

## **Second World War – John Nicholas Bailey Tate – Missing report**

The following is from the National Archives: AIR 81/7885

D.P.S.

Hampden AD.835, with crew of four, was reported missing on the night 25/26th July, 1941. (Enclosure 1B).

No.83 Squadron reported that this aircraft took off at 22.05 hrs. on 25.7.41. for an attack on Hanover, but failed to return. (Enclosure 2A).

A telegram from the International Red Cross states that Sgt. Draper was taken prisoner, and Sgts. Tate, Marsden and Ireson were killed. (Enclosure 3A). Confirmation of their death on 25.7.41. together with particulars of burial, is contained in extracts from Dutch Red Cross report (Enclosure 10A) and German Totenliste No.50. (Enclosure 13A).

It is accordingly submitted that the death of Sgts. Tate, Marsden and Ireson, be presumed, for official purposes, to have occurred on 25th July, 1941.

*W. Shepherd*

P.4.Cas.  
13/1/42.

15

X of minute 14 approved.

*F. H. Howard*  
*W. C. & D. S.*

15.1.42.

16

21/1/42

*Presumptions to Unit. Group. Records & Wounded (B)*  
*16A*

17

27.1.42.

R.B.O.T. 2157

17A

*Memo from British R.C.S.*

17B

18

3/2/42 Cert. Notification death P.O.S.B. 60 pms to 18A  
*Accto 13*

19

10.2.42.

*Burial plans sent to G.W. & B. on 26.2.42*

20

16.2.42.

*Letter to Mrs. Ireson.*

20A

21

27.3.42

*Action Sheet*

21A

22

5/6/42. C.O.D. to P.O.S.B. 60 pms Accto 13 22A

23

27/8/42 Extract from Totenlist 58. 23A

24

23.9.42. Letter (undated) from Mrs. A. E. Ireson applying for R.O.S.D. re Sgt. A. E. Ireson, to be a (P.O.S.B. 105).  
*E. A. Hobson*

25

15/12/42 Letter to T. B. Tate re Mrs Ireson

25A

B



65

2, Seville Street,  
London, S.W.1.

19<sup>th</sup> August, 1948.

Thank you for your letter of 13th August 1948  
about the unknown Royal Air Force pilot buried in  
Norderney Cemetery.

This officer was missing from a raid on the Dutch coast on the night of 6/7th May 1941.

I have checked our records for information about your crew member, Sergeant Pilot J.N.B. Tate and find that he was buried by the Germans in Grave 55 at Schiermommikogg Military Cemetery, North Frisian Islands, Holland. His two companions Sergeants E. Marsden and F.L.T. Ireson are buried beside him in graves 56 and 57.

Your action in writing to us about the case is very much appreciated.

Yours sincerely,

P. H. Draper, Esq.,  
446, Thornton Road,  
Girlington,  
Bradford,  
Yorks.

— received on last November.

to:- R. A. A. F.

C O P Y

62

446, Thornton Road,  
Girlington,  
Bradford.

13th August, 1948.

The Air Ministry,  
S.14.(Casualties).

*original  
in T.23930/48*

Dear Sirs,

In today's issue of the Yorkshire Observer Budget there was a paragraph requesting information concerning an R.A.F. or Dominions pilot whose body was washed ashore on the Norderney Coast on 17th August, 1941.

I have not heard whether the body of Sgt. Pilot Tate had ever been identified and think there may be a possible connection here.

Tate was acting as navigator in a Hampden in which I was pilot on the night of 26th July, 1941.

The aircraft was attacked just off the coast of Scheermainkoog and shortly afterwards caught fire and ~~Tate~~ was instructed to abandon aircraft.

After I had also baled out I noticed I was over a beach and being carried briskly toward the sea. This drift was corrected by energetic use of the parachuted shroud lines.

The probability is that Tate did not notice the coastline and drifted out to sea (to the north). His boots were recovered separately, from what I could gather, about 1 miles from where the aircraft crashed.

The Germans told me that they could only account for two bodies in the wreckage. These presumably being the rear gunner and wireless operator. Fingers being found attached to gun butts, and other parts in the rear portion of the aircraft wreckage.

Hoping this may be of some help.

Yours faithfully,

(signed) P.H. DRAPER

P.H. DRAPER, 936710  
Ex 83 Squadron, Scampton

C. D. R. C. BATT

pies to:- R.A.A.F.  
R.C.A.F.



S.14 (Cas.) C.5

POST PRESUMPTION MEMORANDUM NO. 3000/48

FILE NUMBER P.360859/41

DATE 9/6/48

Relating to HAMPTDEN AD.835

Missing on 25-27/7/41

Crashed at SCHIERMONNIKOOG, N. FRISIAN ISLAND

NUMBER	RANK	NAME	BURIAL DETAILS	INFORMATION
			<u>SCHIERMONNIKOOG</u> <u>MILITARY CEMETERY</u>	<u>Holland</u>
912606	Sgt.	TATE, J.N.B.	Grave 55	A.G.13 Photostats show the three members of this crew who were killed in the crash buried in the Cemetery indicated. The remaining member is safe.  Case Closed.
755021	Sgt.	IRESON, F.L.T.	" 56	
981749	Sgt.	MARSDEN, E.	" 57	
936710	W/O.	DRAPER, P.H.	Safe	

Circulation:-

P. File

B.1 (Alpha)

B.1 (Chron. Cards)

B.1 (MEM)

Sea View  
Alnmouth  
Northumberland.  
31.10.47.

The Under Secretary of State  
Air Ministry  
2 Swill St.

Dear Sir

I thank you for your letter  
dated 30.10.47, Ref. P.360859/41/S. 14 Cas/C 3.

I had hoped that the correspondence  
of the Commandant quoted by me  
might furnish a clue as to the disposal  
of my son's effects which could be  
followed up. I note that should any  
<sup>items</sup> ~~effects~~ come to hand you will inform  
me, but is the information obtained  
from Holland of no value?

Yours faithfully

T. B. Tate. C.S.I.

Northumberland.



ainham 3344.

Sea View,  
Alnmouth,  
Northumberland.

25.9.47.

Officer Commanding,  
Central Depository,  
Royal Air Force.

Dear Sir,

Sgt. Pilot. Tate. J.N.B. 912606 deceased.

My son, as named above, lost his life when his Hampden bomber was shot down on July 25th 1941, and crashed on Schiermonnikoog island.

I write to inquire what prospects there are of recovering the personal effects he had with him at the time of his death?.

I have recently received copies of two letters from the local German Kommandant of the Burgomaster of Schiermonnikoog on the subject of the crew of the bomber in question and of their burial on the island. (One of the four only, Sgt. Draper survived and became a prisoner)

According to the Kommandant's letter dated 29th July 1941, headed "Inselkommandant Schiermonnikoog" B. Nr. 227/41", the personal effects of the crew were being sent to his superiors ("an meine vorgesetzte Dienststelle") and those of my son were detailed as follows.

1 Tobacco Pouch  
2 Fountain pens.  
2 Screw pencil  
2 Gold Cuff Links.  
1 Gold Signet Ring

5 Personal papers and  
various visiting cards.  
1 Lighter  
1 Key  
1 Pipe-cleaner.

Contd.

und Kriegsgefangene

B e r

144  
from German Documents E.V. 859/41 + Death Cards

of aircraft HAMPDEN

Date and time of crash 25.7.41 at 23.55 Hrs.

Location :- Near SCHIERMONNIKOOG

Nature of crash :- Shot down by Night Fighters

Crew :- 4 (1 P.O.W - 3 dead)

- (1) 936710 SGT P.H. DRAPER P.O.W.
- (2) 912606 SGT J.M.B. TATE "Grave No 55"
- (3) 755021 SGT F.L.T. IRESON - - - 56
- (4) 981749 SGT E. MARSDEN - - - 57
- (5) \_\_\_\_\_
- (6) \_\_\_\_\_
- (7) \_\_\_\_\_

Cemetery :- Buried on 29.7.41 in the VREDENHOF

of SCHIERMONNIKOOG

Other information Death cards held for  
Tate and Ireson

P360859/41.

Copies to:-

Signed H. T. Schofield M.R.3.

Date 21. 10. 46.

0.95904

verteiler: 1. Wehrmachtsauskunftsstelle für Kriegsverlust  
und Kriegsgefangene

Berlin W 30  
Hohenstaufenstr.47/48

2. Nachrichtlich:

Luftgaukommando XI, IIb - Verlustbearbeiter  
Hamburg-Blankenese.



40.  
8. V. 859/41

Vordruck II

Regiment: Kdo. Fl. H. Ber. Jever Bataillon, Abt. nsm.: \_\_\_\_\_  
Schiffbauiges Bataillon, Abt. nsm.: See-Fl. H. Kdtr. E 115/XI  
Gezögte Einheit: \_\_\_\_\_  
Gezögtruppenteil: Fl. Ausb. Batl. 16

Wehrmachtsauskunftsstelle  
Empf. 12. AUG. 1941  
Nr. \_\_\_\_\_  
Nr. \_\_\_\_\_

# Namentliche Verlustmeldung

Nr. 17 \*)

über

~~Offiziere, Unteroffiziere und Mannschaften~~

Angehörige feindlicher Luftwaffen.

- a) Vor dem Feinde Gefallene und Verwundete.
- b) Außerhalb der Lazarettbehandlung Gestorbene.
- c) Vermißte (oder Gefangene) und an Ortsbehörden oder Heilanstalten des Feindes zur ärztlichen Behandlung Abgegebene.

Berichtszeitraum: 7.8.1941 - 9.8.1941

Verteiler: 1. Wehrmachtsauskunftsstelle für Kriegsverluste und Kriegsgefangene

Berlin W 30  
Hohenstaufenstr. 47/48

2. Nachrichtlich:

Luftgaukommando XI, IIb - Verlustbearbeiter  
Hamburg-Blankenese.

\*) Dem Truppenteil (nsm.) mit der laufenden Nummer auszufüllen.





Ug. V. 859/41

Kommando  
Mar.Flak-Abteilung 216  
B.Nr. 4108 I

Borkum, den 6. August 1941.

~~Verdachtsmeldung~~  
11. AUG. 1941

An

das Oberkommando der Wehrmacht  
-Wehrmachtsauskunftsstelle für Kriegsverluste-

Berlin W 50

Hohenstaufenstraße 47/48

das Oberkommando der Kriegsmarine -AMA/M Wehr I-,

Berlin.

gleichlautend:

den Kommandanten im Abschnitt, Borkum.

Betr.: Leichenbergung auf Schiermonnikoog.

-Ohne Vorgang-.

In der Anlage überreicht die Abteilung die Verlustmeldung  
Nr.20 über die auf der Insel Schiermonnikoog geborgenen Leichen  
von 3 englischen Fliegern

- X a) Sergeant Ireson, 57/15
- X b) " Tate, 57/16
- X c) " Marsden. (Hearson?) 57/17

Der Nachlaß der Toten Ireson und Tate ist an die Seeflieger-  
horstkommandantur Borkum zur Auswertung weitergegeben worden.  
Bei der Leiche des Sergeanten Marsden wurde kein Nachlaß gefunden.

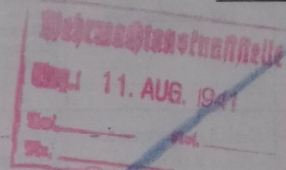
*W. Weisen*

10.11.3.  
P.  
de for

40.  
8.V. 859/41  
Kommando  
M. Fla. R. 216

Stelle:

Vordruck II



# Namentliche Verlustmeldung

Nr. 20 \*)

über

Offiziere, Beamte, Unteroffiziere und Mannschaften  
(und eingeschifftes Zivilpersonal)

- a) Vor dem Feinde Gefallene und Verwundete.
- b) Außerhalb der Lazarettbehandlung Gestorbene.
- c) Vermißte (oder Gefangene) und an Ortsbehörden oder Heilanstalten des Feindes zur ärztlichen Behandlung Abgegebene.

Berichtszeitraum:

Borkum den 6. August 1941

*W. Weisen*  
Korvettenkapitän u. Kommandeur

\*) Vom Truppenteil (u.ä.) mit der laufenden Nummer auszufüllen.



Nr.	Ort und Tag des Geschehens	Dienst- und Waffe	Gefallene	Name	Familienname und Dienstnummern-Nr. (bzw. G.L.Nr.)	Schicksal			Gefallen	Verwundet**		Bemerkung	Gehten außerhalb der Lazarettbehandlung infolge von				Abgegeben an andere Stellen (Krankenhaus, etc.)?	Bemerkung (z.B. Grablage, etc.)
						tot	mit	lebend		leider	erlangen		Verwundung	Krankheit	Unfall	Selbstmord		
1	Schiermonnikoog 25.7.1941	Ser-geant der RAF.	22	F.	Ireson 50/75 (aus Lutten)	-	-	-	-	-	-	-	-	-	-	-	-	Bestattet am 29.7.1941 auf dem Vredenhof von Schiermonnikoog, Grab-Nr. 56
2	"	"	"	J.N.B.	Tate 50/75 Nr. 912606	9.15.	-	-	-	-	-	-	-	-	-	-	-	wie vor, Grab-Nr. 55
3	"	"	"	?	Marsden 50/75 (aus Blackburn)	-	-	-	-	-	-	-	-	-	-	-	-	wie vor, Grab-Nr. 57

Anmerkung: Vorstehende Soldaten stürzten am 25.7.41 (23.55 Uhr) mit einem durch Nachtjäger abgeschossenen englischen Bomberflugzeug brennend über Schiermonnikoog ab.

Anmerkung zu ffd.Nr. 2: Die Anschrift der Angehörigen lautet:  
Seaview, Alnmouth, Northumberland.

# POST PRESUMPTION MEMORANDUM 3593.

Relating to Hampden A.D.835 Missing 25/26.7.41.

Date 20.9.46.

S.7.(Cas.C.5.)

File number	Rank	Number	Name	Information
P.360859/41	Sgt.	912606	J.N.B. TATE	<u>HOLLAND</u> No.2 M.R. & E.U. have confirmed the burial place of this crew. They are buried in the Vredenhof Cemetery Schiermonnikoog. (a North Frisian Island) Tate Grave 55 Ireson " 56 Marsden " 57 The fourth member of the crew was taken P.O.W. <u>CREW COMPLETE</u>
	Sgt.	981749	E. MARSDEN	
	Sgt.	755021	F.L.T. IRESON	

## Circulation

Amendments (B.1.)  
 Chron.Carús (B.1.)  
 S.7.(Cas.C.5.)  
 Presumptions (B.3.)  
 Miss Crabbe (A.3. for A.G.13.)  
 Cas.Can.  
 R.A.A.F. O.H.Q.  
 P. File.

G.96451.

SOURCE OF INFORMATION: Secretary to Burgomaster and Mr. van der W.

GENERAL REMARKS: Aircraft crashed at point stated after an encounter with enemy night fighter. Germans took log book and records quote the wing from 82 Squadron based at R.A.F. Station Scampton Graves regist.

PRELIMINARY REPORT ON LOCAL ENQUIRY

FROM: OFFICER COMMANDING 2 M.R.E. UNIT, R.A.F.  
TO: AIR MINISTER, (P.4 Cas.) 73-77 OXFORD STREET, LONDON, W. 1  
COPY TO:

*No action  
as N/Kir  
been informed*

REF: -2 MREU/2039/Air/X 1290 DATE OF INVESTIGATION: 2nd of August 1946

The following information pertaining to the crash of a British aircraft is held on file at this Unit Headquarters. Before further action can be taken by this Unit, it is requested that full particulars and details of the crew involved, together with any other relevant information you may have on file at your office, be made known, at the earliest possible date, please.

DATE OF CRASH: 25-7-1941.

TIME OF CRASH: 23.55 hrs.

PLACE OF CRASH: COMMUNITY OF SCHIERMONNIKOOG  
(N. Frisian island)

MAP REFERENCE: U 9

Fell on foreshore near KM Pole 8 N. Coast of Island.

TYPE OF AIRCRAFT: Hampden

SERIAL No. Unknown

NAMES OF THE CREW

FATE OF THE CREW

912606 Sgt. TATE Nav.

Killed in action.

" IRESON Wop.

Buried 29-7-1941.

" MARSDEN A/G

Philip DRAPER Pilot

Taken P.O.W.

*P 360859/41.  
DP.*

BURIAL PARTICULARS: COMMUNITY SCHIERMONNIKOOG

"Vredenhof" CEMETERY (U 9645) Graves 55-57 respectively.

SOURCE OF INFORMATION: Secretary to Burgomaster and Mr. van der Werff (Hotel Keeper)  
German Records (

GENERAL REMARKS: Aircraft crashed at point stated after an encounter over the sea with enemy night fighter. Germans took log book and records quote the aircraft as operating from 82 Squadron based at R.A.F. Station Scampton Graves registered by 36 G.R.U.

Investigating Officer: - F/Lt. J.E. GROSVENOR  
No. 10 Section.

RECEIVED

*hence for*

*13.10.43.*



P. 36 0859/41

Translated extract from Official Death Lists (Totenliste No. *Burial List*)

forwarded by International Red Cross Committee, Item(s) *Solder 122 (Holland)*

(being filed in P.4 Cas.)

3. Dead, 1. captured, names of the dead  
pilots:

1. Sgt Tate 912606
2. Sgt Ireson from Rinton
3. Sgt Marsden from Blackburn

Date of crash 15.7.41

No. action

(REMARKS OVERLEAF)

(\*16959-12655) Wt. 26483-Q1474 200 Pads 8/45 T.S. 000

out the amount  
to dig up is  
sted. m.

W/D. T.H. DRAPER.

Y.M.C.A. 36A

FORSTER SQUARE,  
BRADFORD,  
YORKS.

12<sup>th</sup> August 45

F/17 IN CASUALTY BRANCH,

73-77 OXFORD STREET W.1.

REF. P. 360859/41/P.4./MR. 503.P.

Dear Sir,

I'm reply to your letter of  
the second of August. Here are  
the answers to your questionnaire  
as fully as possible.

- (a) The casualty occurred on the  
outward journey about 1 1/2 hrs  
after take off (23.50 hrs D.B.S.T.)
- (b) The fighter made the attack  
at the above time presumably  
over the island of Scharinonikooj.

Whitehall, S.W.1.



3

(1) As it was night time I am not able to pin point the spot on which I landed, but to the north there was sea, because I took my bearings from the pole star so presumably it was along the North coast of the island.

(2) Gosterluren — have not a clue!

? I am sorry you have been troubled by the West-Ind-ian. I have already written several letters explaining as fully as possible to the Yate.

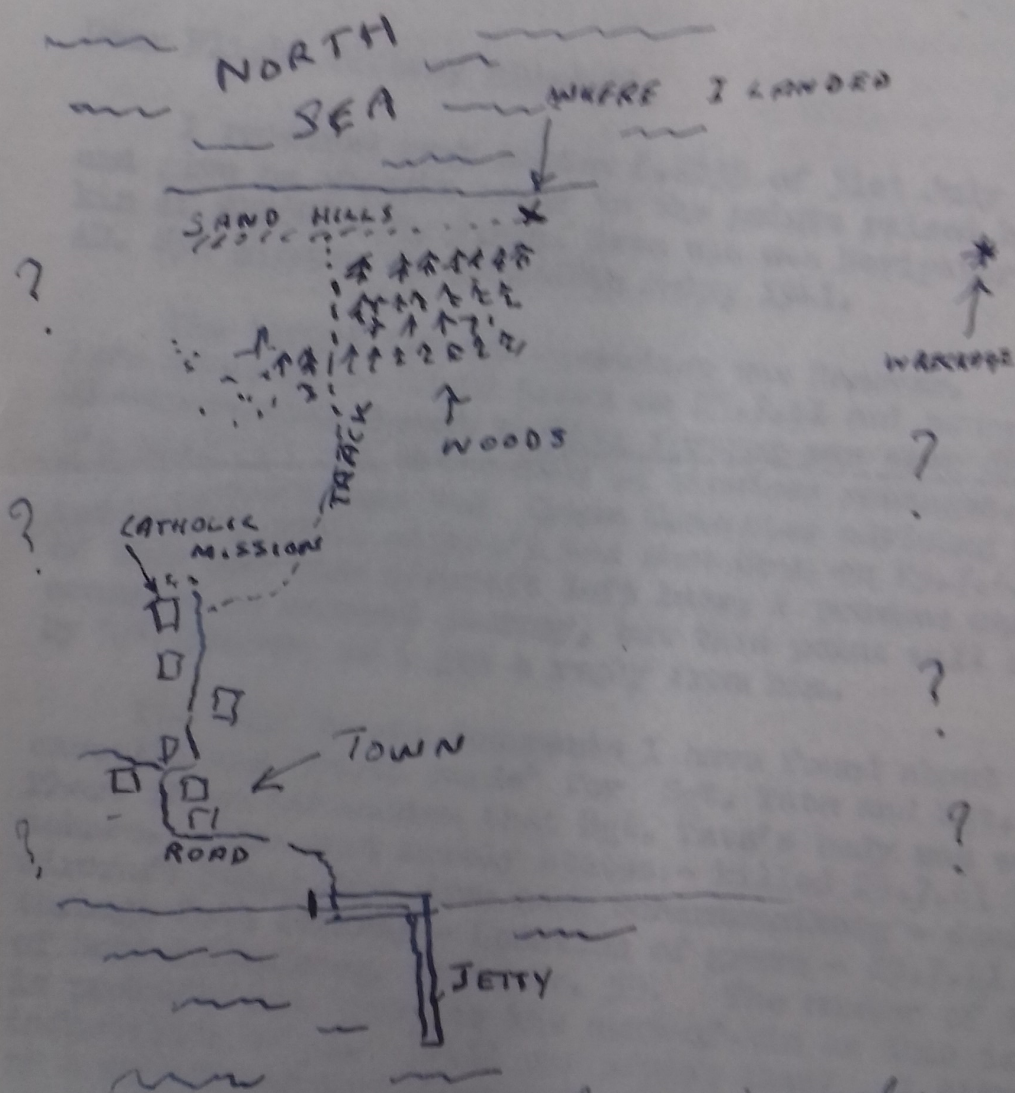
For your private information I think I may say what probably did happen to Lt Yate.

3. During previous conversations  
we had had on flying etc. he  
had stated that if he were baled  
out of a Hampden navigator's  
exit he would do so feet first  
and facing forward. I had  
explained the correct method, but  
he was very set with his own  
ideas. You may very well  
imagine what did happen to  
him if he did as he intended.

As a matter of interest his  
flying boots were found some  
2 Km. from the scene of the  
wreckage. They were his boots -  
his name was in them and  
I wore them for three months.



H/ Here is a sketch as near  
as I remember of the island



Yours sincerely,

R. S. Jones

35A

2 August, 1945.

P.360859/41/P.4./MR.503.P.

Dear Flight Officer Blundell,

I received your letter G.2035 of 31st July this morning and give an interim reply to the points raised by the next-of-kin of 912606 Sgt. J.N.B. Tate who was Navigator in Hampden AD. 835 missing on 25th/26th July, 1941.

The target for the operation was Hanover. Aircraft left Southampton at 22.05 hours on 25.7.41 and according to circumstantial report nothing further was seen or heard of the aircraft and there were no wireless messages. Reports from International Red Cross Committee advising death and burial state aircraft was shot down on 25.7.41. In view of this and time aircraft left base, I presume casualty occurred on outward journey, but this point will be confirmed by W/O Draper, if I get a reply from him.

The only German documents I have found about this casualty are "death cards" for Sgt. Tate and Sgt. Ireson. There is no indication that Sgt. Tate's body was washed ashore. The card merely states:- killed 25.7.41 through aircraft being shot down near Schiermonnikoog - dead through fall (crash) - Location of grave - 29.7.41. Cemetery of Schiermonnikoog, Grave No. 55. The number of the grave is probably not known to the next-of-kin as this is first information of it. Will you advise them? I attach copy of a report received from Sgt. Draper by the British Red Cross from the P.O.W. camp. As you can see there was a possibility of Sgt. Tate having crashed with the aircraft.

I/

Flight Officer Blundell,  
Air Ministry,  
Whitehall, S.W.1.

SUBJECT.

OL

NO DETAILS EXCEPT  
OF CHARRED BODIES IN WRE  
AND BURNT FINGERS STUCK ON



2 August 1942

- 2 -

I have written to W/O Draper, as he now is, about the casualty occurring on outward or home journey and where he landed on Schiermonnikoog. I have studied all maps available and can find no Oosterluren on the island. The island itself is only 8 miles long by 2 miles at its widest part and the only region which is not sand or beach is an area 3 miles by 2 miles at the western end, in the centre of which is the one town of Schiermonnikoog. The other five miles to the east is sand or beach.

The following extract from circumstantial report may be of assistance to you - "The navigator (Sgt. Tate) and rear gunner were good but comparatively inexperienced. Both the pilot and the wireless operator had considerable experience and the crew could be relied upon to take the correct action in an emergency."

Yours sincerely,

J. W. E. PARSONS

Enclosed is a copy of a report received from Sgt. Draper by the British Red Cross from the R.C.W. camp. As you can see there was a possibility of Sgt. Tate having crashed with the aircraft. I have not known to the north of this as this is the location of it. Will you advise them? I attach copy of report received from Sgt. Draper by the British Red Cross from the R.C.W. camp. As you can see there was a possibility of Sgt. Tate having crashed with the aircraft.

Right Officer (General)  
The Ministry  
Whitehall, S.W.1.

2 August, 1945.

P.360859/41/P.4./MR.503.P.

Dear Warrant Officer Draper,

I am sorry to have to trouble you once again about the casualty to your aircraft on 25th/26th July, 1941, for I realise that you wish to forget if possible your terrible experience on that fateful night. Unhappily, the next-of-kin of Sergeant J. Tate are asking for further details, which cannot be answered from information on the file nor from captured German documents, but only by you. I am loath to do this, but I would appreciate if you could supply answers to the following questions, which will, I hope, definitely conclude the case.

- (a) Did the casualty occur on the outward or return journey?
- (b) Where and at what time did the fighter attack you?
- (c) When you landed by parachute on the beach, can you remember whether you landed on that side of Schiermounikog facing the Dutch coast or that side facing the open sea. i.e. did you land on south or north coast of the island?
- (d) Mr. Tate says there is a town on the island called Oosterluren - I can't find it on any map - only that eastern part of the island, which would appear to be all sand, called Oosterstrand. He wants to know if you landed anywhere near Oosterluren. I have studied maps and I see the island is only 8 miles long by 2 miles wide. That part of it which surrounds the town of/

Warrant Officer P.H. Draper,  
2 Lansdowne Place,  
Hove 2,  
Sussex.

or convey

No DETAILS EXCEPT TWO  
OF CHARRED BODIES IN  
AND BURNT FINGERS STOCK



of Schiermouninkoog and which appears to be  
inhabited at all is only 3 miles by 2 miles.  
Can you give any idea where you landed on  
the island?

Hoping to hear from you soon.

Yours sincerely,

J. W. E. PARSONS

Q 6854

33A

QUESTIONNAIRE for completion by repatriated personnel

NOTE I We want you to give us any information you can about your air crew (or the officers and airmen captured with you) and what became of them after capture or casualty.

TYPE OF AIRCRAFT AND LETTER . . . HAMPDEN . . . . .

SQUADRON . . . . . 83 . . . . .

CREW.

<u>Position.</u>	<u>Name</u>	<u>Initials</u>	<u>Rank</u>	<u>R.C.A.F.</u> <u>R.A.A.F.</u> <u>R.N.Z.A.F.</u>
1st Pilot	SELF			
2nd Pilot	TATE		Sgt	
Navigator				
E/Engineer	IRESON		"	
W/Operator				
Mid Upper				
Tail	MARSDEN		"	
Front Gunner				
Additional Crew.				

QUESTION IA. Did you bale out, crash, force land, ditch or get blown out? If so, state:-

BALLOUT

(a) Names of members of the crew who baled out before you:-

(b) Names of those who were in the a/c when you left:-

QUESTION IB. Approximately where did the aircraft crash?

SCHERMONIKOFF ISLAND

QUESTION IC. Tell us all you know about your aircrew - what happened were they killed or injured - taken prisoner with you - or did the Germans give you any details. Where did you hear of them last - what prison camps where they at - do you know their home town - next of kin or county?

NO DETAILS EXCEPT TWO BITS  
OF CHARRED BODIES IN WRECKAGE  
AND BURNT FINGERS STUCK ON A GUN.  
NAVIGATORS BOOTS FOUND IN DIFFERENT  
POSITIONS ABOUT 1 KM. FROM WRECKAGE  
BOOTS BADLY TORN.

13. 10.  
MILL.





Seaview,  
Alnmouth,  
Northumberland.


29.7.45.

My Dear Richard,

It was delightful to see you again, untouched by the years, and it was like you to be so sympathetic and helpful over Tate's trouble.

The details are as follows -  
Sergeant Pilot J.N.B.Tate, No.912606,  
Squadron 83 - lost in a Hampden on  
July 25th 1941. He is buried at  
Scheermunnikoog - one of the Frisian  
Islands - and it seems that his body  
was washed up from the sea. There was  
one survivor, the pilot, Sergeant  
Pilot Philip Draper, now living at  
2, Lansdowne Place, Hove 2, Sussex.  
Tate wrote to him and has received  
the following information -

"There was first one burst  
of cannon fire fired at us from a  
fighter. The gunners never saw him  
and I presume both of them to have  
been killed in the attack. The  
starboard inner fuel tank was hit and  
in due course exploded. It contained  
160 gals. of petrol which burnt very  
rapidly owing to the wind fanning it.



Myself and Nicky (Tate) were unhurt so I gave orders to abandon the machine before the other fuel tanks blew up. I then presume Nicky baled out through his emergency exit and I proceeded to leave. At this stage my feet were trapped inside the machine whilst I was outside. I could do nothing until another fuel tank exploded and blew me clear. I then came down by parachute and was very fortunate in first landing on the beach. Owing to the fact that I was very near to the ground when my parachute opened the wind did not make me drift very far. I presume what happened to Nicky was that he came out much before I did and much higher, and the wind took him out to sea."

This is a very full account, but there are some gaps which the Tates would very much like to have filled up. They have written again to Draper, but have received no reply - perhaps he thinks he should not give the information asked for and in any case it must be painful for him after all he has been through.

These are (1) Was the Hampden disabled when proceeding to Germany





or returning after accomplishing its mission? What was its target? -Hannover

(2) Did Draper land on the beach of Scheermonn&koog facing the Dutch coast or on that facing the open sea? There is a town on the island named Oosterluren, was it anywhere near that? Where did the fighter attack them? About what time was it? When did the Hampden leave Scampton on its mission? Did the crew of any other aeroplane see what happened?

The Wing Commander concerned was Harry Sutterly. Any information the Squadron may have retained or have on record as to the boy's general capabilities as a pilot and navigator would also be most welcome, also what they thought of him generally.

Well, ever so many thanks. The Tates will be most grateful for any crumb of additional information that you may be able to pick up. You know how these things are. Hoping to meet again when I come South.

Yours ever,

Charles Ogilvie

Gefangenenlager:		Staatsangehörigkeit:	Nr. der Liste:
Gefangen-Nr.:		England	Seite der Liste:
Name:		Tate	
Vorname:		J. N. B.	
Geburtsort:		9.5.19	
Vorname des Vaters:		Kampf	
Familienname der Mutter:		Kampf	
Name u. Anschrift der zu benachrichtigenden Person:		Leviat, Kumbach, Northumberland	
Aufenthalt u. Veränderungen:		gef. 25.7.41 d. Abschn. d. Schirmmischg. Grablage: 29.7.41 auf d. Tränkehof von Schirmmischg. Grabl. Nr. 55	
Truppenteil:		Masch. Kampden 81. Liniern	
Korps u. Nr.:		912606	
Ort und Tag der Befangenahme oder Internierung:			
Verwandungen, Verletzungen oder Tod:		Tot d. Mortuar	
wann und von wo zugegangen:			

gem. d. Reichsmusk. d. Luftw. in Ober-  
befehlsabr. d. Luftw. d. F. Chef - Abt. 12. Verl.  
25 Nr. 61 067/41 (II. d.) v. 28. Juli 41  
d. 4. v. a. Ref. IV i  
2. Meld. d. Kdo. Ab. Fla. A. 216. Verlin. Nr. 20, Borkum 6. Aug. 41.  
3. Meld. d. Kdo. Fl. H. Ber. Lever See-Fl. H. Kdr.  
E 115/XI Fl. Ausb. Btl. 16. Verlin. Nr. 17.  
4. Meld. d. Grilag - Luft Oberinsp. v. 26.8.41  
in. Hinterteg. - K. G. 2867 ab. Ref. I  
I. Meld. d. R. d. L. No. 64578/41 (II. d.) v. 13. Sept. 1941

abgel. G. V. 859/41  
Joteul. 50  
Lfd. Nr. 46  
abgel. G. V. 859/41  
abgel. G. V. 859/41  
abgel. 2732/41  
abgel. G. V. 1346/42



MEMORANDUM

From: Miss Morrell,  
Missing & Relatives  
Department,  
7, Belgrave Square, S.W.L.

To: - Miss Catley,  
P.4. Cas. Section,  
Air Ministry, Casualty  
73/77, Oxford St. Branch,  
W.I.

30th December, 1942.

Letter from Sgt. Deans, Stalag Luft 3,  
on behalf of Sgt. P.R. Draper, 936710,

This information already contained in

R.B.O.T. 2157.

✓ Joan Buchanan  
For the Chairman.

8559/41  
Article 56  
this copy of

C O Y. (13)

From: Sgt. J.A.G. Deans, R.A.F.  
Camp Leader H.C.O.'s compound,  
Stalag Luft 3,  
GERMANY.

31st October 1942.

Dear Lady Amphill,

936710 Sgt. F.H. Draper, POW. No. 9620, of this camp, has received a letter from Mrs. Decima Tate of Seaview, Alnmouth, Northumberland, enquiring after the fate of her son, 912600 Sgt. J.B.M. Tate. At Sgt. Draper's request I have written to Mrs. Tate indicating that no hope can be entertained for her son, but think it advisable to forward you the following statement by Sgt. Draper, containing details which I withheld in my letter to Mrs. Tate.

"Sgt. J.B.M. Tate was navigator in a Hampden aircraft flown by myself. On the night of 26th July 1941 we were hit by a long burst of cannon fire from a night fighter, which set fire to the rear of the fuselage. I called up the rear gunner and wireless operator but received no reply. I then called up the navigator, Tate, who complained of it being a bit smoky, and ordered him to jump. I then proceeded to get out myself and hit the rudder doing so. I landed on the beach of an island of Scheermonikoog and the machine crashed at the other end of the island. The Germans informed me that as far as they could tell there were two bodies in the wreckage, but they could not be sure. Later Sgt. Tate's flying boots were brought in. They were found about a mile from the machine, and were slightly torn, but had no bloodstain inside. The Commandant of the island promised he would give a full military funeral for the three men. Tate may have got out and drifted out to sea and been drowned, or may have been trapped in the escape hatch and crushed under the wreck which was completely burned."

(sgd) H. Draper. Sgt.

Yours sincerely,

James A. G. Deans.

Sgt. R.A.F.

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25c

18 December, 1942

P.360859/41/P.4.Cas.

Sir,

I am directed to forward the enclosed photographs of the grave of your son Sergeant J. N. B. Tate who is buried in Vredenhof, Schiermonnikoog, Holland.

The two members of his crew who lost their lives in the same operation are buried in adjoining graves.

The photographs ~~were~~ sent to this Department by the Dutch Red Cross Society, through the International Red Cross Committee, Geneva.

I am, Sir,

Your obedient Servant,

G. SHREEVE

for Director of Personal Services.

T.B.Tate Esq.,  
"Seaview",  
Alnmouth,  
Northumberland.

360859/41

171

R.B.O.T. 2157

From: 9620 Sgt. DRAPER P.H. Stalag VIII B

EBav 724 Amp. KA

5th November, 1941

Dear Sirs,

In reply to your enquiry regarding Sgt. J.N.B. TATE 912606, Sgt. E. MARDEN 981749 and Sgt. F.L.T. IRESON 755021, these Sergeants were members of the crew of the aircraft which I was flying. I regret to say that they lost their lives when the machine caught fire and crashed. The bodies of Sgts. <sup>Marden</sup> TATE and IRESON were buried on the island of SCHIORMONIKOOG. The body of Sgt. TATE was not recovered, but it is almost certain that he was killed. His flying boots were found some distance from the crash in a torn condition. The remains of their parachutes were found in a burnt condition. The identity of the bodies was not established as they were in small pieces and badly burnt.

I am, yours faithfully,

(sgd) P.H. DRAPER

P.360765/

P.360859/

P.360876/

P.360864/

P.360050/4

P.360645/4

Reference

21.



ACTION COPY

~~P4/PW~~  
P4/PW

KWY

GPE NR SCM/25/13 NOTWT  
PASS TO GP42

ADDRESSED TO :- AM KINGSWAY P.4/PW  
FROM :- 83 SQUADRON  
M242 13/8 YOUR P1960 10/8

PLEASE CONFIRM 981749 SGT MARSDEN E KILLED ON JULY 25 IN VIEW OF FACT  
THAT NEXT OF KIN HAS HEARD THAT HIS NAME WAS REPORTED ON GERMAN  
BROADCAST AS A PRISONER

====1620

C TO AM KINGSWAY P.4/PW  
R C VAZ

GPE R 1908 RWF VA++

U.F. Form 96A.  
75A. (Naval).

# MESSAGE FORM

Office Serial No. ....

No. of  
Group  
**GR**

Office Date Stamp

IN

nd :—

Preface OUT

**CASUALTY  
SECTION**

P 4 P1 W.

(Above this line is for Signals use only.)

TO\* 5 Group repeat 83 Squadron

FROM\* Air Ministry Registry Dept. P 1960/47

Originator's Number

Date

Your/My

Number and Date

(Write horizontally)

A telegram from International Red Cross  
Society quoting information from Berlin  
states that 93640 Sgt. DAPPER is  
a prisoner of war slightly wounded  
also that 91516 Sgt. TATE, 98149 Sgt  
MARTIN and 45502 Sgt. IRE are also  
prisoners of war. These are now classified  
missing believed killed in action.  
Presumption of death action to follow

This message must be sent **AS WRITTEN**  
and may be sent by W/T.

This message must be sent **IN CYPHER**  
and may be sent by W/T.

Originator's Instructions\* Degree of Priority\*

TIME OF  
ORIGIN.

**EN CLAIR**

T.O.R.

T.H.I.

System in	Time in	Reader	Sender	System out	Time out	Reader	Sender	System out	Time out	Reader	Sender

\* The Signal Department is responsible that these details are transposed to the appropriate portion of the message form and that all possibility of compromise  
distinguishing signals, etc., by omitting to remove their significance from the address, etc., is avoided. Before delivery of the message these details are to be re-inserted in  
(50294) Wt. 40176/3811 208,000 pads. 1/40 Hw. T.9648

C.M. 693  
Casualties 7/8/47

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URGENT NOTWT TELEGRAM EN CLAIR

Recd. A.M.C.S., Kin. 1610 hours 25/7/41

Airgroup Oxford, A.M.C.I. Acc. Glos., A.M.P.4. Cas. Kin. rptd.  
Records Glos., H.Q.B.C., H.Q.5 Group, 58 M.U., S.H.Q. Scampton  
From:- 83 Squadron Scampton  
A.64 26/7 F.B.

(A) Hampden AD.835 (Std. engine S.6554/154642) (Port engine S.7997/161061)  
(B) No.83 Squadron (C) Not known. Night of 25/26/7/41 (D) 956710 Sgt.  
Draper P.H. 1st Pilot 912606 Sgt. Tate J.M.B. 2nd Pilot 981749 Sgt.  
Mareden E. W/Op.A.G. 755021 Sgt. Ireson F.L.T. W/Op.A.G. all missing.  
Particulars not known (E) Not known (F) Not known (G) Not known. No.  
(H) Cat.X. (J) N/A. Aircraft did not return from operational flight.  
(K) Kin informed.

Time of Origin:- 1150 hrs.

Crash Circulation

A/C P.4.Cas., P.S.Parly.U.S. of S. SA.

360859

REPLY TO THE  
MUST BE ENDORSED

GLO B477 PASS TO AMCI ACCS - 1503

KWT B512 PASS TO AM P4 CAS

HBC B938 PASS TO HQBC

AMC MR SCH 31/26 IMPORTANT NOTVT GR122

ADDRESSED TO AIRGROUP OXFORD = AIR MINISTRY C1 (ACCIDENTS)

GLOUCESTER = AIR MINISTRY P4 CAS KINGSWAY = RPTD =

RECORDS GLOUCESTER = HQBC = HQ5 GROUP = 58MU = 51 SCAMPTON

FROM 83 SQUADRON SCAMPTON

MEA 26/7

FB

(A) HAMPTON AD835 (STARBOARD ENGINE S.6554/15464

(PORT ENGINE S.7997/161081

(B) NO83 SQUADRON

(C) NOT KNOWN. NIGHT OF 25/26.7.41

(D) 936710 SGT DRAPER P H 1ST PILOT

912606 SGT TATE J H B 2ND PILOT

981749 SGT HARDSHAW E W/OP AG

755021 SGT IRESON F L T W/OP AG

ALL MISSING. PARTICULARS NOT KNOWN.

(E) NOT KNOWN

(F) NOT KNOWN

(G) NOT KNOWN. NO

(H) CAT 'E'

(I) N/A. AIRCRAFT DID NOT RETURN FROM OPERATIONAL FLIGHT

(J) AT INFORMED ===1150 +++

B.A. VIA INFO ++ S/L 26 - 5174 ++ =

=== 1542/3



