



Dinton Roll of Honour

World War I



Petty Officer 190153 - Charles Bugg

Royal Navy

Died on 9th July, 1917 - Age 35

Charles Bugg was born on 5th July, 1881 at Dinton to parents John Godwin and Margaret Anna Bugg (nee King). His birth was registered in the September quarter, 1881 in the district of Wilton, Wiltshire. Margaret's death is registered in the September quarter of 1881 in the Wilton Registration District. In 1884 Charles remarried at Amesbury to Mary Bugg. It is believed that Mary was Charles' first cousin and the daughter of George Bugg. John and Mary had no children.

The 1891 Census recorded Charles Bugg as a 9 year old living with his family at Harlington Road, Fisherton Anger, Salisbury, Wiltshire. His parents were recorded as John Godwin Bugg (Miller, aged 49) & Mary Bugg (aged 41) [his stepmother]. Listed with the family was Charles' older sister, Elizabeth (aged 12).

The 1901 Census recorded Charles' parents as living at Nomansland - John Godwin Bugg (Gardener, aged 60) & Mary Bugg (Tea Agent – on own account, aged 51). No children were listed.

The 1911 Census recorded 29 year old Charles Bugg (born in Dinton, Wiltshire) as a Seaman in the Royal Navy. He is listed with his Uncle and Aunt - Charles Green (Builder's Clerk, aged 68) and Anne Green (aged 34). They lived in a 2 roomed dwelling at 97 New Road, Battersea, London, Middlesex.

Charles Bugg married Ellen Charlotte Taylor on 15th June, 1912 in Clapham Christ Church, Lambeth. Charles was aged 30 and a Petty Officer & Ellen was age 22. They both recorded their address as 3 Bridport House, Salvin Street.

Petty Officer Charles Bugg's last posting was serving aboard the H.M.S. Vanguard of the Royal Navy.

Charles Bugg died on 9th July, 1917, aged 35 years, when an internal explosion occurred on H.M.S. *Vanguard*. P.O. Bugg's body was never recovered and he is remembered on the Chatham Naval Memorial, Kent. Memorial Reference:- Panel 21. The cause of death is listed as "killed or died by means other than disease, accident or enemy action." His death is recognised by the Commonwealth War Graves Commission and is included in the registers held by the Commission

Ellen C. Bugg was notified of her husband's death while living at 45 Stopford Rd, Gillingham, Kent.

Obituary

P.O., C. Bugg

Holding the position at the time of the disaster of Gymnastics Instructor on the Vanguard P.O. Charles Bugg was a particularly useful and extremely popular sailor. A native of Dinton, in Salisbury, but for long having his home in Gillingham, he has been in the Navy about 20 years. He held the China medal (Boxer Rising) and the Good Conduct Medal, and was through the Jutland fight. His ships included Ganges, Lion, Black Prince, Astrea, Berwick and Vanguard (three years and four months). He leaves a widow but no family. He had a brother in the army.

Chatham, Gillingham, Rochester Observer, 28 July 1917

Chatham Naval Memorial

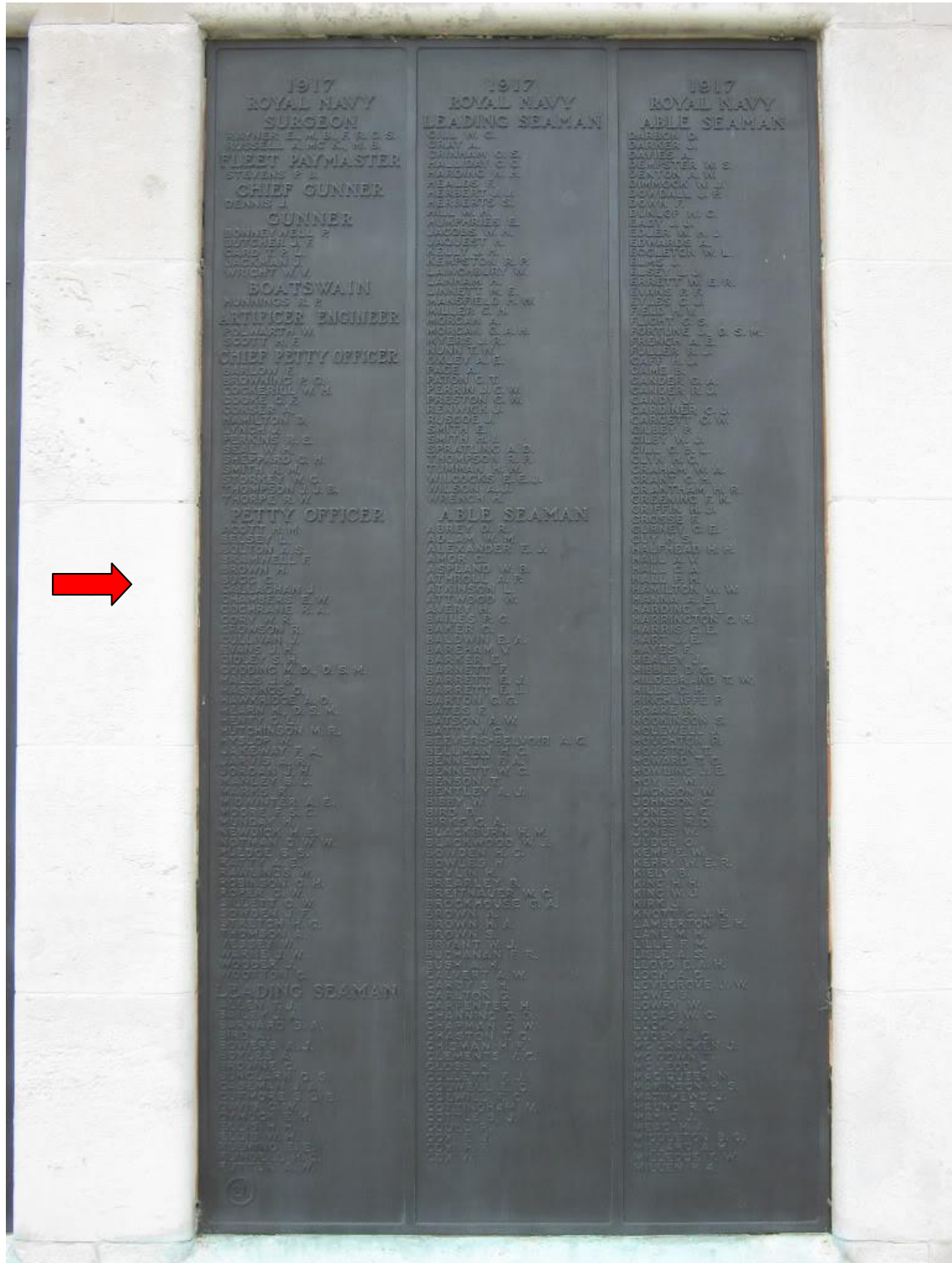
After the First World War, an appropriate way had to be found of commemorating those members of the Royal Navy who had no known grave, the majority of deaths having occurred at sea where no permanent memorial could be provided. An Admiralty committee recommended that the three manning ports in Great Britain - Chatham, Plymouth and Portsmouth - should each have an identical memorial of unmistakable naval form, an obelisk, which would serve as a leading mark for shipping.

The Chatham Naval Memorial overlooks the town of Chatham, Kent and commemorates 8,517 sailors of WWI and 10,098 of WWII.



Below is a photograph of the entry on the Chatham Naval Memorial for Charles Bugg.

Panel 21 Chatham Royal Naval War Memorial



HMS Vanguard (1909)

The eighth HMS *Vanguard* of the British Royal Navy was a St Vincent class battleship and spent her life in the British Home Fleet. At the outbreak of World War 1, HMS *Vanguard* joined the First Battle Squadron at Scapa Flow (a body of water in the Orkney Islands, Scotland – it was the chief UK Naval Base during World Wars 1 and 2) and fought in the Battle of Jutland from beginning to end but suffered no damage or casualties.

On Monday 9th July, 1917, whilst at Scapa Flow, the *Vanguard* suffered an internal explosion. She sank almost immediately, killing an estimated 804 men. There were only 2 survivors.

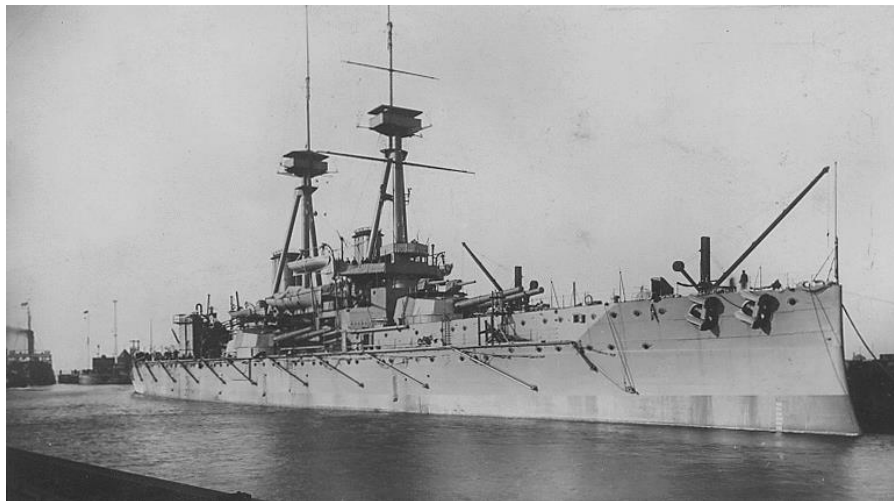
In terms of loss of life, the destruction of the *Vanguard* remains the most catastrophic accidental explosion in the history of the UK, and one of the worst accidental losses of the Royal Navy.

Explosion:

On the afternoon of 9 July 1917, the ship's crew had been exercising, practising the routine for abandoning ship. She anchored in the northern part of Scapa Flow at about 18.30. There is no record of anyone detecting anything amiss until the moment of the explosion at 23:20.

A court of inquiry heard accounts from many witnesses on nearby ships. They accepted the consensus that there had been a small explosion with a white glare between the foremast and "A" turret, followed after a brief interval by two much larger explosions. The Court decided, on the balance of the available evidence, that the main detonations were in either "P" magazine, "Q" magazine, or both. A great deal of debris thrown out by the explosion landed on nearby ships; a section of plating measuring five feet by six feet landed on board Bellerophon. It was matched with a sister ship, and was found to be from the central dynamo room, which reinforced the evidence suggesting that the explosion took place in the central part of the ship.

Although the explosion was obviously an explosion of the cordite charges in a main magazine, the reason for it was much less obvious. There were several theories. The inquiry found that some of the cordite on board, which had been temporarily offloaded in December 1916 and catalogued at that time, was past its stated safe life. The possibility of spontaneous detonation was raised, but could not be proved. It was also noted that a number of ship's boilers were still in use, and some watertight doors which should have been closed in war-time, were open as the ship was in port. It was suggested that this might have contributed to a dangerously high temperature in the magazines. The final conclusion of the board was that a fire started in a 4-inch magazine, perhaps when a raised temperature caused spontaneous ignition of cordite, spreading to one or the other main magazines which then exploded.



HMS Vanguard