**SAPPER PATRICK WILLIAM McLAUCHLAN**

**5589 – 1st Tunnelling Company**

Kapunda, South Australia was the birthplace of Patrick William McLauchlan on 18 November, 1882 the son of John and Margaret (nee Hoare) McLauchlan. He married in 1906 at Broken Hill, New South Wales to Catherine Mary Fleet. The older children were born at Rose Park, Norwood from 1909 to 1912 and then from 1913 to 1915 younger ones at Broken Hill.

At the recruiting depot in Broken Hill on 29 March, 1916 the married thirty-three-year-old miner applied to enlist for active service abroad and passed the medical examination. Attestation forms describe him as 156cms (5ft 2¼ins) tall, weighing 55.9kgs (123lbs) with a chest measurement of 93cms (36½ins). Complexion was sallow with his grey eyes testing to good vision and hair was brown. Distinctive marks were four vaccination marks on his left arm and a scar on his left leg. Religious faith was Roman Catholic. Next-of-kin nominated was his wife Mary Catherine McLauchlan of Bonanza Street, South Broken Hill and later changed to Piper Street, off Central Street, South Broken Hill and allotted three-fifths of his pay in support of her and their seven children. The Oath of Enlistment was taken and signed the following day.

Acknowledgement to the departing volunteers was published in the:

*Barrier Miner* Friday March 31, 1916:

IN BROKEN HILL – SEND-OFF TO VOLUNTEERS

Twenty-six volunteers for active service with the Australia Imperial Force left by the express last night for Adelaide. The men were accorded the usual hearty send-off by the Barrier Empire League and friends and supporters. The procession along Oxide, Argent and Bromide streets to the Sulphide-street station was headed by the City Band. There was also a big muster of the Baden Powell Boy Scouts, whose flags of the Allies added greatly to the effectiveness of the procession. At the station a big crowd assembled, and after the band had played several patriotic airs loud cheers were given for the volunteers and “God Save the King” was sung.

Below are the names of the 26 volunteers:

P.W. M’Lauchlan *Article abridged*

Basic training commenced with C Coy 2nd Depot Battalion from 31 March to 4 April then moved to the 7th Reinforcements to the 32nd Battalion but this was changed to the Base Miners at Mitcham camp remaining until transferred to their training camp at Seymour, Victoria on 27 June, 1916. Was allotted to the October, 1916 Reinforcements to the Tunnelling Companies. His rank was Sapper with the regimental number 5589.

The 516 Reinforcements departed Melbourne, Victoria on October 25, 1916 at 1.30pm aboard the transport HMAT A38 *Ulysses.* The Australian coastline disappeared from view on October 30, 1916 with the port of Durban reached at 11.30am on November 13, 1916. Windy weather was experienced going around the Cape and arrived at Cape Town at 7am on November 19. Sierra Leone was the next port of call but their departure was delayed until December 14, 1916 as it was not safe to proceed further. Arrived at Plymouth, England on December 28, 1916 after 65 days at sea, with the troops disembarking at 1.30pm and detrained to the station at Tidworth and marched in to Perham Downs the following day for further training for the front at the Aust. Details Camp. On 29 March, 1917 left from Details camps 6 and 7 for the Drafting Depot where they remained.

The Reinforcements proceeded overseas to France on 9 May, 1917 from Folkstone on the transport S.S. *Onward* arriving at the Aust General Base Depot in Etaples the next day. Marched out on May 17 to the 1st Anzac Entrenching Battalion which was an advanced section of the Base Depot that organised works near the lines and through duties, usually of ten days duration, would accustom the reinforcements to war conditions before being assigned to a company in the field.

On 20 November, 1917 was attached to the 1st Tunnelling Company who were based at Dranoutre, Belgium with sections sinking a shaft in thick quicksand at Westhoek, a shaft in heavy ground at Leicester Farm and work considered normal at Half-Way House completing an engine room on November 18.

He was issued with Blue Chevrons to wear on his uniform for serving twelve months abroad.

On 27 April, 1918 was taken on strength with the 1st Tunnelling Company.

Leave was granted and taken from 20 October, 1918 and returned to duty on 6 November.

He was with his unit when Peace was declared and the Tunnelling Companies remained on the front as part of the Army of Occupation assisting with rehabilitation of their district by clearing roads and bridges of booby traps and delayed action mines left by the enemy.

Orders were received on 12 February, 1919 to return to the Aust General Base Depot and they left there for England on February 24 crossed the English Channel and marched into the No. 3 Group camp at Parkhouse. On 25 February, 1919 were moved to the Reserve Brigade Aust Artillery at Heytesbury and Sapper joined them from Convalescent Camp the same day to await his voyage home.

Mrs Mary C. McLauchlan wrote to Base Records on April 7, 1919 from 334 Kaolin Street, West Broken Hill asking if they had any word of her husband as she had been informed by his mother that he was supposed to have left England on or about 8 February, 1919 but she had never heard any word from him. Would they kindly let her know any information that they had? Base Records acknowledged by printed card on 11 April that nothing had been reported about him.

After demobilisation Sapper McLauchlan embarked for Australia on 20 April, 1919 on board H.T. *Boonah.* Base Records advised his wife on 22 May, 1919 he was on his way home. The transport docked in Melbourne (3rd Military district) on 8 June, 1919. News of their arrival was reported in the:

*The Argus* Monday June 9, 1919:

SOLDIERS ARRIVE – FIVE TRANSPORTS DISEMBARK

On Sunday troops disembarked from four transports and despite the heavy task curtailed upon owners of motor vehicles, the men, as they landed, were quickly provided with seats in waiting cars.

Early in the morning 120 men were landed from the Boonah. Port Melbourne was crowded with visitors. Many were there to welcome the returning soldiers. As the motor cars with the soldiers passed through the gate leading from the pier the men were loudly cheered and despite it being a Sunday, the streets all the way to the depot in Sturt Street were lined with applauding crowds.

Captain Wright, the staff office for returning soldiers had everything well in hand, and the men were enabled to proceed quickly to their homes.

The soldiers for South Australia left for Adelaide by the express train and arrived on June 10. Their arrival was covered by the:

*Observer* (Adelaide) Saturday June 14, 1919:

THE BOONAH

Another 45 soldiers, who were landed in Melbourne from the Boonah, reached Adelaide by the Melbourne express on Tuesday. They were met by Lieut.-Col Darvall, Lieutenants. Heithersay and Mitchell, and Staff-Sgt Gardiner. The men were accompanied by Major L.G. Tassie, D.S.O. and Capt. J.E. McGlashan, M.C. and Sisters G.M. Piesce and D. Eastwood. Col. Darvall briefly addressed the troops and welcomed them home on behalf of the District Commandant (Brig-Gen. Antill, C.B. C.M.G.)

The headquarters band was in attendance.

He appeared before the Disembarkation Medical Board the same day at Keswick and his Statement of Case reads:

 No marks or scars due to war. No disability. (Sgd.) P.W. McLauchlan

 Present condition: A1

 Heart √ Lungs √ Urine √ Scars √

 Dental note: F U & F L Dentures. Dental Class C.

 Address after discharge: Lane Lane, Broken Hill.

Military Discharge was issued in Adelaide (4th M.D.) on 18 July, 1919 on termination of his period of enlistment.

His Will was returned to the 4th Military District on 9 February, 1920.

Sapper 5589 Patrick William McLauchlan, 1st Tunnelling Company was issued with the British War Medal (17837) and the Victory Medal (17655) for serving his country.

He was injured at the North Mine, Broken Hill with the following details reported in the:

*Barrier Miner* Wednesday July 25, 1923:

INJURED AT NORTH MINE

P.W. M’Lauchlan received injuries to the ankle through being hit with the falling rock while working on the 1400ft level of the North mine last night. After being attended to at the mine by Dr Hains he was conveyed in the casualty ambulance to the Hospital.

He was on a jury for the inquest held in the Coroner’s Court with proceedings published in the:

*Barrier Miner* Wednesday March 17, 1926:

PROPRIETARY FATALITY – ACCIDENTAL DEATH IS FINDING OF JURY

In the Coroner’s Court this afternoon Mr G.A. Stevenson, district coroner, held an inquest into the death of Hubert Williams (20), who died through injuries suffered while at work on the Proprietary mine on February 24.

The following jury was empanelled: Albert Ferguson, John Jacobs, Patrick William M’Lauchlin, John Harrold Cameron, George William Tainsh, Henry Walter Eriksen.

The jury after retirement of about 10 minutes, returned with a finding that Hubert Williams died in the Hospital on March 13 as the result of injuries accidentally received at the Proprietary mine on February 24.

*Article abridged*

His election to the management committee was reported in the:

*Barrier Miner* Tuesday December 30, 1930:

SILVERTON NEWS

Messrs L. O’Loughlin, J. Quinn, N.D. Hocking, P.W. M’Laughlin, R. Lucas, and F. Gurney have been elected to the underground section of the committee of management of the W.I.U.

Two years later the results of the voting for trustees of the W.I.U. were published in the:

*Barrier Miner* WednesdayDecember 21, 1932:

W.I.U. TRUSTEES CHOSEN

The following is reprinted form the W.I.U. newspaper:

The following were the votes cast in the ballot for trustees for the W.I.U. including Yerranderie:

P.W. M’Laughlin 457

Messrs A.K. M’Neill, D. Simmons and W. Ford to be elected. *Article abridged*

Results of his lucky draws were advertised in the:

*Barrier Daily Truth* Tuesday February 17, 1948:

MISCELLANEOUS

Sportsman’s Stags Cricket club—Winner of 40-piece Dinner Set, No.1211. Mr P.W. McLaughlin, 484 Lane Lane. Collect at Sportsman’s.

*Barrier Daily Truth* Tuesday November 2, 1948:

IMPERIAL SPORTING CLUB – RESULT OF MELBOURNE CUP DRAW

3324. Barramundi Boy, P.W. McLaughlin, 484 Lane Lane: *Article abridged*

In 1949 he is listed in Broken Hill at 484 Lane Lane with the occupation of labourer.

His daughter Mrs Lillian Crimeen of 117 Carpentar Road, St Marys wrote a letter (undated) to Base Records in August, 1965 asking if they could forward her father’s Army Discharge as she needed it and he claims it was burnt. She had a few details of his service to give them and required earliest attention as the matter was urgent. Base Records replied requiring an enclosed Statutory Declaration completed by him. This was declared on 30 August, 1965 by him at 117 Carpentar Road, St Mary, NSW that the circumstances of the lost discharge occurred as *it got burnt in a fire.* Base Records issued a Statement of Service dated 5 September, 1965 showing his full-time service of 955 days of which 251 days were served in Australia. Medals and the Returned Soldiers’ Badge had been issued to him.

Patrick William McLauchlan passed away in 1966 aged 84 years with his death registered at Penrith, NSW.

© Donna Baldey 2021

www.tunnellers.net