors were supplied by Hugh Campbell which handled the movement of full cases to the loading point at the same level as the lorries.

In the powerhouse a completely new boiler house had been equipped with a Cochran vertical boiler giving 2,000 lbs of steam per hour and fired by an automatic oil burner made by Combustions Ltd. The burner used heavy oil fuel and measured 5 feet 6 inches by 12 feet 3 inches high with a working pressure of 125 P.S.I. It was fitted with a Rotomisor low pressure air system of oil burning made by Combustions of Surbiton London. Semi-automatic controls were provided and designed to maintain a constant steam pressure providing all the steam requirements of the brewery.

In the brewhouse the Bobby 12 inch by 7-inch malt mill dating from 1910 with two pairs of rollers set one above the other was installed to prepare malt for brewing. The small mill, only 2 feet, 10 inches high, had a capacity of 30 bushels per hour and only required a one and a half Horsepower motor to operate. It is not known where the mill originally came from. The original 8 quarter mash tun installed in 1923 was replaced by a larger cast iron one of 10 quarters. While a 45-barrel domed pressure copper supplied by Adlams of

Bristol was ordered to replace the 1923 one. This is the one now awaiting refurbishment at the Swannay brewery. (See details below).

After several years of upheaval, the bottling stores were opened on the 23 July 1949 by his Excellency the Lieutenant Governor, Lieutenant General Sir Philip Neame V.C., K.B.E., C.B., D.S.O. This was in the presence of licensed victuallers and other invited persons; a buffet and refreshments being provided. Sir Philip was a nephew of the founding father of the famous Shepherd Neame brewery in Kent and was unique in that he was the only man to receive both the Victoria Cross in the First World War and an Olympic gold medal for shooting in 1924.

The next stage in the programme of reconstruction was the provision of a new wort receiver and refrigerator room with requisite plant. This was followed by nine built-in open copper fermenting vessels each with a 44-barrel capacity (replacing the original seven). These vessels were fabricated on site by five workers, ironically from Germany, two of these workmen being coppersmiths. All vessels were fitted with collecting domes to collect CO₂ for use in the bottling plant, as gas sent from the mainland would be very expensive. The domes travelled on an overhead monorail so they could be moved out of the way for cleaning. CO₂ collected was stored in a gasometer located on the roof and from there was pumped to two high pressure tanks made by Adlams of Bristol in the bottling stores. The new yeast room was constructed under the fermenting room so yeast skimmed could be dropped down and moved by trolleys (like a bath on wheels) to a cold store.

The brewing books produced at this time show on Thursday 13 March 1952 Brew number 54 was Stout Using 4 Qtrs malt, 0.2 Qtrs black malt 0.2 Qtrs crystal, 0.2 Qtrs of Flaked barley, 4.6 cwt No2 invert sugar, and 50 lbs of primings. Hops added were, 30 lbs of Jowalls (the grower), 56 lbs of caramel and 4 oz yeast food. This yielded 33 and three quarters barrels (1,215 gallons).

On the 9 March 1953 the entire capital of Alfred Sheppard Ltd. was acquired. Sheppards were a wine and spirit merchant with offices in The North Esplanade and Vaults at Truchot Street. They also bottled Guinness Stout which was delivered in wooden hogsheads (72 gallons) from the Guinness brewery at Park Royal in London. Bottling at Sheppards ceased soon after the takeover and was transferred to the main brewery centralising production and thus saving costs.

The Sheppard Company was a very old concern founded in 1863 by Mr A. Sheppard and a Mr W.J. De Putron originally

trading as Sheppard and De Putron, wine, spirit, and tea merchants. Mr De Putron retired later, and Mr Sheppard died in 1887. Alfred's widow took over and after a great deal of problems eventually Mr Alfred Le Pelley Sheppard took over when he became of age. However, on the 19 August 1916 he was found dead in a workshop at his home Stuart Lodge Sausmarez Road St. Martin's. He had been shot in the left temple. Evidence showed it was an accident whilst cleaning his rifle. The resulting takeover of Sheppards now put the brewery on equal footing with Randalls who always had a large trade in wines and spirits.

Returning to the brewing ledgers an example can be seen from the time before the completion of the new brewhouse. The brew on Wednesday 21 May 1953 (the day after my birth) was brew number 105 of L.B.A. Commenced at 8.56 am it was a 40-barrel brew length of 4.4 Qtrs of malt and 0.2 Qtrs of flaked barley. 3 Cwt of invert number two sugar and 30 lbs of priming sugar (used to kick-start yeast into fermentation). In total 40 lbs of hops were used plus a late addition of hops in the copper of 8 lbs (to give aroma). Yeast from brew 99 was used to start the fermentation. Also used were 20 lbs of caramel and 16 pints of B.S.L. plus 4 oz. of vitamin yeast food. In all 44 barrels were racked into casks.

Interestingly in the next few days a brew of Pony contained the same ingredients and in the same proportion with just hop oil replacing the 8 lbs of Larkins hops. The fact that the two beers Pony and L.B.A. were when sold were of a different colour; this probably meant that the colour was obtained from the malt by using some darker malt in the latter brew.

In 1953 the brewery issued a bottled Coronation Ale to commemorate the Coronation of Queen Elizabeth II. This was the first special beer issued by the brewery but was not shown in the brewing books. I can only assume that either

the brew was one of the regular bottled beers with just a different label or a higher strength version of one of the normal brews around this time. The brewery had, up to the beginning of the Second World War, used traditional green screw topped bottles but they gradually changed over to the traditional crown cork returnable bottle, known as 'London standard bottle' which most brewers used. Each beer in the bottle having a different colour cap to denote the type of beer it contained. This was due to quicker filling and cleaning of the standard bottles and enabled bottles to be interchanged between different breweries. It was an established practice amongst remote breweries during the returnable bottle era to return empty cases to other suppliers and keep the bottles for their own use thus saving having to purchase new bottles. Burt's brewery on the Isle of Wight in their later years also did this and they admitted to me once on a visit that they had not purchased any new bottles for years thus saving on freight costs.

The sales of L.B.A. mild, once the backbone of the brewery, had started to fall in line with mild sales on the mainland, so in the spring of 1953 both breweries on the island decided to start brewing a bitter as this had been dropped during the war years. Bitter sales increased quickly eroding the sales of L.B.A. as we will see in the next chapter. The period directly after the war was dominated by Mr Higgs and shows the excellent planning skills he had. Although he had been away in Germany for the latter part of the war he had returned and planned for the next chapter in the future of the Guernsey Brewery. In only eight years he had a new brew house and bottling plant installed with little disruption to production. The money for the rebuilding had come from reserves saved over the war years and from the shareholders own pockets. All this had been achieved during a period of restrictions and shortages.

CHAPTER 10

OPENING OF THE NEW BREWHOUSE, BOTTLING STORES AND INTO THE ELIZABETHAN ERA

At last, all the building works had been completed and, in this chapter, we shall see how the brewery went on to win medals again for the beers produced and go through the early Elizabethan period expanding the number of pubs and hotels they owned. New head brewers arrived to see the brewery into the second half of the 20th Century with varied interests, including Mr Heath and his amazing hovercraft.

On the 12 January 1955 the new brewery was visited by Captain M.H.T. Mellish, The Lieut. Governor Air Marshal Sir Thomas Elmhurst and Lady Elmhurst. Afterwards they were taken to the board room for refreshments and to see the First Prize Silver Medal awarded at the 1954 Brewer's Exhibition at Olympia for the company's I.P.A. Also viewed was a new cask lifter in the yard used to lift full casks onto drays. This lifter was worked off the lorry's engine and was supplied to various breweries but never caught on as forklift trucks soon took over proving more flexible, they could be used for many other tasks.

During 1955 consideration was given to the subject of export of beer to Jersey. This was in reaction to a few Jersey hoteliers who expressed an interest in selling Pony Ales; consequently, Messrs Le Riches Stores were appointed sole agents in Jersey. The pricing policy in Jersey meant that Guernsey beers could be sold at 1d a pint cheaper in the bars even after considering additional freight charges. Sales started very well but a setback came when the Jersey Licensed Victuallers Association pointed out that an agreement had been made some time ago that prices were only able to be varied in off licenses and guest houses and not in the bar trade. Regrettably this agreement was honoured, the prices altered, consequently trade fell.

It was with great regret that Mr Conway passed away on 8 July 1956 at the age of 48 years from lung cancer. He had entered the company's employment as a junior clerk on the 12 November 1923 serving under Mr A.H. Hampton and had progressed to senior clerk. He had seen the first refit in

the twenties, the next one after the Second World War and had served the company during the occupation.

The post war agreement on prices stood unchanged, except for duty rises, until 1956 when 1d a pint was agreed as an increase. The island's breweries had an advantage over those on the mainland in that duty was on quantity rather than on strength which tended to mean island beers were generally stronger than similar brews on the mainland.

The brewery celebrated the centenary year in 1956 and to commemorate the occasion the brewery had souvenir maps of the island made measuring 20 inches by 25 inches showing the names and locations of licensed premises served by the company. These maps were encased in a spoon oak frame with glass and were presented to all establishments served by the company. In addition, the staff and employees were treated to an outing paid for by the brewery. I have not seen any of these maps, but I am sure there must still be some on the Island.

Later in the 1950s on the mainland keg or filtered beers were replacing cask beers pioneered by Flowers of Stratford upon Avon and Watneys of London breweries. This did not go unnoticed on the island and Messrs Bucktrout signed a distribution agreement for Watneys Red Barrel, whilst not to be outdone Le Riches stores signed one with Flowers for their Keg. Once again, the two island breweries seeing their trade likely to be affected both decided in 1958 to produce keg beers. In the case of the Guernsey brewery this was Pony Keg Bitter. Much capital was needed in the way of pressurised kegs, gas bottles, kegging plant, and bar fittings. As expected, the local keg had a distinct price advantage over the imports and within a short time the imports fell to just a trickle. However, both breweries on the island never stopped producing cask ales, unlike on the mainland where numerous did and of course in Jersey where there was a period where both the island's breweries only produced kegged beers.



Figure 19. Mash tun Steels masher with head brewer c.1955.

It was also noticed after the war that trends for beers were changing firstly from darker mild beers to lighter bitters, then to lagers, a trend which first started on the mainland. Lagers were often asked for by holiday makers who visited the island so to meet the competition which traditional beers were facing the company took on the sole distribution rights for Barclays Export Lager. This was originally brewed in Barclays lager brewery London (now the site of the Globe Theatre on the South Bank of the Thames.) It was brewed to a higher strength than that available on the mainland and was imported into the island in large, pressurised tanks ready for bottling and pasteurised in bottle. Savings were made in transport costs as it came in bulk and consequently the beer was able to be sold cheaper than other lagers on the island that were imported already bottled.

After 1963 production of the lager was moved to the recently opened Manor Park Brewery in Alton Hampshire (closed

in 2016 by Molson Coors), where it was brewed and sent via Southampton Docks to the island in round brown coloured bulk containers which were crane loaded onto the ships and off at the docks at St. Peter Port travelling the short distance to the brewery in local vehicles. However, the new beer, now called Harp Lager, was reduced to 3% strength. This was the normal strength of the brew on the mainland and was one of the original 'British type lagers' heavily advertised in newspapers and on television.

On the 14 January 1961 Jurat Major Priaux died in a London clinic aged 62 years, He had become a director of the company following the resignation of Thomas Skurray. The Major was born on the 30 July 1899 and educated at Elizabeth College and Sherborne School in Dorset. After training as an officer cadet, he was commissioned in the Scots Guards. Eventually he returned to Guernsey and became A.D.C. to two Lieutenant Governors and held a commission



Figure 20. Brewing staff in beer bar, Head brewer, Directors and Mr Renouf c1960s.

in the Royal Guernsey Militia. In 1940 he re-joined the Scots Guards becoming an instructor. On demobilization in 1946 he returned to Guernsey and took an active life in public life and in 1951 he was elected to the Jurats bench. One of his interests was sheep farming and he played a large part in the organisation of the annual North Show held on the island. He was also interested in sport especially rugby and it was a fitting tribute that the fields donated by the brewery were known as the Osmond Priaulx Memorial Playing Fields.

Following the death of Captain Schreiber, the principal shareholders had become Mrs Gertrude Ann Schreiber, his widow and Mrs Margaret Symons, his daughter and only child. Mrs Schreiber had already been appointed a director in 1947, and the vacancy created by the death of Major Priaulx was filled by Mrs Symons on the 15 February 1961.

Head brewer Mr Higgs had for some time been under stress, he always being a busy man. In May 1960, aged 58 years, he had a coronary thrombosis, from which he fully recovered,

but was advised to take life a little slower. The situation was not helped by his assistant Mr Scriven also being diagnosed with the same. However, Mr Edward Renouf a brewery operative proved to be the answer and willingly assisted, initially temporarily, but later stayed on. In September 1962 Mr Higgs decided to resign and instead took up the role as a freelance sales representative for the brewery and for Shepards wines and spirits, allowing him more leisure time.

He was succeeded by Mr Alan Desmond Wall who came from Eldridge Pope Brewery Dorchester, previously second brewer there. He had been born in 1923 and educated at High Oakham School in Mansfield and had served as a flying officer in the R.A.F. during World War II. He had studied brewing at Birmingham University and gained a diploma from the Institute of Brewing. His pupillage had been at Worksop and Retford brewery in the north of England where he was junior brewer. From there he progressed to Magee Marshall Bolton Brewery Lancashire and onto Eldridge Pope of Dorchester in 1956. He started on the 1 May 1962 at



Figure 21. Malthouse entrance at side of brewery, Havelet Street, 1974.

the Guernsey brewery but only lasted until October 1963 when he returned to the mainland. Mr Higgs came out of semi-retirement and had his own job back, gaining a seat on the board.

The previous resignation of Mr Burlingham, a director since the 15 July 1940, created a vacancy which was filled by Mr Higgs, and he was duly appointed on the 28 November 1963. Mr Burlingham died six years later on the 17 February 1969.

The position of Head Brewer was advertised again and whittled down to two persons. Mr Giles Saunders aged 47 years who come from a brewing family where his father and uncle had operated a small brewery at Wallington Fareham Hampshire. Having passed his brewing exams in 1939 he served at several breweries until he became Head Brewer at Adnams brewery of Southwold Suffolk. Adnams had achieved fame in 1954 when they were awarded the Championship Challenge Cup for the best bottled beer in Great Britain. After his son had been killed in a cliff climbing accident Mr Saunders left Adnams and later became head brewer of Clinch and Company of Witney Oxfordshire (taken over by Courage Barclay & Simonds in 1963) and is now the Wychwood brewery. The second candidate was Mr George Borrowdale

Heath, aged 29 years, also from a brewing background. His father ran the family brewery of G.S. Heath in Barrow in Furness, Cumbria, which had been in the family for four generations. This brewery was later taken over by Hammond's brewery of Bradford, Yorkshire and eventually became part of the Bass Charrington brewing empire and is now closed. Mr Heath had also progressed through various appointments and had previously also been at Magee Marshalls brewery of Bolton Lancashire.

After full consideration Mr Saunders the more experienced man was chosen to be the Managing Director's personal assistant, with Mr Heath the head brewer. Probably not what both candidates had envisaged. The appointment of Mr Heath was from January 1964, and the following Easter Mr Saunders appointment commenced. As well can be imagined this did not last for long after some 18 months Mr Saunders left to become head brewer for Yates and Jackson brewery at Lancaster (later ceased brewing and the pubs sold to Mitchells of Lancaster).

Mr Heath was a very clever man and one of his greatest achievements was the building, for under £60, of Guernsey's first miniature hovercraft (after a few unsuccessful at-

tempts). His final attempt was based on the famous S.R.N hovercraft and he was encouraged by the brewery directors to build it on the premises in his spare time. He used Havelet bay for his trials providing an excellent advert for Pony Keg, no doubt what the directors had envisaged in the first place. His original prototypes were of marine plywood but the final one used scrap galvanized conduit tubing. It was a powerful craft powered by a 250cc Ariel Arrow motorcycle engine for its lift and another 350cc Triumph 3T engine for the forward propulsion, driving a 42-inch airscrew through a 2-1 reduction gear. The skirt was made from nylon and P.V.C material. In total it measured 11 feet 6 inches by 4 feet and had a cushion area of 10 feet by 6 feet. The final of the three crafts built was a one-man craft and was bright yellow and had the motif 'First again Pony Keg Bitter' written on the back behind the driver. It is not known where the craft is now or indeed any of the prototypes. Mr Corbin the retired Chief engineer also credits Mr Heath with an ingenious idea of an insert in the middle of the mash tun so smaller brew lengths could take place. A similar system was used by Brains Brewery Cardiff in their recently closed brewery and has been adopted by other brewers.

In the mid 1960s thought was given to increasing profits still further and diversifying. With 15 of the brewery's houses directly managed it was a wonderful opportunity to sell tobacco products as well as in a similar number of tenanted houses. Treatment from the tobacco wholesale merchants was rather poor so the company decided to obtain a wholesale licence so that they could operate on better terms. These were the days when a considerable amount of the adult population smoked tobacco unlike today where the market is much smaller. The market in Guernsey was shared by some six companies with Bucktrout the largest. Not only did Bucktrout control The Guernsey Tobacco Company they even at one time manufactured on the island and were also agents for British American Tobacco. It was decided that the brewery would take over two of the smaller companies, O'Meara & Sons and E. Stone & Sons merging both. With effect from the 1 April 1966 the brewery took a 50% share in the new company with the O'Meara family the remainder.

The ideal man to spearhead the operation was Mr Higgs and he was appointed to the new role as freelance sales representative and board member, but this was not to last for long. Mr. Higgs had semi-retired and spent a great deal of time on cruises, and even went on a worldwide tour in a liner in 1963. In 1966 he went to South Africa, however despite these rest periods he still suffered poor health. Early on Easter Monday 11 April 1966 he suffered a massive thrombosis at his home La Cachette Havelet and died ending 30 years of brewery service.

During his life he had been a very keen rugby player, cricketer and was captain of the Ipsten Cricket Club for eight years. He was a pioneer of early flying and had held a private licence until coming to Guernsey in 1936, only giving up the licence as the island had no airfield at that time. He then became interested in sailing, especially to Herm and Sark. Although he had no financial interest in the company, he always was very hard working, some considered him to be a hard master, however he never expected someone to carry out a task he would not have done himself. In the past he had assisted in unloading sacks of malt and would always muck in. When he had come to the Island, he was financially well off having disposed of his interest in the family's brewery in Reading. He was always on the lookout for investment opportunities and had purchased the Lyceum Cinema Alderney. Mr Higgs also owned The Albert House Inn, Victoria Street Alderney and had purchased The Longfrie Hotel at St. Pierre Du Bois later selling it to the brewery. His funeral took place in the town church, which was filled to capacity, a fitting tribute to a man that had led the company during the first part of the occupation with his ingenious ideas of providing a product to sell at all times, throughout the rebuilding after the war and to the time of peak production in the 1950s.

In May 1967 the Guernsey Rugby Football Club was looking for a new site and a sponsor and found one after approaching the Guernsey Brewery. The company agreed to purchase for £6,500 seven fields measuring 30 verges in total at Foot's Lane, St. Peter Port. After purchase the company agreed that it would let the land to the club for a period of years at a nominal rental of £1 per annum. The club was encouraged to raise funds to build a clubhouse and to apply to the Royal Court for a liquor licence, but they had to maintain the site. The fields were to be known as the Osmond Priaux Memorial Field. This was a good move by the company as it secured more trade with their beers selling in the clubhouse. However, problems occurred with the drainage and the States of Guernsey was enlisted to assist. It was decided to go with the original option, the remainder of the land be donated to the States, and they would provide the necessary services. Also, it was agreed that other sports organisations would be able to use the club house. The first pitch was opened on Saturday 7 October 1972 by Lieutenant Governor, Vice Admiral Sir Charles Mills who kicked off the inaugural match.

On the mainland in 1968 the Trades Description Act became in force thus banning the use of the description 'Milk Stout' a term used by numerous breweries to describe their sweet stout. Though most stouts of this name contained lactose they did not contain milk which the UK government thought misleading. However, on the island the act was not applied

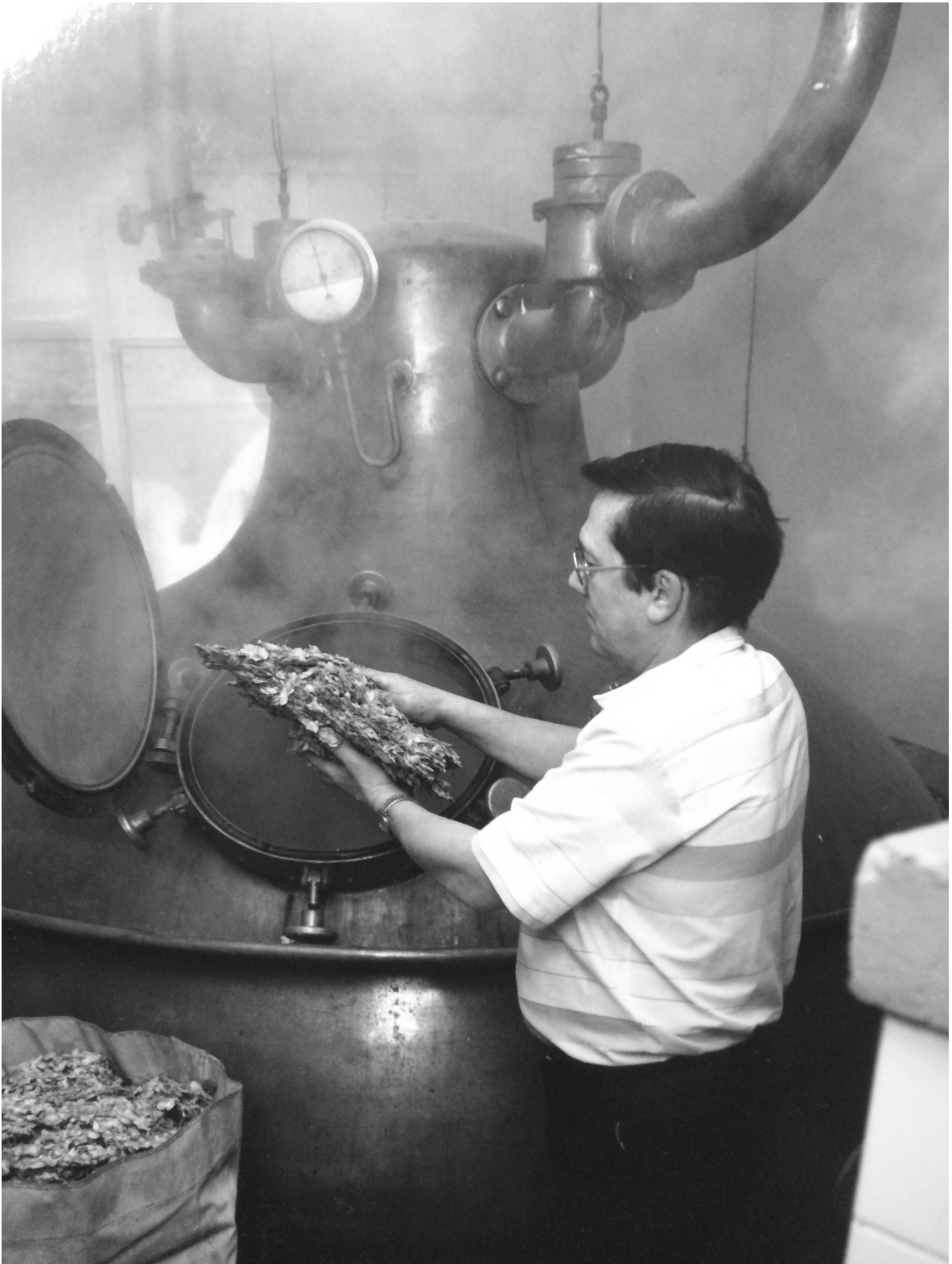


Figure 22. Mr Renouf attending the copper c.1950s.

enabling the brewery to be the last brewery to use that term until the beer was eventually phased out in the 1980s.

The vacancy of director left by the death of Roy Higgs was filled by Mr Bourgaize on the 7 May 1968. He had been on the board of Sheppards since the 31 March 1966 and continued in the position of Company Secretary as well. Later on, the 14 November 1969 Lord Churston of Woodcote House St Andrews was appointed as director at Sheppards to replace Mr Bourgaize. In the period between 1970 and 1971 Lt. Colonel R.O. Symons was the Chairman and Managing Director, other Directors were Mrs G.A. Schreiber, Victor Creasey, Lord Churston, D.A. Bourgaize (also The Company Secretary), G.B. Heath (head brewer living in the malt-house at the brewery with his wife Bernice and children) and R.E. Smith, bottling manager. However, some of the directors did not have any shares being just board members.

In the mid 1970s the company decided to install in the yard a small conical tank on long legs where the company's own lager was to be bottom fermented using a lager yeast kept separate from the ale yeast. The first part of the brewing process was carried out on the existing equipment and 'Stein lager', brewed under licence from Thwaites brewery of Blackburn, Lancashire. It was fermented in this vessel, bottled in the brewery stores, and sold alongside Harp at a competitive price.

The death of Mr Higgs had created a position that only one qualified brewer was employed. This was not considered to be a good position to be in so in November 1971 Mr John Urquhart Shakerley, formerly of Hall and Woodhouse Brewery Blandford Forum Dorset, was appointed and a house at Courtil Nicholas Village de Putron was purchased for him. Mr Shakerley's grandfather had owned the family brewery of McLennan & Urquhart at Dalkeith, Scotland and he had spent three years studying at the Herriot Watt College, part of The University of Edinburgh and had qualified in 1920, serving three years pupillage at the brewery.

Mr Creasey had been a director since the early days of the occupation, he was the principle of Creasey and Sons the well-known outfitting and toy establishment on the island. On the 14 October 1972 it was announced that he had died. Towards the end of 1972 Col. Symons was elected to the board but had to withdraw on health reasons. The vacancy caused by Mr Creasey's death was filled by Mr Heath with effect from the 1 January 1973.

In December 1972 budget proposals for 1973 included an increase of duty from 20p to 28p per gallon; the effect was that the duty in Guernsey would be approximately twice that was being charged in Jersey. Secondly the difference in duty

rate from that on the mainland would also be eroded. As seen on the mainland the constant increases in duty lead to a constant sales decline which put pressure on both the breweries and the outlets. This became the starting point of the brewery's problems combined with a fall in tourism. The 1970s were the time of new budget holidays in locations like Spain, Greece, and other warmer countries. These package holidays put pressure on the islands and indeed traditional mainland locations as tourists could fly to sunny locations and enjoy a cheap holiday with everything organised for them. The high freight charges of supplies to the island also did not help; the seeds of decline were beginning to grow! Bottled beer sales began to decline as keg beer sales increased, (higher profits being made from bottled beers). There was also constant pressure from the mainland from lager brands which were brewed in vast breweries and kegged where they were brewed. These brands were brewed very cheaply and in large quantities as well as being advertised in newspapers, on hoardings and television. Budgets for these lagers often ran into millions of pounds. For some time, the company had bottled Harp Lager but had competition from the ever-popular Dutch lager Heineken which was imported already bottled. In the autumn of 1972, the company received an offer to become the Heineken bottling agents for the island. The offer was accepted, and bottling commenced in February 1973. Bottling was carried out in the brewery, but distribution was by Sheppards. This helped by taking up some of the existing slack in the bottling line and at least some profit was being made. Bottling was only for the returnable half pints whilst pints were still imported.

Meanwhile the situation was discussed between the Guernsey brewery and Randalls and it was decided to protest at the proposed duty increase. An amendment was put forward to the State by Deputy W.W. Burns and seconded by Deputy Tony Bran, the amendment was accepted by 29 votes to 26 against and common sense had won at least for the moment. However, in 1976 a duty increase of 80% was proposed but this was not defeated and headlines in the evening press were 'Will taxes kill the island's breweries', a premonition of what was to come. Yet another duty increase attempt in 1980 was met with a negative result.

Colonel Symons pressed The Harp lager brewery to enable supplies for kegging to be sent in bulk so that it could be kegged at the brewery in Guernsey as only the bottled version was sent in bulk for bottling. Eventually Harp agreed and supplies of the stronger Harp Special (blue) were sent from the brewery in Alton, Hampshire for kegging in Guernsey. To save on costs a plan was put in operation. Harp beers were loaded into dual chamber Harp tankers at Alton and driven to Portsmouth docks. Originally the whole unit was



Figure 23. Hovercraft on trial runs in Havelet Bay outside the brewery.

then put on the ship and sailed to St. Peter Port. The new plan was only the tanker was loaded on board the ferry by the port's tractor unit. On arrival at Guernsey the short distance to the brewery gave time for the lager to be unloaded using another tractor unit and the tanker chamber cleaned. This process happened whilst the ferry sailed to Jersey and back to Guernsey. The empty tanker would then catch the same ferry back to Portsmouth. Thus, the time away from Harp brewery was kept to a minimum and costs reduced as just the tanker took up less room on the ferry. The tanker could then be picked up later in the day or over the next few days from Portsmouth. This added to the flexibility of the operation and kept down freight charges.

Previously in 1972 the Guernsey brewery had commissioned a new keggling plant for the keggling of the company's own beers, the plant was situated near the brewery garage located in a small store on the South Esplanade, and this extra work was most welcome requiring a larger plant. Extensions were carried out to the building forming the

corner of Havelet and The Strand, and the latest plant with refrigeration was provided. Some juggling around of plant was needed whilst the keggling production was not interrupted. Hi-Brau Lager commenced to be keggled in the new store on the 1 June 1973 replacing Stein lager (brewed by the brewery in the yard conical fermenting vessel) followed by Pony keg Bitter in August and Harp Special Lager in September. The newly constructed store was separated from the main brewery by the narrow Strand Road. A concrete bridge faced with granite was built to carry the pipes across the Strand to the new store. The Strand is still a public footpath, but the pipes have gone, however good views over what was the old brewery are still possible and the area is well worth a visit.

Towards the end of 1972 Colonel Symons having been elected a Jurat found that a great deal of his time was taken up with State affairs. So, to pave the way thoughts were given towards G.B. Heath and D.A. Bourgaize becoming Joint Assistant Managing Directors, the latter from the 1

January 1973 and the former from the 1 April 1973. Mr J.U. Shakerley was promoted from Assistant Brewer to Head Brewer. Colonel Symons resigned on the 31 March 1975 and was appointed as Chairman.

Colonel Symons was educated at Uppingham School and attended Victoria College Jersey when his father was in general practice on that island. He had also lived in New Zealand for two years before serving in the Indian Cavalry seeing service in the Middle East, Northwest Frontier and in Burma, being mentioned in dispatches four times. On demobilisation he returned to Guernsey and served as a Deputy for St. Peter Port and was elected President of the States Telephone Council, Acting President of the Island Reception Committee and sitting on the Military Services Committee. Later he served on the board of Administration, the Electricity Council, the Water Board and Transport Licensing Authority. Eventually he ceased to hold these offices due to age limits on the 21 May 1981. On his retirement he was made an Honorary President of the Guernsey Licensed Victuallers Association.

Mr George Borrowdale Heath was then appointed as Managing Director with effect from the 1 April 1975 and later in June 1975 Mrs Schreiber rendered her resignation as Director having originally been appointed on the 5 May 1947 but retained her holding of shares acquired from her late husband and those originally from Mr Tetley.

The hot summer of 1976 proved to be a great problem on the mainland and on the island. By June restrictions on the use of water were being felt in many of the hotels and guest houses with supplies cut off for part of the day. One of the headlines in the press at the time stated the brewery had plenty of supplies and had offered the water board 15,000 gallons per week of their own supply which was surplus to requirements. This was generally thought of a very kind gesture and was possible due to the spring running under the brewery being put to good effect some 125 years previously by careful storage in several cisterns and by a recent increase in the total number of cisterns. The offer was not taken up by the water board and a spokesman referred to the amount as 'peanuts', a word later backfiring on the board. After much deliberation the President of the water company issued an apology as follows:

Although a spokesman for the water board said the water offered by The Guernsey Brewery was "peanuts" it was a kind offer which was greatly appreciated by the board. Certain people who are short of water are being directed to the brewery so they can get additional supplies from that source.

A case of eating humble pie!

The States fire service was also supplied from the same source, as well as Messrs Bougourd who regularly collected water in tankers to keep their car washing plant going.

On the 1 May 1976 Jim Scriven the Works Foreman died aged only 64 years having been in ill health for some time. This was no doubt not helped by his interment with Mr Higgs in Germany during the war. He was at the time living in one of the brewery flats with his wife. The office cleaner at that time, also suffering from ill health was Mrs Torode who had to retire. Mrs Scriven was able to take over the position so remained in the flat. The company was always good to their employees and usually found ways of not having to give notice to leave to employee's spouses who would otherwise be destitute.

Another death took place on the 16 August 1976 the Transport Foreman Charles Le Gallez left the front of the premises to put away a lorry, but was later found dead in the toilets having suffered a thrombosis attack age 56 years.

The third death was Edward Renouf aged 60 years on the 6 December 1976; a right hand man to Mr Higgs, his son Brian became Brewery Foreman and served until the end of brewing undertaking most of it in the latter days. Brian almost certainly undertook the last brew but has also now died. Both son and father were not qualified or Diploma Brewers but had been brought up knowing all aspects of brewing, learnt through years of experience brewing with qualified brewers.

On the 29 March 1977 Mrs Schreiber died aged 95 years after a short illness, an American by birth she had supported her husband and had travelled the world with him, also becoming involved in the brewery affairs; this ended the Schreiber's link with the direct running of the brewery.

While trading, loans were often made to licensees to improve their premises, at low interest rates and with a tie to the Guernsey Brewery for beers. During the second half of 1977 a major borrower White Wood Hotels Ltd. failed having been run by Mr Nugent, the brewery suffered a large loss. The venture was later successful but with another owner.

That year was also to be remembered for the Queen's Silver Jubilee for which a special bottled beer was produced. The one on sale to the public was a blue labelled product in half pints whilst the staff had the same product but labelled in yellow and silver. (These labels are rare, I have only seen them on bottles).

A ceremony took place to mark the long service of some twelve employees, at The Dorset Arms, Hauteville on Friday



Figure 24. The first version of the Head Brewer's hovercraft.

13 January 1978; they were all given watches to mark at least 25 years of service with the company, an occasion inspired by the Queens Silver Jubilee the year before. Included in these were Brian Renouf, Eric Chapple, and Doug Bourgaize. Also given a watch was a man who must have been a record breaker, Mr Yves M. Malledent known as 'Molly' to his friends. He had joined the company in 1917 after leaving school at the age of eleven years old, having been given special dispensation due to wartime manpower shortages. He achieved an incredible 61 years of service with the company! Is this a contender for a record?

From founding to the 1920s registration the company had always been a private company with no shares on the open market. Some shares had in the past been given to Mr Tetley, but purchased back, and a limited number of shares were allocated to D.A. Bourgaize, to the company's lawyers and to the auditors. The capital arrangements had remained undisturbed until October 1965 whilst most of the shareholders used their own resources to provide loans when property or machinery was to be purchased.

Rebuilding costs after the war came from Mrs Schreiber and war profits, the banks also were usually forthcoming in

providing loans secured on property. However, times were changing, and banks were becoming more careful in loaning. No longer were large loans agreed by local managers, they had to be referred higher up which generally wasted a great deal of time sometimes leading to the loss of a purchase when one came up suddenly.

Accordingly, the authorised capital of the company was increased, and an issue was made among existing shareholders and to the English branch of the Schreiber family based in Suffolk. Brigadier Derek S. Schreiber M.V.O. a partner in the well-known stock broking firm of Cazenove & Co. arranged the transfers. At all times control remained with the family, originally with Mrs Schreiber and later her daughter Mrs M.P. Symons. This period in the company history ended with a new brewhouse, bottling plant, and the upgrading of public houses, but changes in ownership were in the wind as were changes in the trade. The brewery was to enter probably the most difficult times since the Second World War. The island was suffering from declining tourism and on the agricultural side massive problems were about to come about with the decimation of greenhouse tomato growing on the island due to cheaper produce from the Canary Islands and Spain being sent direct to the mainland at cheaper prices.

CHAPTER 11

CHANGES OF OWNERSHIP: BUCKTROUT AND LIBERATION BREWERY PERIOD

As with many breweries in the United Kingdom there was an age-old problem. When the owners got older there was always the problem of whom to hand it to for the future. As we will see The Guernsey brewery endured the same dilemma, who would take over? It was a great shame that with over 100 years of history the company seemed to have reached a crisis.

Colonel and Mrs Symons had both reached an age when they should enjoy retirement; their family consisted of two daughters and one son. One daughter was married and the other lived on the mainland and followed her own career. The son was in the Army and was also not interested in the company but doing well in the military. In these circumstances with no one to follow it was decided much like many other breweries had done so in the past to sell. It was decided the best option of keeping the brewery going was to sell to someone on the island. Messrs Bucktrout had previously expressed an interest to have closer links and indeed some properties were jointly owned, so they were the natural choice. After discussions it was announced on 24th August 1978 that Messrs Bucktrouts were to acquire the Guernsey Brewery 1920 Ltd.

Messrs Bourgaize and Heath were to be retained as Directors and they were to be joined by Mr N.R.H.J. Headon. Mr Derek C. Lowe was appointed Chairman and Managing Director of Bucktrout. Colonel and Mrs Symons both handed in resignation letters together with Lord Churston and Mr H. Broughton. Appointed later was Mr David Brian Smith on the 19 December 1978 in charge of managed houses. Mr Francis Paul Morris joined the brewery staff on the 1 December 1978 as a Management Accountant and was appointed Assistant Secretary on the 28 September 1979. Mr John Urquhart Shakerley the Head Brewer and Mr Morris were both later appointed Directors.

There had always been a friendly rivalry with both Guernsey breweries, and it was about this time that Randalls brought

out a poster mocking, in a sly way, the Guernsey Brewery products. It showed an old lady with bottle lens glasses. In the first photo the caption read 'When asked what she thought of beers other than Randalls' (the lady was looking to the left normally). The second photo showed her expressing an ugly face with her large tongue protruding and the caption read 'Mrs Bourgaize indicated that she wasn't overly impressed'. Only those in the know would realise that this was the Guernsey Brewery's company secretary name.

Mr Bourgaize retired as Company Secretary and Accountant from the 31 January 1980 after 49 years and continued as a part time Director. In his last few years, he had spent a great deal of time researching the history of the company and writing and rewriting a typed manuscript which forms the basis of this story. It is said that if he could not be found at his desk, he was at the Greffe (States records office) researching. Harold Dennis Ferguson was appointed as Company Secretary on the 1 January 1980 to succeed him; the period to the end of the month was an overlap so as to hand over to Mr Ferguson.

The new owners Bucktrout Company had a diverse group of companies under their umbrella, but the origins were in wines and spirits. The company could be traced back to the merchant days of the 1830's St. Peters Port and the Three Tuns public house which once stood until 1912 next to the town church. This pub was run by a Breton, William Cadic. By 1852 he had purchased many properties in the town and was supplying wines, spirits, and tobacco to customers on the island and in Northern France. In 1866 he sold his business to Thomas Bucktrout originally from Yorkshire, and his business partner John Whitehead. In 1878 when Thomas Bucktrout died the business was sold to Thomas Elliot who expanded the tobacco trade selling to the Royal Navy and even the House of Commons.

Over the years Bucktrout expanded by purchasing hotels. They also took on the distribution rights for numerous prod-

ucts including wines, spirits beers, crisps including such brands as Budweiser and Guinness draught. From 1978 Taunton Cider was taken on and from 1980 keg cider was introduced in selected outlets, whilst Special Vat and Exhibition cider was added in 1982.

Tobacco products grew and at one time there was even a tobacco factory on the island where leaf tobacco was processed and packaged. The wholesale arm was worked from a 26,000 square foot distribution centre at Hougue Jehannet. Wine was dealt with from First Tower Lane and the retail arm included ten locations selling full ranges and traded as Island Shoppers. In St. Peter Port, Waterloo House became the headquarters with a retail shop overlooking the harbour. Channel bottlers produced their own bottles of gin, vodka, whisky, and brandy for the company whilst they even owned companies trading in dry cleaning, meats, and fish.

By 1986 the production of the brewery was about 10,000 barrels per year (approximately 192 barrels per week). L.B.A. sales were about half the draught beer production, most of the remainder was 'Draught Bitter'. The keg beers were filtered versions of the draught. Bottled beers were Pony Ale, Brown Ale, Milk Stout and I.P.A. but bottled beers represented only a small part of the total.

After a review by Bucktrout it was decided that the brewery was to be reequipped once again, so during August 1987 the Chief Engineer Graeme Corbin was dispatched to Stuttgart, Germany to inspect a lautertun (a new style mashtun) so that lager could be brewed in a modern plant. It was purchased and moved to the island being put in store at the Salerie yard. The plan was to install the vessel in the malt store above the main engine room, but unforeseen circumstances overtook. It was found the lautertun needed a new bottom and other work to be carried out before production could commence.

All this was short lived for on the 24 May 1988 it was reported in the Press that Bucktrout had been sold for £15,000,000. They had been purchased by the Ann Street Group P.L.C. a brewery group based in Jersey. A later article in the *Brewers Guardian* in August 1988 stated it was £16,000,000 (what's a million between friends?) It was also stated that the Guernsey Brewery had at the time 55% of the beer production in Guernsey and 45% of the beer drunk on the island. They had 26 pubs and four hotels and many other interests. At that time a guarantee was given that the new brew house would be installed with a potential capacity of 30,000 barrels per year to produce Skol and Hurlimann Sternbrau lager both of which Ann Street brewed under licence in Jersey. The merger went ahead but the new brew house never did. It never made it out of the yard and was eventually scrapped when the yard was sold for housing.

The Ann Street brewery company was, at the time located in Ann Street St. Helier Jersey and dated back to 1871 when it was founded by J.S. Palmer, becoming a limited company in 1905. It was the largest of all the Channel Islands breweries and was principally a Jersey concern with a brewery and numerous tied houses in Jersey. The Ann Street Brewery also needed updating as a great deal of the equipment was life expired. Much of the equipment had been replaced after the Second World War and a new brewery built in 1950, however it was now too large and no longer very efficient. More importantly it was situated on a large valuable site in the middle of St. Helier.

This acquisition brought the group to an impressive force in both islands with two breweries both commanding valuable sites within their respective towns, however both needed considerable money spent on them. The St. Peter Port brewery had paint on front walls flaking off, a kind of paint called Kenitex. Scaffolding was erected to cover the whole of the front of the building facing the sea. The six weeks estimated repair time scale took some nine months to complete costing a vast amount of money. After the takeover by The Ann Street Group the Pierre Park Hotel was acquired in St. Peter Port along with its 45 acres giving the company a large hotel on Guernsey something it had not previously had on that scale.

The Campaign for Real Ale good beer guides at the time showed beers brewed as Britannia Bitter, a brewery mix of L.B.A. mild and bitter produced at 4% strength and a beer called real Draught bitter at 4.2%. Some of the beer brewed was sent to Jersey and was sold in Ann Street pubs as at that time Ann Street brewery did not produce cask beers only keg and bottled beers. Ann Street also undertook the bottling of mainland beers such as Manns Brown, Guinness, Mackeson and Skol. Later in 1993 Ann Street started to produce a cask beer called Old Jersey Ale at 3.6% to satisfy real ale drinkers and plug a hole in the product range.

Meanwhile the Guernsey brewery added two new cask beers to the original two being produced. By 1995 it was stated that the brewery had some 33 tied houses with some twelve selling cask beer the others keg beer only.

In 1997 the Ann Street brewery purchased the Topsy Toad brewery group consisting of a pub and microbrewery at the Star public house on Le Route de Beaumont on Jersey. The microbrewery had been founded in the spring of 1992 by Steve and Sarah Skinner who later after the sale moved to Truro and started Skinners Brewing company which is still in production. The Topsy Toad Brewery consisted of a brewery of 9 barrels capacity per week (324 gallons) and a larger 20-barrel capacity brewhouse at the Townhouse pub in St.

Helier which had been opened in 1994 and was run by brewer Liz Mitchell and Patrick Dean (the latter is now head brewer at the current Liberation Brewery).

Following a review over the next few years of the whole brewing and distribution on both islands it was decided that both Topsy Toad breweries in Jersey, The Guernsey brewery and the large Ann Street brewery would all close and equipment from the Toad breweries was to be moved to a new brewery site. The remaining sites were to be disposed of in both islands. Jersey brewed beers would then be supplied to the Guernsey pubs.

Falling production in Guernsey had by July 1993 reduced bottled beer sales to only 5% of the total production so in the new brewery production would concentrate on cask and keg with bottling contracted out. In 2002 Jersey Channel Island Traders (Ann Street Brewery and The Riches Group) by which it had now become known as moved to the new site at Tregear House, Longueville Road, St. Saviour, Jersey.

This was formerly a Coca Cola bottling factory, which became the distribution warehouse, offices, and brewery. Initially brewing took place on the beautiful copper plant from the Toad breweries. Later a one to forty barrels plant was added in stainless steel on a lower level, both are still used, and a small museum is also kept on site showing the history of drinks in the Channel Islands.

Once the new plant was commissioned in 2002 test brews were made to replicate the remaining Guernsey brews, and slowly brews at the Guernsey Brewery were dropped with finally only Pony being left. Paul Hurley the previous head brewer at Jersey brewery remembers going to Guernsey with a colleague Malcolm McCallum and occasionally assisting Brian Renouf who did most of the brewing in the Guernsey Brewery. A report in the *Guernsey Press* on the 10 January 2002 said the company planned to cease brewing and move production to Jersey with the site being used for housing. By the end of the year the company admitted that Pony, Best, Special and Sunbeam beers were being produced in Jersey. No actual date has yet been found for the final brew, the fact that it was the last brew probably was not known until after it had taken place. This often happens where beers are being matched in another location as a quick decision is often made not to brew again if trade suddenly falls or the match is acceptable. The decision to cease is then made immediate-

ly and too late for any closure 'celebrations'. Brewing books from this time appear not to have been kept so they cannot shed any light on the question.

At the Guernsey brewery closure, the oldest part of the plant still in operation was the Malt Mill dating back to 1910 but installed second hand after World War II the remaining plant dated from the post Second World War period. Three persons were made redundant and two took early retirement the remainder were relocated within the group.

In 2008 a management buyout took place of The Ann Street Company and the name changed to The Liberation Group. New brews were produced for both islands in the new Jersey brewery by Head Brewer, Paul Hurley. He incidentally was also the last Head Brewer on Guernsey in name only, as most of the brewing was undertaken by Mr Renouf who was a long-standing member of the brewing team but under the management of Paul from Jersey. The Guernsey Brewery site was then locked up and the remaining staff transferred to the Liberation/Bucktrout warehouse at Hougue Jehannet.

A report in the Guernsey press on the 20 September 2013 stated that demolition contractor R.G. Falla had cleared the site and all that remained was the CO₂ collectors and hundreds of old Coronation ale bottles (green with screw stoppers), plus plenty of pigeon droppings!

On the 21 November 2015 Butcombe Brewery in Somerset was purchased by the Liberation group and later expanded with a new brew house. On the mainland the group had numerous hotels and pubs but were run as free houses, however, you would have no idea the Liberation Group owned them as there were no indications on the Inn Signs or writing on the walls (just the name of the company on price lists). Butcombe beers became more frequent as a guest beer in Guernsey and Jersey public houses and still are. By 2016 the group had an impressive 94 managed and tenanted pubs and hotels in Great Britain, two breweries one in Jersey and the other in Somerset and three wholesale businesses. On the 26 July 2016 the group was purchased for £118 million by Caledonia investments. By 2022 they had some 120 outlets having purchased the English pub estate of Brains brewery of Cardiff when Brains decided to concentrate only on a Wales operation. Liberation beers brewed for bottling are now bottled at Butcombe and sent to the Channel Islands.

CHAPTER 12

TO THE FUTURE AND BEYOND

In The Channel Islands the Guernsey Brewery site remained a sorry sight having been demolished to the ground since 2013. 150 years of history had gone together with records destroyed or placed in skips. However, several people had the foresight to save at least some of the records. Mr Richard Heaume from the Occupation Museum at Le Forest had the opportunity to save a few photographs and records, and more importantly the secret recipe for Process Beer. He also saved the brewery dray which is now at Le Forest. Whilst Mr Lowe, the ex-Managing Director from Bucktrout, had managed to rescue Mr Bourgaize's manuscript which had been very difficult to track down in complete form. Some of the brewing books dating from about 1949 to the mid 1950s went to the Guernsey Archives Office in St. Peter's Port and can be viewed there. Other items appear lost such as a German Field telephone which was left in the brewery offices at closure and of course the directors minute books.

All is not lost on the brewery plant, most of it is sitting in the far reaches of the Orkney Islands. The brewery copper and mash tun were purchased by Rob Hill of the Swannay brewery. Currently a bit damaged it is to be sent to the mainland to be repaired for use in their brewery. The mash tun itself consists of a traditional round vessel with eleven sections of bronze plates in the base. An outer ring of eight quadrants, two half round centre sections and a central round plate of about 12 inches, (the half round and centre plates were lost on route to the Orkney Islands). Above the mash tun the Steeles masher (grain and water mixer together as it enters the mash tun) also went to Orkney together with several Puma pumps.

The Swannay brewery was founded in 2005 using the 4-barrel centre section of the main mash tun from the Guernsey Brewery, but the Guernsey copper has been stored since then. The brewery brews excellent beers: prizes won include CAMRA 2007 Champion Beer of Scotland (Dark Munro), Scapa Special 2008, and in 2010 Orkney Best (Silver medal). The Guernsey Brewery will not be forgotten, it lives on in the

minds of those associated with it and in the far-flung location of Orkney where the plant is waiting to be recommissioned.

In Guernsey after several years of planning consultation the main brewery building has been rebuilt as apartments on the same site in a similar style and great credit must go to the States Planning Department for a new development in keeping with the area. The original bottling store, a rather ugly concrete structure, has been cleared and more apartments erected on that site.

In early 2020 Corona virus spread to the Channel Island but even though it did not affect the islands as much as the rest of the U.K. pubs and restaurants became locked down. Regrettably all celebrations for the 75th Anniversary of the Channel Islands Liberation from the Occupation had to be cancelled. In the early days of the virus the Liberation brewery stopped production but restarted brewing in late May 2020 in anticipation of a special announcement. That announcement was reported in the press: The Liberation brewery has made history; from the 15 June 2020 four of its Guernsey pubs would reopen.

This was the first area in the U.K. to relax restrictions due them having no active corona virus cases after the first wave in April. The pubs first to reopen were The Deerhound at Forest, Thomas De La Rue, Dix Neuf and the Ship and Crown in St. Peter Port. Some Jersey pubs re opened the following day. In the announcement it was also stated that the company had 68, mostly freehold pubs, on the islands plus 30 pubs on the mainland mostly in Somerset, Bristol, Bath, Gloucestershire, and Wiltshire, through their Butcombe subsidiary. In 2021 Liberation Brewery celebrated 150 years of trading in the Channel Islands and produced a celebration brew.

The Guernsey Brewery Company had numerous great men in its history from Alfred Hampton who joined Flambe and Co. in 1894 and served for 34 years, to Mr Chappon, Mr



Figure 25. King Charles III's Coronation, 6 May 2023.

Tetley, Roy Higgs, Mr Heath, and of course Mr Bourgaize. I had the pleasure of meeting him in the wooden panelled office before he retired when I had of a tour of the brewery. I wish I had asked him for further information whilst I was there as I am sure there is even more history to add.

Brewing on Guernsey is also now carried on at Randalls Petite Brewery where excellent ales and lagers, including Breda, are produced keeping the Guernsey brewing tradition going. This brewery had been moved from the Vauxlaurens site after being taken over by Ian Rogers, previously founder and owner of the Wychwood brewery Witney. (I once worked with Ian whilst at Ind Coope). There was also another small brewery in Guernsey in St. Sampson called the White Rock, but it went into liquidation on the 11 August 2020. One other microbrewery also exists on Guernsey, The Little Big Brew Co and of course Liberation still brews in St. Helier Jersey with Patrick Dean the Head Brewer now a member of the Brewery History Society.

In summary it is no doubt that the Guernsey Brewery was a unique brewery in that no other brewery can claim to be located on the beach, (built on reclaimed land), carrying on through the dark days of occupation, and with the expertise of Mr Higgs produced something drinkable when little or no ingredients were available. The only other British brewery that could possibly claim to be on the beach was that of the Tamar brewery in Plymouth but that was on a tidal river (that brewery is now closed). It is hoped one day the plant from the original Guernsey brewery will be operational again in Orkney. From one island to another it could not have travelled much further away in the U.K.! It is now down to Rob Hill at the Swannay Brewery to carry on the tradition with the old equipment and Liberation Brewery and the new Randalls brewery to carry on with the brewing tradition in the Channel Islands.

APPENDICES

The beer produced over the years

Although the brewery was founded in 1856 it is not known what the first brews were. The first advertisement known is an advert for Richings Prize Medal Ales, P.A. (one shilling a gallon) and I.P.A. (one shilling and three pence a gallon), both gaining medals in 1873. Another brew from this time which continued up to the 1980s (except war time) was L.B.A Mild. It is thought the L.B. refers to London Brewery but could be light brown as indeed the beer was a dark colour. The period from 1895 to 1920 saw the introduction of the brand Sunbeam which was later used on cider and as a cask beer even later.

After 1920 the polo player on a pony was adopted as a brand, the name used reflected Mr Schreiber's hobby of polo. In 1931 when Doug Bourgaize first set foot in the brewery only one draught beer was produced L.B.A. (a dark mild). Pony was produced for bottling in pints and half pints. Milk Stout was also produced in pints and half pints from about 1920. Later Nut Brown Ale was added in bottles but then discontinued as the sales were poor.

During the war years various products were produced Sarnia wine, Light Ale, Process Beer, Stout, Porter, and Country Wine, (the latter from parsnips, sugar beet, hops, and grain spirit).

In 1953 a Royal brew was produced for the Coronation presented in a Guernsey brewery embossed half pint bottle with a screw top. This was the first special beer produced by the company and the only special beer in an embossed bottle. By the time of the next special brew the stopper bottles had been phased out. Another beer of the late 1950s and 1960s period was a strong bottled beer called Christmas Ale. Double Pony was also produced in 1962 with a label showing two horse heads (a strong bottled ale).

In 1973 a Royal Wedding Ale was produced for the marriage of Princess Anne and bottled in half pints and nips (6 fluid oz.).

Whilst 1977 saw another special beer, Silver Jubilee Ale which was bottled to commemorate 50 years of Queen Elizabeth's reign, also in nips and half pints.

In 1980 another special beer was produced called Cadic Ale with a foil top and neck medallion around the bottle neck, this was to celebrate 150 years of Bucktrout and was commissioned by them. Each bottle was numbered and had a metal medallion around the neck of the bottle with a picture of the founder of Bucktrout on.

In 1981 Royal Ale was brewed for the marriage of H.R.H. Prince Charles also in nips and half pints. A quantity of this was kept back by the brewery and further matured as they suspected that a baby would soon be on the way. They were correct and in 1982 Princes Ale was bottled to mark the birth of H.R.H. Prince William, also produced in nips and half pints. Further medals were obtained in Brewer's competitions. Bottled Pony Ale brewed at 1037 degrees won a gold medal in the 1982 brewer's competition in London. I.P.A. at the strength of 1045 degrees won silver medals in 1954 and 1982 in London and a gold medal at Burton on Trent in 1985.

In 1985 Liberation Ale was produced to mark the 40th Anniversary of the Liberation of Guernsey. This beer was sold with money from each numbered bottle given to service charities. This was the last of the special celebration beers before closure.

At that time the brewery produced three draught beers and four bottled beers all in half pint returnable bottles. Pony Ale was also canned and sold in a P.E.T bottle (plastic) 2 litres for a time. Milk Stout was produced in the 1980s at 1039 degrees, but by then contained no lactose, IPA and Brown Ale completed the small package run.

The two cask ales by the 1980s was L.B.A. Mild at 1037 degrees and Real Draught Bitter at 1045 degrees. In keg it

was Best Bitter at 1045 degrees which was the same beer as the cask bitter but filtered.

Barclay's lager from London and then Harp lager from Alton was sent over for bottling as was Guinness from Park Royal London. Stein lager was produced at the brewery at 1047 degrees and won a gold medal in Amsterdam in 1982. This was matured in a single conical vessel in the yard.

Cider was bottled in the brewery from Whiteways of Whimble Devon and was received in large wooden casks sent from the mainland.

By 1993 Real draught bitter and L.B.A. was still being produced but the recipe for both was the same: 98% flaked barley, 1.5% wheat malt and caramel for colour indicating it was almost certainly 'party gyled' in the mash tun, that is when one brew was made then separated later in the process to make two types of beer. They were treated differently in the copper as the mild contained Bavarian Fuggles and Northern Brewer hops, whilst the Bitter had Fuggles, Hallertau and Whitbread Golding hops, both beers were dry hopped in the cask with East Kent Goldings hops (to improve the aroma).

In July 1993 two smooth flow keg beers were introduced, Captain (Bitter) and Pony Original (dark ale). These took some 18 months to develop and were dispensed from the keg by nitrogen gas to create a creamy head. This was a time when other brewers on the mainland were pushing Smooth flow beers: Calders and John Smiths were two of the brands being advertised and produced at the time which competed with Guernsey brewery products.

The 1993 CAMRA *Good Beer Guide* showed Britannia Bitter was being sold which was a mix of the bitter and mild whilst L.B.A. was renamed Braye Ale and downgraded to a weaker 3.7% strength. Real Draught Bitter was renamed Sunbeam bringing back an old brand name not used since the 1920s.

At the start of the 21st century the beers were matched in the newly completed Jersey brewery and production was moved gradually but all were eventually dropped except for Pony which carried on being brewed in Jersey. Now none of the Brews are marketed under The Guernsey name, although Pony has been produced from time to time in Jersey and the bottles show The Liberation address as Jersey.

The secret recipe for Process Beer (inverting the sugar)

This document was found by Mr Heaume and was the secret recipe for process beer.

Process Beer

Take 10 pints of Sulphuric Acid of 1840 Gravity and make it up to 18 Gallons by the addition of water. Then run 22 Gallons of water per cwt of sugar to be inverted into a dissolving vessel and add 2 pints of acid solution for each cwt of sugar. Then add sugar, mix well and turn on the steam and maintain the temperature of 212 degrees for two hours. Then add 10 ounces of whiting for every 2 pints of acid used then boil again for half an hour.

Recipe for making yeast

2oz hops	5oz invert sugar	10lbs potatoes
2 gallons water	4 pints of previous barm	2lbs flour

Boil hops in 2 gallons of water 2/3 minutes

Boil potatoes for 20 minutes, allow to cool until between 70 and 80 degrees, add flour, sugar and previous barm mix well and strain.

After the inverting of the sugar the copper is then filled to the required dip with water. The sugar is then run from the dissolving vessel into the copper where it is boiled for one and a half hours after adding half a pound of hops per barrel of beer brewed. The wort is then run into the fermenting vessel and yeast added one gallon per 30 barrels.

The day after the collection in the fermenting vessel the wort is pumped into glass lined tanks and a quarter lbs of hops is added to the tanks. After storing for about a week the fermentation will start and the pressure of the CO₂ will gradually show on the pressure gauge. This will continue for at least another week and by taking the specific gravity from time to time the extent of fermentation can be known.

The beer is then pumped into the glass lined tanks in the bottling stores where CO₂ is added for bottling, also a little acetic acid and quinine as well as flavouring according to the flavour required. The beer is now filtered and bottled. For draught beer the beer is brewed in the same way but run straight from the fermentation vessels into casks. It must be stored for at least three weeks and rolled every day. If it is found to be sweet a quarter of a pint of acetic acid may be added just before going into trade.

2 bushels of roasted barley per 36 barrels is added to the copper immediately after boiling. The barley is roasted on the specially made roaster.

Should anything happen to me, and this process is employed, I direct that commission on sales which has been paid to me in the past be paid to Mrs Higgs (nee Lansham)

Signed
Roy Higgs
29/7/41

Note if previous barn is not available, make yeast without it.

Keep and store for one week and then use this product as previous barn. An alternative method which is the best course to follow, is to ask Mr Warry (baker) to make the yeast for us. This is a simple matter to him as he has a machine to make it with.

List of new public houses and premises purchased from 1946 to 1969.

Market Arms. Fountain Street. 1946
Victory Inn. The Pollet. 1946
Britannia Bar. Trinity Square. 1948
Wayside Cheer Hotel. Grandes Rocques. 1948
Hangman's Inn. Bailiff's Cross. 1949
L'Auberge Divette. Jerbourg. 1952
Vazon Bay Hotel. Vazon. 1953
Crown Hotel. North Pier. 1953
Couture Inn. Couture. 1955
Salerie Inn. Salerie . 1955
71 Hauteville. site of the rebuilt Dorset Arms. 1957
Rohais Inn. Rohais. 1957
Sarnia Wine Stores. (Sheppard's new location). 1957
Captain's Hotel. St. Martin's. 1960
Longfrie Hotel. St. Peter in the Wood. 1962
Land at Capelles St Sampson. (Site of new Pony Inn). 1962
Ellerslie property. at South Side St Sampson. (Site of English & Guernsey Arms). 1962
Victoria Arms. Victoria Road. 1965
De La Rue Press, Pollet. (Now called Thomas De La Rue). 1966
La Salerie Showroom and stores. (The new Sheppard Office/Store). 1969

Purchased Jointly with Bucktrout

Farmer's Hotel. South Esplanade. 1957
Hotel Beaulieu. Les Caches St Martins. then Carlton Hotel 1957 later Wicked Wolf pub.

Esplanade Cafe. South Esplanade. Merged with Farmers next door in 1959.

Family tree of the original ownership of the brewery buildings and land

- 1) John Le Patourel born 1810 died 26/1/1898
Married Rachel Mauger.
- 2) Eldest son John Mauger Le Patourel Died 20/11/1903
Married Amelia Le Mesurier died 23/11/1926.
- 3) Amy Le Patourel, (daughter) married Thomas Girling died 25/5/1910
- 4) Ivan Le Mesurier Girling 1895 to 1970 married Elizabeth Grew (born 1890) died 1/8/1965. (Ivan was the man who sold the brewery premises to the Guernsey Brewery 1920 limited).

Managed Liberation pubs Guernsey 2023

Deerhound, Le Bourg Forest.
Dix Neuf, Commercial Arcade, St. Peter Port.
Harbour Lights, South Esplanade.
Puffin and Oyster, Grand Havre.
Ship and Crown, North Esplanade.
Thomas De La Rue, the Pollet.

Tenanted Liberation pubs Guernsey 2023

Albion, Church Square.
Britannia ,Trinity Square.
Couture, La Couture.
Dorset Arms, Hauteville.
Foresters Arms, St. Georges Esplanade.
Happy Landings, Le Bourg.
Longfrie Inn, Longfrie.
Mojito, South Esplanade.
Plough, Vauvert.
The Captains Hotel, La Fosse de Haunt
The Pont Inn, Victoria Road.
Victoria Arms, Victoria road.

Guernsey expressions

Lavoir: A washing place.

Livres: Old unit of currency

Jurat: Elected member of the Parish to sit on the Controlling committee, during the war time the committee was set up to organise, various tasks on the island that the occupying troops thought appropriate.

Greffe: The Guernsey office where all documents are kept in relation to records of land etc.

Conge: Crown dues or taxes.

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Any persons that can add to the information I have provided in this article please contact me at , especially if you have any photographs, labels, posters or can locate any of the war time labels. I will be pleased to hear from you plus also any comments. Email: Gdye1856@gmail.com