

Private Norman Kenneth Dean (Regimental Number 1477) lies in his home town of Botwood, in the United Church Cemetery.

His occupation prior to military service recorded as that of a watch-maker and earning a monthly \$30.00, Norman Kenneth Dean is recorded as having presented himself for medical examination on the 22nd of April, 1915, and enlisting at the Church Lads Brigade Armoury in St. John's on April 24, two days later – engaged at the daily private soldier's rate of \$1.10. He then attested three days later again, on April 27.



****A second source has him attesting on the day of his enlistment.***

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Private Dean embarked on board His Majesty's Transport *Calgarian* (preceding page – original photograph from the *Provincial Archives*) on June 20 in St. John's Harbour and sailed (*almost**) directly to the United Kingdom. He was one of the two-hundred forty-two men of 'F' Company and eighty-five naval reservists to take passage on that day.

**Apparently the ship took nineteen days to make what was usually the journey of about a week. Not only was Calgarian escorting three submarines, but she sailed by way of the Portuguese Azores and then Gibraltar – some of the Newfoundlanders apparently even having the time to cross the straits to spend a few hours in North Africa. She reached Liverpool on July 9.*



(Right above: *the Crown Colony of Gibraltar in pre-War days: The Spanish mainland is in the background. – from a vintage postcard*)

On the day after its arrival in the United Kingdom, 'F' Company marched from the railway station and reported *to duty* at Stobs Camp near the Scottish town of Hawick on the evening of July 10. It was an important moment: the Newfoundland Regiment, as of that day counting fifteen hundred personnel, was now at fighting strength and could be posted on *active service*.



(Right above: *The men of the Regiment await their new Lee-Enfield rifles. – original photograph from the Provincial Archives*)

From Stobs, some three weeks after the arrival of 'F' Company, in early August, 'A', 'B', 'C' and 'D', the senior Companies, having now become 1st Battalion of the Newfoundland Regiment, were transferred to Aldershot in southern England. There they were to undergo final preparations – and a royal inspection – before departing on active service to the Middle East and to the fighting on the Gallipoli Peninsula.

'E' and 'F' Companies – the latter having arrived at Stobs Camp on July 10 - were to be posted to the new Regimental Depot and were to form the nucleus of the newly-formed 2nd (Reserve) Battalion. The Depot was to become Private Dean's home for the following seven months.

The Regimental Depot was being established during that summer of 1915 in the Royal Borough of Ayr on the west coast of Scotland to serve as a base for the 2nd (Reserve) Battalion. It was from there – as of November of 1915 up until January of 1918 – that the new-comers from home were to be sent in drafts, at first to Gallipoli and later to the Western Front, to bolster the four fighting companies of 1st Battalion.



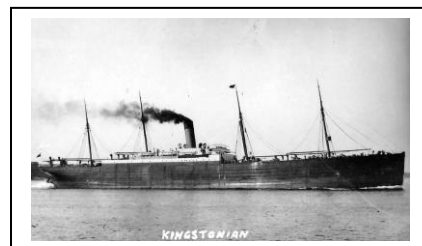
(Right above: *an aerial view of Ayr – probably from the period between the Wars: Newton-on-Ayr is to the left of the River Ayr and the Royal Borough is to the right. – courtesy of the Carnegie Library at Ayr*)

It was not until March 13 of the following year, 1916, that Private Dean, as a soldier of the 2nd Re-enforcement Draft from Ayr, passed through the naval establishment of Devonport on the English south coast, en route – although no-one knew it at the time – for France.

The Newfoundlanders were to travel by way of Egypt*. By that time Private Dean had re-enlisted at Ayr, on February 1, some six weeks before his departure from there.**

**At the time there was some confusion as to whether 1st Battalion would stay in the Middle East or not, and this draft apparently had orders to set sail for Egypt. However, there was surely a bureaucratic foul-up as 1st Battalion embarked in Egypt on only the following day for passage to France. The two ships presumably passed each other in the Mediterranean Sea, going in opposite directions.*

One can only suppose that the ship from Devonport was carrying supplies, equipment and/ or other personnel that were needed in the Middle East and therefore could not be turned around – either that or the vessel had no radio. The 1st Draft then voyaged to Marseilles from Alexandria on HMT Kingstonian (right).



***At the outset of the War, perhaps because it was felt by the authorities that it would be a conflict of short duration, the recruits enlisted for only a single year. As the War progressed, however, this was obviously going to cause problems and the men were encouraged to re-enlist.*

(Right: British troops march through the port area of the French city of Marseilles. – from a vintage post-card)

The draft of one-hundred forty *other ranks*, under the command of Captain Ledingham, having disembarked in the French Mediterranean port of Marseilles on April 3, joined 1st Battalion on April 8 in the small town of Louvencourt where the parent unit – still on its march towards the front - had already been billeted for two days.



Five days later, on April 13, 1st Battalion marched into the village of Englebelmer – situated at some three kilometres behind the front - where the Newfoundlanders were billeted, welcomed re-enforcements from Rouen on the 15th and, on the evening of that day, were ordered forward into the British lines to work in some of the communication trenches.

(Right: part of the re-constructed trench system to be found in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?))



(continued)

The Newfoundlanders were also soon to be preparing for the British campaign of that summer, to be fought on the ground named for the meandering river that flowed – and today still flows – innocuously through the southern part of the region to which it lends its name, *the Somme*.

Private Dean was one among the many wounded on July 1, 1916, the first day of *the Somme*, having suffered gun-shot wounds to the left knee at during the fighting at Beaumont-Hamel. In quick succession he was sent to 87th Field Ambulance, then on to an un-named Casualty Clearing Station on July 2 for further treatment. He was further forwarded on that same day to the 2nd General Hospital in the port-city of Le Havre.

(Right above: a part of the re-constituted battle-field in the Newfoundland Memorial Park at Beaumont-Hamel – photograph from 2007(?))

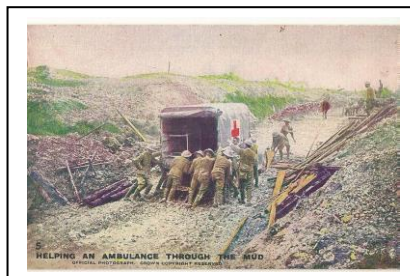
(Right: *transferring wounded from a field ambulance to the rear through the mud by motorized ambulance and man-power* – from a vintage post-card)

From Le Havre, on July 3, Private Dean was evacuated back to the United Kingdom on board His Majesty's Hospital Ship *Egypt* (right). Upon his arrival in England, he was admitted into the 3rd London General Hospital in the Borough of Wandsworth.

(Right: *The main building of what became 3rd London General Hospital during the Great War was opened, on July 1st, 1859, as a home for the orphaned daughters of British soldiers, sailors and marines.* – photograph from 2010)

(Above far right: *Newfoundland patients, unfortunately unidentified, convalescing at 3^d London General Hospital, Wandsworth* – courtesy of Reverend Wilson Tibbo and Mrs. Lillian Tibbo)

After treatment and convalescence he was granted the customary ten-day furlough allowed military personnel upon discharge from hospital – in his case from August 22 to 31. Private Dean was then immediately posted back to the Regimental Depot at Ayr where he reported to duty on September 1. It was felt at the time by the medical authorities that he was... *likely to be fit for overseas service within three months.*



(Previous page: *the High Street in Ayre – dominated then as it still is today by the Wallace Tower - as shown on a postcard of the time – by courtesy of Reverend Wilson Tibbo and Mrs Lillian Tibbo*)

However, only some three weeks later, on September 23, Private Dean was granted furlough back to Newfoundland. He sailed from Liverpool on the 27th of that same month on board His Majesty's Transport *Scandinavian* (right) en route to Québec, thence arriving back home in Newfoundland on October 9 (the 12th in a second source).



On January 26 of the New Year, 1917, presumably still *on strength*, he was granted an additional three-month furlough; the grounds for this extension appear not to be recorded – except that it was the Chief Medical Officer whose decision it was - but if the reasons were of a medical nature, they were to little avail: Private Dean was discharged on May 11, 1917, as *medically unfit on account of wounds received in action*.

Norman Dean then apparently returned to his pre-War occupation as a watchmaker as he is recorded as working during 1917 with a Mr. Pike of Botwood, earning a weekly five dollars. Unfortunately this information was documented on a Medical Board Report of September 29, 1917...

...unfortunate because the same report noted that, for the two previous weeks, Private Dean had been... *sick in bed for a week. Had Cough & pain in left side. Coughed blood on one occasion. Sweats at night, temp 99, pulse 124... Recommendation of Medical Board... to enter Jensen Camp**.

**The privately-funded Jensen Camp on Blackmarsh Road had been in service since the previous year, 1916. Named for a soldier suffering – and eventually succumbing to – tuberculosis, it was primarily used by service personnel. The Jensen Camp closed in early 1921 due to the expansion of a new facility on Topsail Road which became the St. John's Sanatorium.*

The son of Kenneth William Dean, blacksmith and millwright - he also served in the Newfoundland Forestry Corps during the War - and Lucinda Dean (née *Anthony*) – to whom he had allotted a daily allowance of fifty cents from his pay – of Botwood (formerly Botwoodville), then later of Bradford, Massachusetts, USA, he was also brother to A. (Archibald?), an employee of the *Anglo-Newfoundland Development Company*, to two other brothers and to two sisters, one of them Bessie May.

Norman Dean passed away on January 30, 1921. In October of 1923, permission was granted to treat his burial place in Botwood as a War Grave.

Born on August 4, 1897, Norman Dean had enlisted at the age of seventeen years and eight months, but had in fact done so at the *declared* age of nineteen years.

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Private Norman Kenneth Dean was entitled to the British War Medal (left) and to the Victory Medal (Inter-Allied War Medal).

