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SPINK

25-26 APRIL 2018
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Sale Details | Wednesday 25 April 2018 at 10.00 a.m. (Lots 1-373)
Wednesday 25 April 2018 at 2.30 p.m. (Lots 374-595)
Thursday 26 April 2018 at 10.30 a.m. (Lots 596-804)
Thursday 26 April 2018 at 1.30 p.m. (Lots 805-1033)

In sending commission bids or making enquiries,
this sale should be referred to as **SCRAMBLE - 18001**

Viewing of Lots | At Spink London
Monday 23 April 2018 at 10:30 a.m. – 5:00 p.m.
Tuesday 24 April 2018 at 10:30 a.m. – 5:00 p.m.
| Special evening viewing for the RAF section lots
Tuesday 24 April 2018 at 6:00 p.m. – 7:00 p.m.
| Private viewing by appointment only

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Any member of the OMRS who is interested in joining the branch or anyone who would like any more details should contact either:

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Members of the OMRS visiting London are always very welcome to attend any one of these meetings.

Order of Sale

Wednesday 25th April 2018

Morning Session; Commencing at 10.00 a.m.

A Special Section of Awards to Mark the Centenary of the
Royal Air Force (1918-2018) 1-61

Single Campaign Medals 62-257

Campaign Groups and Pairs..... 258-373

Afternoon Session; Commencing at 2.30 p.m.

A Fine Collection of Miniature Dress Medals formed by
the late Brian Kieran 374-414

Miniature Medals..... 415-463

Jubilee, Coronation and Long Service Awards 464-499

Miscellaneous..... 500-513

British Orders and Single Decorations 514-522

Lifesaving Awards 523-543

Awards and Medals of the Berkeley Family 544-548

Awards for Gallant or Distinguished Service 549-595

Thursday 26th April 2018

Morning Session; Commencing at 10.30 a.m.

Foreign Orders, Decorations and Medals 596-804

Afternoon Session; Commencing at 1.30 p.m.

The Stefan Rath Collection – Part II 805-1033

**A SPECIAL SECTION OF HONOURS AND AWARDS TO MARK
THE CENTENARY OF THE ROYAL FORCE 1918-2018**

INTRODUCTION

In May 1998, Spink auctioned the ‘Aviation Collection’. In terms of lots on offer, it was a relatively short affair, but in terms of the history of gallant aviators, it was a landmark sale.

From an auctioneer’s perspective it was an equally memorable occasion for, on entering the rostrum, I did so in the knowledge that I had just two or three bids ‘on the book’. To be honest, I was rather worried. To quote a phrase coined by a distinguished fighter pilot – who had me spellbound by his account of a particularly challenging combat – the auction had the potential of becoming a ‘brown-trouser, bicycle-clip sort of affair’. As it transpired, my pessimism was ill-founded. Record after record price was set and it was a complete sell-out. Such is the appeal of owning a piece of R.A.F. history.

The current offering may not even begin to approach the wonders of the ‘Aviation Collection’ but it does contain some notable ‘stars’. I refer to some of them in the ensuing notes.

The assistance of my colleagues in compiling this current record of gallant aviators has been invaluable. Without them, it would never have appeared in print. It was special effort on all fronts, so thank you Marcus; thank you Iain and Jack. Full marks.

Now to those whom we truly owe a huge debt. Those who won us our freedom.

David Erskine-Hill

THE ROYAL FLYING CORPS



‘To be alone, to have your life in your own hands, to use your own skill, single-handed, against the enemy. It was like the lists of the Middle Ages, the only sphere in modern warfare where a man saw his adversary and faced him in mortal combat, the only sphere where there was still chivalry and honour. If you won, it was your own bravery and skill; if you lost, it was because you had met a better man.’

Cecil Lewis, M.C. (1898-1997), neatly sums up the realities of Great War air-to-air combat in *Sagittarius Rising*.

The early achievements of the newly established Royal Air Force were made possible by the experienced hands of the old Flying Corps and Royal Naval Air Service. That is why we are pleased to commence this special section of the sale with some notable awards to just such experienced hands.

Top of the list of gallantry awards on offer must surely be the fighter ace’s Military Medal (M.M.) awarded to Flight Sergeant ‘GPO’ Olley, who amassed a total of 10 ‘kills’ in No. 1 Squadron in the second half of 1917 (Lot 14). He once mixed-in with six aircraft of *Jasta 11*, led by the ‘Red Baron’, and sent one of them down out of control; he nonetheless had a tricky landing because most of his under-carriage had been shot away.

Yet his achievements as a fighter pilot were arguably eclipsed by his contribution to civil aviation. He was a founder pilot – one of 16 – of Imperial Airways in the 1920s and went on to enjoy a remarkable career. His various escapades often filled the columns of the press, including a ‘novel stunt’ between him in an Armstrong-Whitworth airliner and the famous locomotive ‘Flying Scotsman’ in 1928. As recounted in the pages of his entertaining autobiography *A Million Air Miles*, he was also charged with flying royalty and the stars of stage and screen, among the latter the entertainer Josephine Baker – she of banana fame; he described her as a ‘temperamental star’ but, nonetheless, by the time of reaching their destination she was in a happier frame of mind. A year of two later – long before the admirable intentions of Freddie Laker – he saw an opportunity for setting up a simpler, cheaper airline service. That airline – Olley’s Air Services – flourished at Croydon until the mid-1950s.

By strange coincidence, the sale happens to include the awards of two other trail-blazing pilots from the golden age of civil aviation who, like Olley, were founder pilots of Imperial Airways and the famous Croydon-based ‘Silver Wing service’. They are Captain ‘OP’ Jones, C.V.O., O.B.E. (Lot 19), and Captain W. ‘Cockney’ Rogers, A.F.M. (Lot 15). Both men enjoyed some enthralling adventures – at home and abroad – and both are equally entitled to be called founding fathers of British civil aviation.

By way of closing comment on the Great War period, mention should also be made of the D.F.C. awarded to 2nd Lieutenant L. Timmins (Lot 17). No stranger to danger – he was shot down off Zeebrugge in October 1918 – he volunteered for a stint of service in Syren Force in North Russia in 1919. It was an action-packed tour of operations and won him a rare D.F.C. and the Russian Order of St. Stanislaus.

THE ROYAL AIR FORCE



‘Not to have an adequate air force in the present state of the world is to compromise the foundations of national freedom and independence.’

Winston Churchill, House of Commons, 14 March 1933.

In common with the Royal Flying Corps, the magnificent record of the Royal Air Force requires no special introduction here. That record is safely embedded in the annals of Churchill’s ‘Island Race’. It is a record equally embedded in the annals of Empire and Commonwealth, for the gallant contribution made by aircrew from those far flung dominions was no less crucial in gaining victory in two World Wars.

From Canada hailed the likes of Wing Commander F. M. ‘Hiram’ Smith, D.F.C., a pilot whose name remains indelibly linked to the Battle of Britain (Lot 33). Having in mid-August 1940 shot down a brace of He. 111s piloting a Spitfire of No. 72 Squadron out of Biggin Hill, he was himself shot down over Kent at the end of the same month, when he sustained multiple wounds from cannon shell. He found his old friend Flight Lieutenant E. J. B. Nicholson, V.C., sharing his hospital ward. The latter promptly wrote out a cheque for £1, the proceeds of a bet they had taken earlier in the war; that cheque – and an important 72 Squadron ‘Line Book’ – form part of the accompanying archive.

Another Canadian well worthy of special mention is Brigadier-General C. H. Mussells, D.S.O., O.B.E., D.F.C. (Lot 49). His Lancaster of No. 405 (R.C.A.F.) Squadron was attacked by a rocket-powered Me. 163 over Leipzig in the closing weeks of the war. Such was the damage caused by the enemy jet's cannon fire – it clean blew off the Lancaster's rear turret and laid waste the tail-plane – that Sir Roy Dobson of A. V. Roe & Company was moved to write, 'How the machine got home at all is entirely beyond us here.' It did; Mussells was awarded an immediate D.S.O.

The first enemy aircraft to be shot down on D-Day was credited to a New Zealander, Squadron Leader J. A. 'Johnnie' Houlton, D.F.C., piloting a Spitfire of No. 485 (N.Z) Squadron out of Biggin Hill (Lot 46). His forthright autobiography – *Spitfire Strike* – makes for gripping reading. He attributed his success as a fighter ace – and his very survival – to breaking hard *into* the line of fire rather than trying to avoid it. Trust a gutsy 'Kiwi' to come up with that one. Houlton's wartime career is the subject of two remarkable documentaries on YouTube, for he returned to the U.K. in 1985 and was re-united with his old D-Day war horse – Spitfire ML 407 – a rare survivor which had been restored and converted to a 2-seater. Better still, ML 407 had been re-painted in his D-Day insignia and markings – OU-V. The 'V' stood for Vicki, 'the girl I met after returning from Malta, who all the boys were a little in love with, and who became my wife.'

The awards of another distinguished New Zealander also form part of the sale, those won by Flying Officer F. H. 'Tommy' Thompson, D.F.M. (Lot 42). Having flown a tour of operations in Stirlings of No. 218 Squadron, he volunteered for 'special duties' in No. 161 Squadron. His subsequent career is described at length in *Flights Most Secret – Air Missions for S.O.E. and S.I.S.* Prior to his death in action in March 1945, he was involved in the dispatch of some 35 agents over Occupied Europe. In highly unusual circumstances, the wreckage of his downed Hudson remains in situ today, together with his nearby grave and those of his crew; in common with the widow of Battle of Britain ace 'Andy' Laws, D.F.M. (*q.v.*), the Bedfordshire girl Thompson had met – and married – in 1944, was pregnant at the time of his demise.

A most gallant South African who answered the call to arms was Major J. E. 'Jack' Parsonson, D.S.O. (Lot 44). Whether he took up his entitlement to the Late Arrivals and Goldfish Clubs remains unknown, but he was thrice shot down and twice evaded capture. No wonder his preferred exclamation was "Isn't it good to be alive!" His career as a Kittyhawk Squadron C.O. in North Africa is vividly described in his wartime memoir *A Time to Remember*; so, too – after he was 'hacked' for a third and final time by the return fire from an E-Boat – his part in the famous 'Great Escape'. Before his capture he had attained ace-status, adding to his score in the famous 'Massacre of Cap Bon', when he claimed a pair of the Luftwaffe's giant Me. 232 transports.

Moving on from the telling record of Empire and Commonwealth aircrew, we turn to the early stages of the Second World War. No better way of illustrating those 'opening shots' can be found than drawing reference to the D.F.M. awarded to Flight Lieutenant J. A. P. 'Jimmy' Drummond, who performed magnificently as a gunner in a Fairey Battle of No. 218 Squadron during the German invasion of the Low Countries in May 1940 (Lot 23). His gallant work in the Advanced Air Striking Force complete – and via a second tour of duty in Wellingtons in which he twice took to his parachute – Drummond was killed in action in a Hamburg 'firestorm' during his third operational tour; his protracted operational career and sacrifice somehow best sum up the extraordinary dedication of the R.A.F. at war.

Another airman who distinguished himself in the *Blitzkrieg* was Sergeant B. C. 'Bertie' Wooldridge, D.F.M. (Lot 24). He nearly met his end when his Blenheim was attacked by Me. 110s over Holland in May 1940. Every member of crew was wounded and the top of the fuselage of their Blenheim blown-off by cannon shell. Pilot and crew – somehow – got home.

It was about this time that Group Captain L. T. Keens, O.B.E., was desperately trying to arrange the evacuation of his 'X Party' from Norway (Lot 21). They had landed a few days earlier to establish an airstrip on a lake for the Gladiators of No. 263 Squadron, but the Luftwaffe never left them alone: the airstrip and his Gladiators were bombed out of existence. Among the wounded rescued by Keens was Squadron Leader Whitney Straight, the famous pre-war racing driver. He afterwards wrote to thank him for saving his life; that letter is included in the accompanying archive, an important archive in respect of the R.A.F.'s part in the Norwegian campaign, for it contains a wealth of hitherto unpublished reports and field messages.

The Battle of Britain never fails to evoke strong emotions and the D.F.M. awarded to Sergeant 'Andy' Laws is just such a case (Lot 34). A pure, thoroughbred Spitfire ace of No. 64 Squadron, he shot down five enemy aircraft before being killed in collision with another Spitfire in September 1940; the accompanying archive is particularly poignant, containing as it does one of the last letters he wrote to his wife; she was pregnant with their first child.

No account of the air war would be complete without due mention of the gallant exploits of the Fleet Air Arm. We are therefore – by dint of most unusual circumstances – able to include the D.S.C. awarded to Lieutenant (A.) D. A. Hutchison (Lot 35). That is because he was one of the ‘few within the Few’, namely a Fleet Air Arm pilot seconded to the Royal Air Force at the height of the Battle of Britain in August 1940, when he flew Spitfires out of Hornchurch. Tragically – and having won his D.S.C. for shooting down a Focke-Wulf 200 Condor during a convoy in late 1941 – he died on the occasion of the loss of the escort carrier H.M.S. *Avenger*.

Squadron Leader A. J. Glegg, D.F.C., also flew in the Battle of Britain (Lot 36), but it was for his subsequent exploits on night fighter operations that he rose to prominence. He teamed-up as Radar Operator to Wing Commander A. D. McN. ‘Archie’ Boyd and shared in the destruction of ten enemy aircraft in Beaufighters of No. 600 (County of London) and No. 219 Squadrons. It proved to be one of the most successful – and enduring – partnerships of the war; the accompanying photographic archive is an important discovery.

Glegg finished his second operational tour in the Mediterranean, the same theatre of war in which another notable exponent of night fighter operations had operated. He was Pilot Officer A. W. Farquharson, D.F.M. (Lot 41). As a gunner in Beaufighters of No. 46 Squadron, he was wounded in the shoulder during a 20-minute combat with Me. 109s, but nonetheless claimed one of them as destroyed. He subsequently raised his score to three confirmed kills whilst operating out of Malta in No. 108 Squadron but was killed when his Beaufighter was fatally damaged by debris from his final victim; his awards are accompanied by his original – extremely rare – Malta Night Fighter Unit (M.N.F.U.) badge.

Squadron Leader L. C. McConnell, D.F.C., had good reason to feel aggrieved (Lot 37). Awarded the Battle of Britain clasp for his services in No. 59 Squadron, he was asked to return it after the Air Ministry re-wrote the rules in 1960 – a fellow squadron veteran exclaimed, ‘feelings about this change ran pretty high at the time, I can tell you!’ McConnell won a fine D.F.C. for dropping S.O.E. agents behind Japanese lines in 1944-45, a reminder of Slim’s ‘forgotten army’ in Burma and the role played by the air forces that it served. The consequences of capture after baling out require no elaboration here.

A long-served fighter pilot in the same theatre of war was Squadron Leader J. N. ‘Banger’ Yates, D.F.C. (Lot 45). He gained ace-status in Hurricanes and Spitfires of No. 607 Squadron, one of his ‘kills’ following a combat in which his aircraft was severely damaged and himself wounded. Luckily, rather than having to bale out, he made a successful forced-landing at Chittagong.

A few months after ‘Banger’ was gazetted for his well-merited award of the D.F.C., the R.A.F. made an outstanding – and costly – contribution to Operation “Market Garden”. Flight Sergeant Peter Bode, a veteran of numerous ‘special duties’ operations in No. 196 Squadron, ranks high on the resultant roll of honour (Lot 47). A Rear Gunner, he made four successive – flak-damaged – trips to Arnhem’s D.Zs. Tragically the last of those trips resulted in a fatal encounter with four 109s – having shot down one of them, he was killed instantly in his turret by return fire; one of the 109s then shot his pilot on the end of his parachute: the ‘chivalry’ that had prevailed in the Great War was long over.

Mention must be made also of the valuable contribution made by Coastal Command in achieving final victory. By way of illustration, see the awards of Squadron Leader J. B. ‘Tubby’ Ensor, who won a D.F.C. for taking out a U-Boat in November 1942. Another vital role undertaken by Coastal Command was air-sea rescue work, spotting and reporting the location of downed airmen. Warrant Officer H. F. Smith’s awards reflect that role (Lot 59).

The subsequent work of the Command’s ‘Strike Wings’ is deserving of like praise, particularly in respect of Flight Lieutenant P. R. Bassett, D.F.C. (Lot 48). His story – as a gallant Navigator in Beaufighters – is the subject of an entire chapter in *The Strike Wings* and a remarkable story it is. On one occasion – in a hair-raising combat of 20-minutes – his aircraft was left ‘riddled with cannon and machine-gun holes’; on others, the cameras rolled, providing quite stunning footage of enemy shipping under rocket-projectile attack. For those in search of evidence of gallant deeds, it doesn’t come better.

Finally, mention must be made of the ‘WAAFs’ who made such a vital contribution to the war effort. A case in point would be Flight Sergeant Hilda Klein, a gifted pianist who attended – and taught at – the Royal College of Music (Lot 56). Her talents extended beyond tinkering with the old ivories, however, for she was employed as a photographic interpreter at R.A.F. Medmenham. The intelligence gathered from such work altered the course of war.

Since the Second World War the R.A.F. has continued to operate all over the globe, with consummate skill and courage. It's a record second to none. However, in the absence of any notable awards for that period, I asked around for some ideas. How were we going to 'fill the gap', so to speak? The answer arrived by email a few days later. In the sure knowledge I have rarely encountered a R.A.F.-type bereft of a sense of humour, I quote it herewith. It appears in *A Soldier's Song: True Stories From The Falklands*, by Ken Lukowiak, an ex-Para:

'We piled aboard the small chopper and after a bit of map pointing to the pilot we lifted off.

"I love the RAF," said Jed.

"I love them too, sir," said I.

After a short flight the chopper landed. We all got out and waved our thanks and farewells to the crew and Major Jenner checked his map. After a quick examination he announced that we had been dropped in the wrong place.

"I f——g hate the RAF," said Jed.

"I f——g hate them too, sir," said I.'

Well, you can't get it right all the time.

I started these rough notes with mention of the vital input made by the aircrew drawn from air forces across Empire and the dominions. It seems to me appropriate therefore to close them with the motto they shared with the Royal Air Force:

Per ardua ad astra

In today's much troubled world, we remain fortunate indeed to have the hugely professional personnel of the Royal Air Force at our disposal. If anyone can cut through adversity to the stars, it'll be them.

We salute them all, past and present; particularly the Falklands chopper pilot.

DE-H



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17 - 24 APRIL



WEDNESDAY 25 APRIL 2018**Commencing at 10.00 a.m. (Lots 1-373)**

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Estimates

The estimated selling price of each lot is printed below the lot description and does not include the Buyer's Premium. Bidders should bear in mind that estimates are prepared well in advance of the sale and are not definitive. They are subject to revision.

**A SPECIAL SECTION OF AWARDS TO MARK THE CENTENARY OF
THE ROYAL AIR FORCE (1918-2018)**

- 1 **The Great War Memorial Plaque issued in remembrance of 2nd Lieutenant G. A. Lamburn, Royal Flying Corps, who claimed a number of 'kills' in Camels of No. 46 Squadron** £200-300
- Memorial Plaque 1914-1918 (Gerald Arthur Lamburn), *good very fine*
- Gerald Arthur Lamburn** was born on 8 April 1899 and lived at 20 King's Mansions, Lawrence Street, Chelsea S.W.3, with his father, Frank Lamburn. His mother lived at 111 Eaton Terrace, Eaton Square, S.W.1.
- Educated at St. Cyprian's, Eastbourne, and Haileybury School, young Gerald served in the School O.T.C. from September 1913 to April 1916 and enlisted in the Artists' Rifles.
- He was subsequently commissioned 2nd Lieutenant in the Royal Flying Corps in July 1917, after a month of pilot training at No. 5 R.F.C. School of Aeronautics, Denham Camp; his medical records note 6/6 vision without glasses.
- Initially posted to No. 46 Squadron, which was equipped with Sopwith Camels, it would not be long before he achieved the first of a number of 'kills' and shared 'kills' over the Western Front. His combat report dated 28 December 1917, in association with his Observer, 2nd Lieutenant H. N. C. Robinson, takes up the story:
- 'Whilst on C.O.P. at 13,000 feet over Havrincourt Wood, we saw Archie bursts west of us. Going in that direction we found a yellow Pfalz two-seater going east. We fired up at him about 200 rounds at 200 yards range. The E.A. disappeared into a cloud and immediately afterwards we observed him falling in flames. His right wing folded back, but then he disappeared from view about three miles west of Havrincourt.'
- On 20 May 1918, Lamburn claimed another victim:
- 'Whilst on O.P. at 7.15 a.m. an E.A. two-seater was seen approaching our lines at 10,000 ft. The patrol manoeuvred and got under his tail from the sun. E.A. had not yet seen them. Lt. Lamburn pulled up at it firing 50 rounds from 100 yards range. E.A. immediately turned and the Observer began firing at Lt. Preston who was under his tail.'
- Eventually, after a considerable scrap, the enemy aircraft turned on its back and both the right planes folded back and fell off, leading to its demise.
- Just 10 minutes later, Lamburn fired 80 rounds into a second two-seater, just south of Merville at 4,000 feet. Once again, harried by a number of Camels, the enemy aircraft did a stall turn and was seen to go down vertically, although owing to intense fire from the ground, its fate was not ascertained.
- On 30 July 1918, Lamburn was again in action over Merville:
- 'Diving on it from the front, he fired 100 rounds at 150 yards range. E.A. put his nose down and was last seen still gliding down at 1000 ft. where he was lost in the mist.'

Aside from air-to-air combat, Lamburn was involved in numerous strafing missions on German trenches, transport and artillery batteries. On 1 April 1918, he was assigned to attack an enemy machine-gun emplacement, whilst other targets included balloons and infantry; the Squadron's record book for 25 April 1918 notes him as gaining 'three direct hits on infantry in the field' and 50 rounds (fired) at same target.

Rested in the summer of 1918, Lamburn was transferred to No. 1 Fighting School as a Camel pilot. Tragically, he was killed in a flying accident on 30 September 1918. He is buried at Girvan (Doune) Cemetery, Glasgow; his name also commemorated on the Haileybury School Memorial.

Sold with copied service details and combat reports, together with photocopies of *No Parachute* by Arthur G. Lee, in which Lamburn is mentioned.

2 *Sold by Order of a Direct Descendant*

Family group:

The Great War Memorial Plaque issued in remembrance of 2nd Lieutenant H. Hunter, Royal Flying Corps, who died of injuries on 5 November 1917: a 'Fallen Saint', he was one of 19 men who played for Southampton F.C. to be killed during the Great War

Memorial Plaque 1914-18 (Harry Hunter), *extremely fine*, in original card box of issue with Buckingham Palace enclosure, together with his brother's Victory Medal (2. Lieut. G. F. Hunter. R.F.C.), *extremely fine*, in named card box of issue and with original delivery envelope (2)

£80-120

Harry Hunter was born in 1887, second son of Robert Hunter, an organ builder who lived at 87 High Street, Clapham, London. Pre-war he was a keen motorcyclist and was selected as a goalkeeper to play for Southampton F.C. during the 1913-14 season. Recorded as a Civil Service Clerk upon his initial enlistment in the 28th Battalion, London Regiment, he was commissioned 2nd Lieutenant in the Royal Flying Corps. Hunter died as a result of injuries suffered whilst serving with 1 Aeroplane Supply Depot on 5 November 1917, no doubt whilst delivering much-needed aircraft to the front lines. He is buried in the Wimereux Communal Cemetery, besides being commemorated upon the Stockwell War Memorial and at Holy Trinity, Clapham Common.

Hunter is recorded in *All the Saints: A Complete Players' Who's Who of Southampton F.C.* as one of 19 members of the Club to have died during the Great War; sold with the recipient's Royal Flying Corps cap badge, a bronze Streatham Motorcycle Prize Medal, 30mm, engraved to the reverse, 'Members Hill Climb. April 16th 1910. Class I. 2nd. H. Hunter,' and copied *MIC* and research.

3 **The British War Medal awarded to 2nd Lieutenant T. H. Jacques, Royal Air Force, a pilot in No. 12 Squadron who was killed in action on 30 September 1918**

British War Medal 1914-20 (2 Lieut. T. H. Jacques, R.A.F.), *good very fine*

£80-100

Thomas Hextall Jacques, a native of Bosworth, Leicestershire, was born in 1898, the son of J. T. Jacques, O.B.E. Commissioned 2nd Lieutenant in the Royal Flying Corps in early 1918, he joined No. 12 Squadron in France on gaining his 'Wings'.

With Lieutenant F. N. Billington acting as his Observer, his F2b was engaged by enemy aircraft over Crevecoure on XV Corps's front on 30 September 1918. His machine was shot down in flames, likely by Leutnant Henkel of *Jasta 37*. Jacques is buried at Flesquieres Hill British Cemetery, France.

4 **The Great War campaign pair awarded to Sergeant A. I. Boyack, an Observer in No. 49 Squadron who was killed in June 1918, when his combat-damaged D.H. 9 hit a tree on landing**

British War and Victory Medals (99851 Sgt. A. I. Boyack, R.A.F.), *extremely fine* (2)

£140-180

Alexander Ian Boyack, a native of Broughty Ferry, Scotland, was killed on 5 June 1918 when, following a combat, his damaged D.H. 9 of No. 49 Squadron hit a tree on landing. The following notice appeared in the Dundee edition of *The Courier and Advertiser*:

'Flight Sergeant David Smith, R.A.F., the son of Mr. William Smith, Jolly's Hotel, Broughty Ferry, writing to his parents, in a letter received yesterday, states that Sergeant Observer Alexander Ian Boyack, R.A.F., son of Mr. Alexander J. Boyle, Links Villa, King Street, Broughty Ferry, was killed on 5th instant in the course of an aerial flight. It appears that the machine in which the deceased was flying formed one of a squadron and being in the rear was attacked by three enemy machines and

driven down, but the pilot succeeded in reaching the British lines. Sergeant Boyack joined up in October 1917 and had been in France one month. He was killed in his 19th year, and on enlistment was a clerk in the shipping office of David Alexander & Sons Ltd., King Street, Dundee. An elder brother is serving in the R.A.F.?’

Boyack was buried in the Marissel French National Cemetery; his name is also commemorated on the Roll of Honour in the East United Free Church, Broughty Ferry.

5

‘The Amiens offensive opened with a deafening artillery barrage from over two thousand guns at 4.20 am ... For the R.A.F. it was to be one of the most important and complex days of fighting it had ever undertaken. The manner in which they threw themselves into the desperate events of the 8th [August 1918] is nowhere better illustrated than by the thick file of R.A.F. casualty reports ... There is no other day on which casualties remotely approached those sustained this day ...’

The Sky Their Battlefield, by Trevor Henshaw, refers.

The Great War campaign pair awarded to Lieutenant L. H. Forrest, Royal Air Force, late Royal Flying Corps, who was shot down, wounded and taken P.O.W. while serving as a pilot in No. 27 Squadron on the first day of the battle of Amiens in August 1918

British War and Victory Medals (Lieut. L. H. Forrest, R.A.F.), *the first with one or two edge nicks and somewhat polished, nearly very fine* (2)

£250-300

Lionel Hugh Forrest was born on 8 May 1897, the son of Herbert Edward Forrest, a music instrument dealer. Educated at Bishop Vesey’s School, Sutton Coldfield (1910-15), young Lionel was appointed to a commission as a 2nd Lieutenant in the 47th Sikhs in November 1915. Advanced to Lieutenant in late 1916, he afterwards transferred to the Royal Flying Corps and qualified as a pilot.

Posted to No. 27 Squadron in July 1918, he flew D.H. 9s on bombing, strafing and reconnaissance missions. On 8 August - the first day of the battle of Amiens - his D.H. 9 was shot down during a low-level mission to attack a bridge at Voyennes, a fate shared by two of his fellow pilots. He may have been a victim of the enemy ace Leutnant Richard Wenzl. According to German records both he and his Observer - Lieutenant S. W. P. Foster-Sutton - were wounded.

Forrest was repatriated in mid-December 1918 and appears to have returned to his earlier appointment in the Indian Army in 1920; sold with a file of copied research.

6

A good fighter pilot’s Great War campaign group of three awarded to Lieutenant R. H. Stacey, Royal Air Force, late King Edward’s Horse and Royal Flying Corps

Having claimed a victory in March 1918, piloting a S.E. 5a of No. 41 Squadron, he was himself severely wounded by machine-gun fire in a patrol over Bailleul in May 1918 and suffered the amputation of his lower left leg

1914-15 Star (1115 Pte. R. H. Stacey, K. Edw. H.); British War and Victory Medals (Lieut. R. H. Stacey, R.A.F.), *good very fine* (3)

£500-600

Reginald Howard Stacey was born at Houghton, near Arundel, Sussex in October 1892 and was educated at Haileybury College. Enlisting in the Royal Fusiliers in September 1914, he transferred to 2nd King Edward’s Horse as a Trooper in the following month and served in the same capacity out in France from May 1915 to January 1916.

He returned to the U.K. in the latter month and was commissioned as a 2nd Lieutenant in the 2/4th Battalion, Royal Sussex Regiment. Having then transferred to the Bedfordshire Yeomanry, he applied to the Royal Flying Corps for pilot training and qualified for his ‘Wings’ in February 1917 (Aviator’s Certificate No. 4405). He subsequently witnessed active service in France in No. 29 and No. 11 Squadrons in the period May to August 1917 but was invalided home to hospital in the latter month.

One down out of control

Returning to duty in the U.K. with No. 85 Squadron that November, he subsequently transferred to No. 41 Squadron, an S.E. 5a unit out in France and flew a number of sorties in early 1918. His most successful outing appears to have been that flown on 24 March, a story taken up by his combat report - a report signed-off by his C.O., Major G. H. ‘Beery’ Bowman, D.S.O., M.C. & Bar, D.F.C., who himself scored 32 victories:



‘Whilst on patrol at 9.00 a.m. at about 10,000 feet, we met 4 Albatross & 4 Triplanes over Vaulx. I dived on one Albatross firing about 150 rounds at close range, E.A. did a steep dive, then stalled, fell over & went down out of control until quite close to the ground. I could not follow him on account of the other E.A. We flew over Vaulx at about 9.30 a.m. & I observed 2 machines just under where our fight had been, crashed to the E. of the village. I think they were 1 Albatross & 1 Triplane.

I saw Captain Fox Russell & Lt. Taylor dive on to a Balloon. I followed but did not realise what they were diving on until I saw the Balloon going down. I observed an E.A. triplane of greyish colour at Bullecourt apparently crashed as it was in a badly shelled area.’

Severe wounds - amputation

In the early evening of 11 May 1918, Stacey was seriously wounded by machine-gun bullets in a combat over Ecquedecques, most probably by German ace Leutnant Kurt Monnington of *Jasta 18*.

Evacuated home, his left leg was amputated below the knee at the Orthopaedic Hospital, Shepherd’s Bush. Despite attempting to re-attest for service with the Bedfordshire Yeomanry, he was invalided out of the Royal Air Force in April 1919, following a special medical board held at Caxton Hall in London.

Stacey emigrated to Southern Rhodesia post-war; sold with comprehensive copied research.

- x7 **Five: Flying Officer E. E. Lockwood, Royal Air Force Volunteer Reserve, late Royal Berkshire Regiment, Machine Gun Corps and Royal Flying Corps**
- 1914-15 Star (10694 Sjt. E. E. Lockwood, R. Berks. R.); British War and Victory Medals, M.I.D. oak leaf (Lieut. E. E. Lockwood, R.A.F.); Defence and War Medals 1939-45, *contact marks, generally very fine* (5) £140-180
- Ernest Edward Lockwood** arrived in France as a Sergeant in the 5th Battalion, Royal Berkshire Regiment in May 1915. Having then served in 35th Company of the Machine Gun Corps in the period February-August 1916, he was commissioned 2nd Lieutenant in the King's Royal Rifle Corps and saw action in France with the 20th Battalion. He was mentioned in despatches for the period September 1917 to February 1918 (*London Gazette* 20 May 1918, refers).
- In early 1918, Lockwood transferred to the Royal Flying Corps and witnessed active service in No. 101 Squadron, a night bomber unit, before the war's end. Having then been transferred to the Unemployed List, he was commissioned Pilot Officer in the Royal Air Force Volunteer Reserve in February 1941 and gained advancement to Flying Officer in the Training Branch in April 1947. He resigned his commission in early 1950.
- 8 **A good Great War and Second World War campaign group of eight awarded to Instructor Commander E. R. Trendell, Royal Navy, late Royal Flying Corps and Royal Air Force**
- Having claimed a brace of 'kills' as a Sopwith Camel pilot in No. 73 Squadron in the summer of 1918, he transferred to the Royal Navy and won a "mention" for the Anzio landings in 1944**
- British War and Victory Medals (Lieut. E. R. Trendell, R.A.F.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Coronation 1937, mounted court-style as worn, *minor official correction to surname on the first, good very fine* (8) £500-700
- Edward Roy Trendell** was born at Oving, Kent in November 1898 and was educated at Boughton School, Faversham. Appointed 2nd Lieutenant in the Royal Flying Corps in September 1917, he qualified for his 'Wings' in a Grahame-White Biplane at Hendon in the following month (Aviator's Certificate No. 5368).
- A brace of 'kills'*
- Shortly afterwards posted to No. 94 Squadron, a newly formed unit that was 'working up' in the U.K., he went operational himself in April 1918, when he joined No. 73 Squadron, a Sopwith Camel unit, out in France. He remained likewise employed until being admitted to No. 14 Canadian Hospital that November, possibly as a result of wounds. Be that as it may, he had clearly flown with distinction in the intervening months, an early success being an enemy 2-seater reconnaissance aircraft claimed during a line patrol on 16 June 1918, and "shared" with fellow 73 pilot, and fighter ace, Captain (afterwards Air Vice-Marshal) G. A. H. Pidcock:
- 'While on patrol at 10,000 feet, six miles north of Compiègne, I saw a 2-seater under French A.A. fire. I dived, followed by Lieutenant Trendell, and caught up the enemy aircraft at 5,000 feet, firing 500 rounds at 150 yards. Lieutenant Trendell also fired 150 rounds at the same range. By this time we were at 2,000 feet, and saw the enemy aircraft continue his dive into a clearing in the wood south of Thiescourt, where he crashed. This machine was also seen to crash by Lieutenant Graham.'
- On 29 August 1918, in an offensive patrol N.E. of Arras, Trendell's guns again found their mark on a Fokker Biplane:
- 'Whilst on offensive patrol with Lieutenant Lussier, we were attacked by a formation of ten enemy aircraft. One of these, after diving at me, overshot, and I fired three short bursts of 200 rounds into the enemy aircraft at point-blank range, with the result that the enemy aircraft half-rolled, and went down on its back completely out of control.'
- As stated above, he was admitted to No. 14 Canadian Hospital in November 1918, and was evacuated to the U.K. a few days later, where he was placed on the Unemployed List in April 1919.



Senior Service

Having then studied Physics at Oxford, Trendell was commissioned as an Instructor Lieutenant in the Royal Navy in April 1923 and served in a similar capacity for the remainder of his career. He was on the Professorial Staff teaching Meteorology at Greenwich, besides enjoying a number of seagoing appointments between the wars, among them time in the aircraft carrier H.M.S. *Courageous* 1937-38, when he was awarded the Coronation Medal (the official roll refers).

An Instructor Commander by the renewal of hostilities, Trendell held appointments in *Daedalus* at Lee-on-Solent and in *Cormorant* in Gibraltar 1939-42, following which he joined the staff of Admiral 'ABC' Cunningham at Algeria in early 1943. And it was for his services in this latter capacity - largely as a Meteorological Officer - that he was mentioned in despatches for Operation "Shingle", the Allied landings at Anzio in January 1944 (*London Gazette* 6 June 1944, refers).

Trendell was placed on the Retired List in September 1950; sold with copied combat reports and detailed research.

9 **An interesting - and poignant - pocket diary compiled by Lieutenant F. P. Pemble, No. 213 Squadron, Royal Air Force, who was killed in a collision on 29 June 1918**

pencilled entries covering the period 8 December 1917 to 28 June 1918, with notes relating to aircraft flown, pilots with whom he served, active service and day-to-day life, *in good condition*

£80-120

Frederick Philip Pemble was born on 29 July 1899, the son of F. A. Pemble of Minnis Road, Birchington, Kent.

His diary commences with a series of training flights at up to 10,000 feet over South-East England in December 1917 and refers to his first 'solo' in early January 1918. At the end of the same month his diary notes dense fog and how he 'Smashed up a B.E. 2e on ground'. Then in March he 'had a Pup over - rolled on bank' and in May he 'crashed on airfield'.

Notwithstanding such an inauspicious start to his flying career, Pemble gamely joined No. 213 Squadron at Dunkirk, but the bad penny turned up again on the 4 May when he 'crashed taking off for operations'. He adds: 'Hun bomb raid at sunset. Worked searchlight for Slatter's landing (2 bombs dropped). Vincent landed after chasing seaplanes.'

The next day he flew two patrols, the first being late to take off and failing to catch up with his colleagues, the second involving a 'HOP Zeebrugge-Ostend, Nieuport & Dixmunde - Heard heavy guns and went through top of gas attack.' That evening there was another attack on his aerodrome - 'Hun raid 10 p.m., bombs dropped, 4 men hit'. The very next day was equally sombre - 'Paynter died today' - whilst on the 8th he noted 'Late patrol 8.15 p.m.: Ack Ack from Ostend. Raid immediately after patrol.'

In June his patrols continue apace and on the 12th his diary notes 'Nelson wounded - Died on 15th June. Slept in a ditch also. Barn off the airfield.' On the 16th he made two patrols in a Camel, with the next few days taken up escorting D.H.9s, the log noting on the 27th, '7 set out to escort D.H. 9s - 3 came back, 4 dived on 2 Huns but failed to engage - Evans missing'.

A final entry in his diary on 29 June 1918 is noted in a different hand: 'F.P.P. - K. ACC. IN AIR COLLISION WITH D. 3383 F./L. F. L. CATTLE.'

Pemble is buried in Adinkerke Military Cemetery, Arrondissement Veurne, Belgium; his parents named their home 'Adinkerke' in his honour.



10 (detail)

10 **An early share certificate for the Whitehead Aircraft Company**

Deferred Ordinary Share Certificate for Whitehead Aircraft (1917) Limited, 340mm x 260mm, with attractive aero-based design, Certificate number 1985, to Edward Woodruff of Nonnington, Dover, dated 16 October 1918, *generally very fine*

£30-50

John Alexander Whitehead founded the Whitehead Aircraft Company in 1915 and manufactured the Whitehead Comet Fighter during the Great War from his factories in Richmond and Feltham.

Besides his aircraft, he established Mother's day in England. The first was held on Tuesday, 8 August 1916, when Whitehead entertained the mothers of 400 soldiers, sailors and airmen at Hanworth Park, Feltham; sold with copied research and two related postcards.

11 **An interesting collection of early aviation-related share certificates**

comprising The Aircraft Manufacturing Company Ltd., for 100 ordinary 'B' preference shares by Joseph C. Willis, of the Cornish Arms Hotel, Bodmin; National Flying Services Ltd., share certificate to James Gordon Hay of Aberdeen, for 100 fully paid shares; Aircraft Disposal Company Ltd., Debenture certificate, No. 989, for £145, dated December 1923, *generally very fine*, sold with two aircraft liability insurance documents

£50-70

A well-documented and poignant Great War M.C. awarded to Lieutenant A. C. S. Estcourt, Royal Air Force, late Wiltshire Regiment and Royal Flying Corps

He was decorated for his gallantry at Le Boiselle on the Somme in early July 1916, when he was attached to a Trench Mortar Battery in support of the 8th Battalion, Gloucestershire Regiment: the nature of the fighting experienced by the Glosters on that occasion is reflected in the award of the V.C. to his C.O., Adrian Carton de Wiart

Estcourt was shot through the thigh by a sniper on 8 August 1916 and, on a later occasion, seriously injured by one of his own trench mortar rounds: notwithstanding his injuries, he gamely transferred to the Royal Flying Corps and was killed in action as an Observer in No. 5 Squadron on 8 August 1918

Military Cross, G.V.R., unnamed as issued, in its case of issue, together with the recipient's Memorial Plaque 1914-18 (Arthur Charles Sotheron Estcourt), in its original card sleeve and paper envelope, with Buckingham Palace condolence slip, together with O.H.M.S. postal envelope, addressed to the Rev. E. W. Estcourt, Milford-on-Sea, Hampshire, *extremely fine* (2)

£800-1,000

M.C. *London Gazette* 26 September 1916:

'He fought his battery with great effect under very heavy fire during the attack, dispersing many enemy bombing parties. He also knocked out a machine-gun which was holding up the advance of one of our bombing parties.'



Arthur Charles Sotheron Estcourt was born on 26 September 1893, the youngest son of the Reverend E. W. Sotheron Estcourt of Estcourt, Gloucestershire, and rector of Long Newton, Wiltshire. Educated at St Aubyn's School, Rottingdean, followed by Gresham's, Norfolk, he went on to gain an open Mathematical Scholarship at Magdalene College, Cambridge, in January 1912. He was also awarded an exhibition by the Fishmonger's Company.

A member of the Cambridge O.T.C., he was commissioned into the Wiltshire Regiment in November 1914 and was ordered to France in late October 1915, where he was attached to the 8th Battalion, Gloucestershire Regiment. During the Somme offensive in the following year, he served in support of his unit in 57th Trench Mortar Battery, and it was for actions at La Boiselle that he was awarded his M.C.

Shortly afterwards, Estcourt received two bullet wounds in his thigh, one being a graze, the other more serious, and he was invalided home.

Returning to his Battery at the end of 1916, he was wounded in the face by the premature explosion of a bomb as it left the muzzle of a mortar.

Such was the serious nature of his injuries that he was not passed fit for duty until early 1918, when he opted to join the Royal Flying Corps. Qualifying as an Observer, he was posted to No. 5 Squadron about the time of the commencement of the battle of Amiens. His flying career was short-lived, however, for his R.E. 8 was downed by enemy fire on 8 August 1918, and both he - and his pilot - were killed. His father received the following information:

‘Your son with Lieutenant Robinson were in the second machine off the ground on the early morning of August 8th. They went up from the Amiens Drill Ground which I had temporarily made into an aerodrome. The weather was exceptionally bad which necessitated their flying very low and they were undoubtedly hit by machine-gun fire from the ground. The machine crashed near either Belfort or Beaucourt Wood, which is near Caix.’

Sold with an extensive array of original correspondence and other documentation, including:

(i) Recommendations written by Captain P. G. Illingworth of 57 Trench Mortar Battery, for the Military Cross award to Estcourt, the first written in pencil on squared paper in the field, the second in flowing ink script: ‘Lt. A. C. Sotheron-Estcourt, 8th Glouc. Regt. for most conspicuous gallantry on the 3rd and 5th July. Whilst in command of the Battery at La Boiselle, he directed the fire of the Battery with great accuracy from a very exposed position under heavy fire. It was entirely due to his great coolness that several enemy bombing parties were dispersed. He was responsible for putting out of action a machine-gun and its whole team which had been holding up the advance of one of our bombing parties. He also greatly distinguished himself at Bazentin-le-Petit’; together with original citation document, newspaper clippings regarding the Military Cross and congratulatory letter to his father from Major Charles H. Harding, Commanding Officer of the 8th Glosters, B.E.F., dated 28 August 1916: ‘I must write to congratulate on your son getting the Military Cross. We are all so proud of it because we consider he really belongs to us. He did so well and thoroughly deserves it. I am sorry he is wounded, but I hear not badly. I hope you will soon have him home, we are in the trenches where he got wounded. Please remember me to all your family.’

(ii) Post Office telegraph, dated 11 August 1916, informing the recipient’s father that his son had been wounded in action: ‘Lt. A. C. Sotheron Estcourt, Trench Mortar Battery, was wounded August 8th and admitted to 7 Stationary Hospital, Boulogne, August 8th, with gunshot wounds, thighs, condition satisfactory, Secretary War Office’; together with a letter dated 12.8.1916, from Estcourt to his father which details events: ‘I was hit by a sniper on Monday afternoon in the trenches between Ypres and Armentieres - rather funny after being on the Somme since July 1st without being touched. The wounds are very simple. One went through the muscle of the left thigh and a graze on the right thigh.’

(iii) Post Office telegraph dated 24.8.1917, informing his father of a second injury in the field involving his legs: ‘Regret to inform you Capt. Arthur C. Southeron Estcourt was admitted No. 7 General Hospital St Omer, Aug. twenty second, with severe bomb wound, knees, accidentally, further reports sent when received, Secy. War Office.’

(iv) Letter in pencil handwriting from Estcourt to his father dated 29 August 1917, 6pp., sent from No. 7 General Hospital, which details the healing of his wounds post-operation: ‘There is nothing to be seen but a little slit about 3 inches long just above the knee cap - it has been sewn up and is healing up well.’ It goes on to mention how strict the Sisters are in the hospitals now, before explaining the events which led to the wound: ‘We were having a practise show in which our mortar had to fire for two minutes before the infantry attacked. We always use live bombs in these shows to make things a bit realistic. Towards the end of the second minute one of the bombs burst just as it left the muzzle

of the mortar - due to a faulty fuze probably - it has happened many times before in other battalions, be we had so far escaped. One poor fellow who was just behind the mortar was killed outright and about ten were wounded.'

(v)

Letter from Estcourt to his father, dated 3.2.1918 and written at Maidstone, regarding his elation at being transferred to the Royal Flying Corps; a further letter in pencilled handwriting regarding his posting to No. 5 Squadron, and his early impressions of flying over the Western Front: 'I have been over twice now - it is so funny looking down at the trenches from a plane after being so used to watching planes overhead from the trenches.'

(vi)

Another letter to his father, written approximately 2 months into his R.A.F. posting in France, in which Estcourt discusses his daily life, including his hopes for leave, the food, and probable changes to R.A.F. uniform: 'Personally, I shouldn't be at all sorry to get out of khaki. I have been scanning the Country for 'wings' and have at last managed to get some - I feel quite an aviator!'

(vii)

A letter written by C. H. Gardner, dated 15 August 1918, explaining the circumstances of his death: 'He went out on patrol over the lines on the morning of 8th August with Lieut. A. D. Robinson. We do not know quite how they were brought down, but when found by us they were both dead. They were undoubtedly killed instantaneously'; another letter from Gardner, which provides more detail: 'Your son with Lieutenant Robinson were in the second machine off the ground on the early morning of August 8th. They went up from the Amiens Drill Ground which I had temporarily made into an aerodrome. The weather was exceptionally bad which necessitated their flying very low and they were undoubtedly hit by machine-gun fire from the ground. The machine crashed near either Belfort or Beaucourt Wood, which is near Caix.'

(viii)

P.O. telegraphs (3), dated 13 August, 18 August and 5 September 1918, informing his father that his son was missing in action, followed by messages of condolence: 'The King and Queen deeply regret the loss you and the Army have sustained by the death of your son in the service of his Country. Their Majesties (are) truly sympathetic with you in your sorrow, Keeper of the Privy Purse; and further correspondence from the Air Ministry detailing that his son was killed in action flying R.E.8. F.5908 on 8 August 1918.'

(ix)

Poignant letters of condolence from Sister Angela, Sister of Charity, and Arthur H. Nanson Sewell: 'It makes people like myself, who - albeit not of our own choice - have to stay at home, feel very small and humble when we hear of a friend who has gallantly made the supreme sacrifice; but his father, in the midst of his sorrow, must indeed feel proud also.'

(x)

War office slip detailing the resting place of 'Lieut. A. C. S. Estcourt', who was buried in Caix British Cemetery, north-east of Moreuil; a letter written by his father regarding a memorial tablet in his local church.

(xi)

A letter from the Air Ministry, dated 9.12.1920, offering apologies for an error regarding the recipient's scroll and plaque, in original card postal tube.

(xii)

A half-length portrait photograph of Estcourt in the uniform of the Wiltshire Regiment, with his M.C. riband, in period frame, together with second original identical image; a three-quarter length portrait of recipient in same uniform, annotated in pencil to reverse, 'Kent-Lacey Studios Ltd., 104 Terminus Road, Eastbourne'.

(xiii)

A 'wound stripe', his embroidered Observer's wings and two further fabric badges; together with Wiltshire Regiment cap badges (3)

x13

A rare Great War Salonika operations D.F.C. group of six awarded to Group Captain F. H. D. 'Happy' Henwood, Royal Air Force, late Berkshire Yeomanry and Royal Flying Corps, who claimed a brace of victories as a pilot in No. 17 Squadron in late 1917



Distinguished Flying Cross, G.V.R., the reverse privately inscribed, 'Lieut. F. H. R. Henwood, June 3rd 1918'; 1914-15 Star (1763 L.-Cpl. F. H. D. Henwood, Berks. Yeo.); British War and Victory Medals (Lieut. F. H. D. Henwood, R.A.F.); Defence and War Medals 1939-45, *the third with minor official correction to surname, generally very fine or better* (6)

£2,400-2,800

D.F.C. *London Gazette* 3 June 1918.

Francis Herbert Donald 'Happy' Henwood was born in Reading, Berkshire, in September 1896, and originally enlisted as a Trooper in the Berkshire Yeomanry in February 1913. Embarked for Egypt as a Lance-Corporal in April 1915, he remained actively employed in that theatre of war until transferring to the Royal Flying Corps in March 1917.

Qualifying as a pilot, he was commissioned and posted to No. 17 Squadron on the Salonika front later in the same year, where he flew a number of sorties in co-operation with No. 47 Squadron, and claimed a brace of victories, actions that receive due mention in *Over the Balkans and South Russia, 47 Squadron, R.A.F.*, by H. A. 'Ira' Jones; so, too, in the wartime records of No. 17 Squadron:

'One of our machines, with 2nd Lieutenant J. C. Nelson as pilot, and Lieutenant A. J. Pick, as Observer, escorted by 2nd Lieutenant Henwood in a B.E. 12, went out at 1500 hours [on 28 November 1917] to locate and photograph the enemy aircraft which had been brought down earlier in the day. They were attacked by three enemy scouts when over Stojakovo. Both machines fired all their ammunition at close range and 2nd Lieutenant Henwood observed one of the enemy aircraft crash into the hills north of Bogdanci.'

The same source states of Henwood's second claim on 10 December 1917:

'The same day 2nd Lieutenant Henwood, while patrolling over Doiran in a de Havilland Scout, observed an enemy machine above him. He fired about 100 rounds with the Lewis gun and then lost sight of the enemy aircraft for a few minutes, but when last seen it was going down to the west of Nikolic, apparently out of control. An A.A. section subsequently reported they had seen an enemy aircraft crash at Nikolic, just in the enemy lines.'



Henwood was also among those pilots ordered to support the R.N.A.S. in attempting to sink the enemy cruiser *Goeben* in January 1918 - between the 26th-28th she was subjected to constant air attacks, the R.F.C. pilots facing heavy anti-aircraft fire on each occasion and, although some 270 flights were made, and 15 tons of bombs dropped, the *Goeben* made good her escape to Constantinople.

Henwood was awarded the D.F.C., which distinction he received at a Buckingham Palace investiture on his return to the U.K.

Remaining in the Royal Air Force after the Great War, he joined the Engineering Branch in the mid-1920s and served in Iraq in 1930-32 and was advanced to Squadron Leader in January 1937.

Following the renewal of hostilities, he gained further advancement to Wing Commander in March 1940, and served on the Personnel Staff of No. 23 Group, in which capacity he was recommended for an O.B.E. in the following year, a distinction that, alas, was not approved. Having then served for three years in No. 4 (Bomber) Group at Heslington Hall, with administrative responsibilities for 11 squadrons based at nine airfields in the York area, he was placed on the Retired List as a Group Captain in October 1946.

'Happy' Henwood, who was Vice-Chairman of the Territorial and Auxiliary Forces Association, East Riding, Yorkshire, later settled in Chichester, Sussex, where he died in May 1974.

Sold with the recipient's original commission warrant for the rank of Flight Lieutenant, dated 3 May 1927, together with a good selection of original career photographs (11), several of these in card mounts and including portraits in uniform, two newspaper cuttings, a bullion Lance-Corporal's stripe, a souvenir of Egypt silk handkerchief, and a tie.

14

'It is a romance, all this, such as the world had never known before - a romance of speed, of human ingenuity, of immense technical achievement; a romance also of tremendous courage and personal skill ... We have seen this great movement of the air go forward irresistibly. Nothing has been able to stop it. And today it has a future before it which will bring benefits and advantages to the entire world.'

'GPO' Olley - one of aviation's 'greats' - writing in 1934, the same year in which he established 'Olley Air Services'; *A Million Miles in the Air*, refers.



The important - and extremely rare - Great War fighter ace's M.M. group of four awarded to Sergeant G. P. Olley, Royal Air Force, late Royal Flying Corps, one of just 53 members of the R.F.C. to be likewise decorated for services in the air

Appropriately enough for 'The first pilot to fly one million miles', 'GPO' undertook his successful combat career in Nieuports of No. 1 Squadron, motto *In omnibus princeps* - 'First in all things'

Having gained his laurels as a Corporal Observer, he qualified as a pilot and - at high cost to the enemy - went into action in the second half of 1917: in a little over five months he raised his score to 10

His most memorable combat was that fought over Becelaere on 26 June 1917, for on that occasion he mixed with a flight of Jasta 11 under Rittmeister Manfred von Richthofen: taking out one of the Red Baron's comrades in convincing style, he nonetheless had to undertake a tricky landing back at base with most of his undercarriage shot away

His subsequent pioneering work in the golden age of civil aviation in the 1920s and 1930s - he was one of the 16 founder pilots of Imperial Airways - is recounted in his popular and entertaining title *A Million Miles in the Air*

It is a remarkable story, rich in the romance of the 'Silver Wing service' and rarely lacking drama. During his first flight to Paris in a converted Handley-Page he carried out 17 forced-landings before ending up in a field; on another outing to Belgium he forced-landed in the grounds of a monastery - he and his passengers 'were received hospitably' and spent the night in the monks' cells

In the summer of 1928 he hit the headlines for his part in a 'novel stunt', a much-publicised London to Edinburgh 'race' between him - piloting an Armstrong-Whitworth airliner - and the famous locomotive "Flying Scotsman." He won by 15 minutes



A notable line-up of aviators at Croydon in the mid-1920s, left to right: Lieutenant-Colonel Frederick Minchin, C.B.E., D.S.O., M.C., W. ‘Cockney’ Rogers, A.F.M. – see Lot 15 – and ‘GPO’ Olley, M.M. Minchin died in attempt to cross the Atlantic from east to west in August 1927.

Meanwhile his special-charter work brought him into close contact with a host of household names, among them Albert, King of the Belgians, Feisal of Iraq, H.R.H. the Prince of Wales and the Hollywood star Douglas Fairbanks

One of his more unusual assignments was a special flight to Paris to collect the entertainer - she of banana fame - Josephine Baker. He later described her as a ‘temperamental star’ but they got on jolly well all the same

Military Medal, G.V.R. (6313 Sjt. G. P. Olley. R.F.C.); 1914-15 Star (6313 2-A.M. G. P. Olley. R.F.C.); British War and Victory Medals (6313 Sjt. G. P. Olley. R.F.C.), *good very fine and better* (4) £12,000-15,000
M.M. *London Gazette* 17 September 1918.

Gordon Percy Olley - better known to his contemporaries as 'GPO' - was born in Harleston, Norfolk on 29 April 1893. By 1901, his family had moved to Bristol, where his father found employment as a tobacconist and hairdresser. In his mid-teens, young Gordon commenced an apprenticeship in a wholesale clothing factory but by 1912, his employment suggested more glamorous ambitions: he was a 'motor salesman' at Selfridges, the famous London department store.

Dispatch rider

Olley enlisted in Queen Victoria's Rifles in August 1914 but, having thumped an objectionable Sergeant with his rifle, made haste to re-enlist in the Royal Fusiliers: 'I was a motor-cyclist, and had a machine of my own, so I found myself appointed as a dispatch-rider' (*A Million Miles in the Air*, refers).

Tiring with delivery work on the Whitehall run, he next transferred to the Royal Flying Corps, who were in need of qualified dispatch riders and, in March 1915, joined the strength of No. 1 Squadron in France. A few weeks later, he went to see the Squadron's C.O., Major Salmond, and told him that he wanted to learn to fly.

Baptism of fire - Corporal Observer

His request resulted in his appointment as a Corporal Observer. Olley takes up the story:

'I flew with an extremely fine Canadian pilot, Lieutenant Dore. Fighting in the air was a queer sort of affair away back then. We went up first with nothing more formidable than Winchester rifles, and took pot-shots at enemy aircraft which seldom came nearer to us than about a thousand yards. The, after a time, machine-guns were mounted in aeroplanes and we had to cruise about over German rail-heads, looking out for troop-trains. Whenever we managed to spot one we dropped a few bombs, and when the Germans came running out of the train, we dived low and opened fire with our machine-guns' (*ibid*).

On "Archie":

'The German "Archie," or anti-aircraft guns, kept loosing off at us. Their shells, when they burst anywhere near one's machine, did not explode with any ear-splitting roar, but simply with a puff of white smoke and a "wuff" rather like a dog barking. The pilot I used to fly with, Lieutenant Dore, became a master at dodging in and out of anti-aircraft fire. But, even so, the air casualties began to grow considerably, and there was an urgent demand for new pilots' (*ibid*).

That urgency led to Olley being sent home to qualify for his 'Wings'. He began his tuition on a Maurice Farman biplane on Salisbury Plain, and flew his first solo after just three hours tuition:

'The exhilaration of that first solo flight was a sensation I shall never forget; it drove everything out of my mind ... I flew off across the Plain and made my first landing - actually I made something like thirty landings that afternoon; until I last I found myself in a field near Newbury, having quite lost my bearings, and with only a few drops of petrol in my tank. But I did not care. I was too happy for that' (*ibid*).

Unfortunately for Olley, his flying instructor - who eventually located his errant pupil - did care. He was subjected to a severe reprimand and grounded for three days. But following this escapade, his training continued apace and, on reaching around 20 hours of flying time with just one 'prang', he was ordered to France, where he re-joined No. 1 Squadron in May 1917.

Sergeant Pilot - fighter ace

He was quickly in action in unit's Nieuports:

'A newly arrived N.C.O. pilot, Sergeant G. P. Olley, displayed early promise on the 27 May when he single-handedly tackled two E.A. scouts. The fight took place at 10.40 over Tourcoing and although no decisive results were gained, it was to be the start of another distinguished career' (*A History of No. 1 Squadron*, by Russell Gannon, refers).

On the first day of June, Olley attacked a 2-seater over the Messines Ridge at 07.50 hours. The enemy aircraft went down vertically after he had fired 50 rounds and although he followed it down for some distance he did not observe it crash. On his return he found that British A.A. had seen its fall but were unable to confirm whether it crashed due to the Ridge. He was credited with one down, out of control.

Gannon's history continues:

'A report of a three 2-seaters over British lines near Wulverghem brought 2nd Lieutenant Campbell (B1700) and Sergeant Olley (B1681) into action on the 23rd. As they approached the E.A. formation, two immediately turned towards the East but they were still able to engage the third, which they described as an LVG. Sergeant Olley attacked from above and fired one drum, while Campbell came in from below and fired three drums. They observed many hits on this machine and it went down in a vertical dive with its engine full on. Just above the clouds it turned onto its back and disappeared from sight. Although only credited as O.O.C., the location of this claim suggests that it may have been an aircraft from FAA 204, which crashed in British lines after having been claimed by A.A.! Of the crew, Leutnant K. Winter was taken prisoner, while Leutnant W. Lous was killed.'

His next - most memorable - combat occurred on the 26 June, when his squadron provided an escort to a pair of Sopwiths from No. 45 Squadron and ran into Rittmeister Manfred von Richthofen's flying circus. Gannon's history takes up the story:

'At 21.00 while over Becelaere the formation had an engagement with six Albatros scouts. During the ensuing fight 2nd Lieutenant Reeves (B1630) managed to get 40 rounds into a "yellow" scout at short range and sent it down O.O.C. Most of the E.A. however were painted "red" and Sergeant Olley (B1631) also sent one of these down O.O.C. Lieutenant C. C. Street was not so lucky, he was engaged by Leutnant Allmenroder of *Jasta 11* and was shot down in Nieuport B1649, crashing into British trenches. Street was killed and became the 30th and last victory for the German ace. Von Richthofen was apparently leading this attack but left his men to deal with the British fighters while he went after the 2-seaters. He claimed to have crashed a De Haviland DD although both the 45 Squadron machines apparently returned! This claim has confounded many authors and unless it was a Belgian machine, doubt must be raised as to the accuracy of the Baron's report.'

Be that as it may, Olley's run-in with the Red Baron's flying circus was not without further incident. He had to undertake a forced-landing in consequence of damage caused by return fire:

'I remember, after [this] fierce "scrap" up in the air, I had to make the best landing I could with most of my under-carriage shot away. Somehow or other I managed to get the machine down without its turning over; and then it slid along the ground for some distance, the wings finally collapsing and folding down all round me in such ludicrous fashion that the incident would have been worthy of one of Mr. Harry Tate's comic sketches (*A Million Miles in the Air*, refers).

Another run-in with enemy scouts occurred on 16 July during a patrol led by Captain Campbell. The combat started when No. 1's flight attacked eight Albatros scouts over Poelcapelle at 19.20 hours. Almost immediately Captain Campbell downed the leader of these scouts. Olley himself mixed with three of them, just to the south of Poelcapelle and claimed one of them - a 'bright green' painted scout - as confirmed.

By now of ace-standing, Olley went on to double his score in a little over a month. On 12 August, he drove down a two-seater out of control, east of Tenbrielen. In the following month, on the 11th, when a No. 1 Squadron patrol attacked nine Albatros Scouts near Houthulst Forest, he downed another out of control. And before the month's end - on the 21st - he took out a DFW during a morning patrol over Wervicq; the previous day he had dropped down to as low as 100 feet to machine-gun enemy trenches, transport and batteries.

He was awarded the M.M.

In October he raised his score to 10, claiming a DFW out of control during a patrol east of Becelaere on the 2nd; another 2-seater - a confirmed 'kill' - in a combat fought west of Roulers on the 5th and finally, on the 14th, a DFW out of control after a combat near Wervicq.

His final score comprised three destroyed and five (and two shared) out of control.

Rested with an appointment as a ferry pilot back on the home establishment, he was commissioned in the temporary rank of 2nd Lieutenant on the General List. He was subsequently sent to 'a big aircraft firm in the provinces to test some new aircraft'. Olley takes up the story:

'This work of testing new and untried craft certainly had its exciting moments. Cylinders would suddenly blow off engines. Mechanical defects of all kinds would develop in the air. One had to make hurried forced landings in all sorts of awkward places. But, though it was all rather trying, it was, of course, fine experience from a flying point of view, teaching one to be ready for any sort of emergency that might arise. And somehow or other, I always managed to get down without mishap' (*ibid*).

Having then been advanced to Lieutenant on the formation of the R.A.F. in April 1918, he was placed on the Unemployed List on 22 June 1919.

In passing, Olley was subsequently appointed a Flying Officer in the Reserve of Air Force Officers in 1923 and transferred to 'Class C' of the Reserve in 1932. He was permitted to retain his rank on relinquishing commission in December 1936.

The golden age of civil aviation - one million miles up

On departing the R.A.F. in the summer of 1919, Olley joined Handley Page Transport Ltd., flying on the first Continental air services. In 1921 he inaugurated the London - Amsterdam route for K.L.M. and three years later he became a founder pilot of Imperial Airways. He was subsequently among the handful of pilots who flew the famous 'Silver Wing service' from Croydon to Paris.

By September 1925, he had flown the English Channel 1500 times and by early 1927 he had carried his 10,000th passenger. In the same period, as reported in *Flight*, he also set flight records:

'Mr. G. P. Olley, an Imperial Airways pilot, arrived at Croydon aerodrome in an 8-seater air liner at 5.39 p.m. yesterday, having flown from Southampton Water in 26 minutes. This is a new record for the 70 miles journey, and average speed of the Vickers-Napier machine was over 161 miles hour. The aeroplane, which is in regular use on Continental routes, left Hamble at 5.13 p.m.'

And in August 1928:

'Captain G. P. Olley, an Imperial Airways pilot, created a new record by flying non-stop from London to Belfast in four and a half hours. His machine had been chartered to take special pistons for a motor-car running in the Tourist Trophy race. He did not leave London until after 5 o'clock, the last part of the flight across the sea, and his landing at Belfast at 9:50, being accomplished in darkness' (*ibid*).

In the same year, Olley participated in a much-publicised race. *Flight* takes up the story:

'A novel "stunt" was carried out on June 15 when a simultaneous journey was made from London to Edinburgh by train and aeroplane - the "Flying Scotsman" and the Imperial Airways Armstrong-Whitworth air liner "City of Glasgow" respectively. After breakfast at the Savoy Hotel, the two parties of travellers proceeded to their respective points of departure - King's Cross and Croydon. Train and aeroplane both departed at the same time, 10 a.m., the "City of Glasgow" being piloted by Captain G. P. Olley, who was accompanied by Mr. J. Birkett, aged 79, a retired L.N.E.R. engine driver, Air Vice-Marshal Sir Vyell Vyvyan and Major Brackley. Captain O. P. Jones, Imperial Airways pilot, was a passenger on the train! The "City of Glasgow" flew via the East Coast, and made stops at Bircham, Newton, and Cramlington; it arrived at Turnhouse Aerodrome, Edinburgh, 15 minutes before the "Flying Scotsman" reached Waverley Station.'

In 1931 he was acclaimed as 'the first pilot to fly a million miles', for he had undertaken much 'special-charter' work overseas. As revealed in the pages of *A Million Miles in the Air*, Olley was frequently engaged on mercy missions. A case in point was a frantic flight to Cairo in early 1932, as reported in the press:

'A 3000-mile air dash from Cairo to the bedside of the Earl of Inchcape, who is seriously ill in London, will be commenced at dawn to-day by Viscount Glenapp the Earl's son and heir.

Captain G. P. Olley, the Imperial Airways pilot, has arrived in Cairo with an air liner which had been chartered from Imperial Airways, having flown from London via Italy, Malta, and the north coast of Africa in order to bring Lord Glenapp to London.

Lord Glenapp, who was travelling by P. and O. liner from India, as the result of a wireless message to the liner, was to leave it when it berthed last night at Port Said and proceed by train to Cairo. He hopes arrive in London on Monday evening.'

Thanks to his famous pilot, he did.

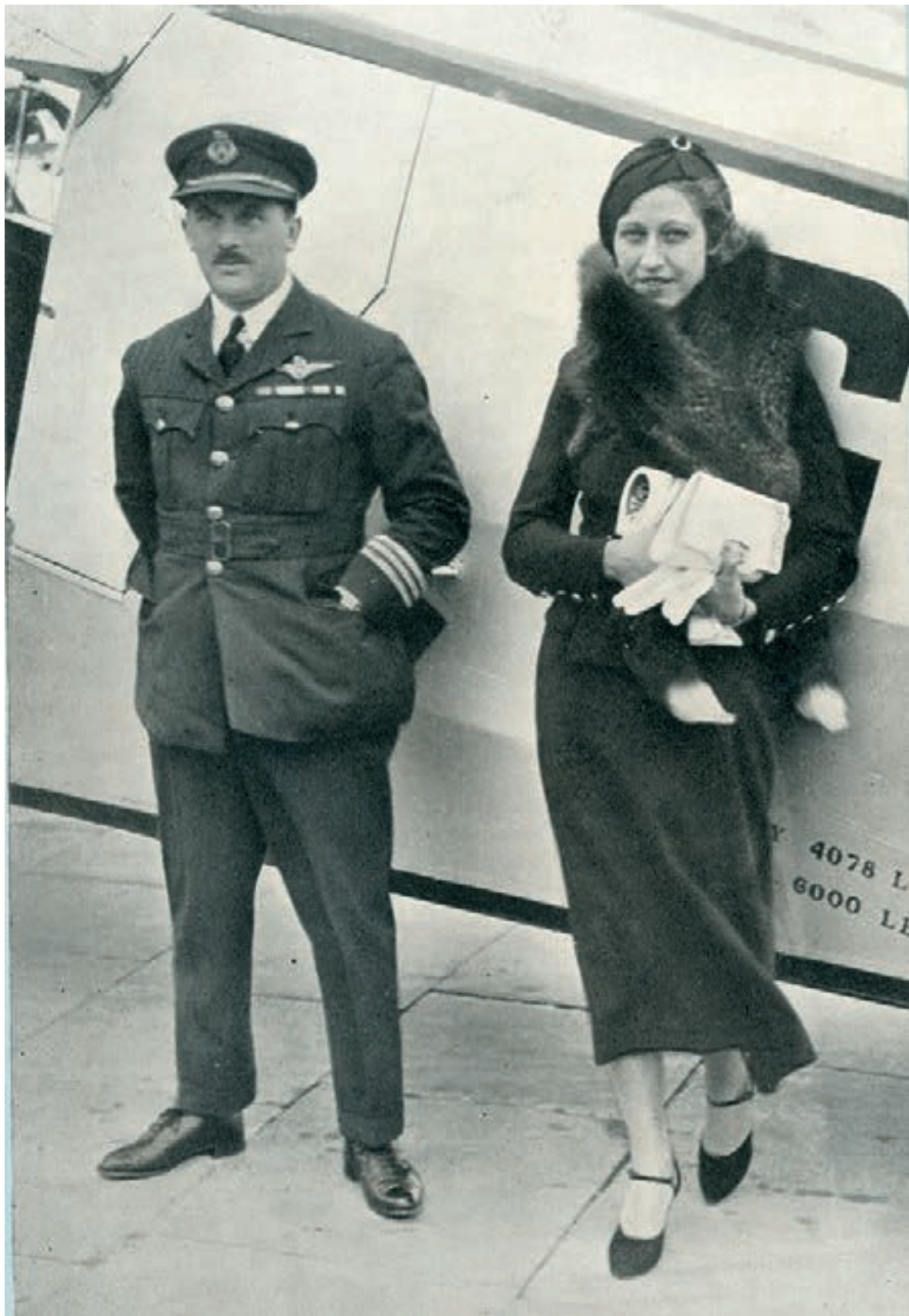


A 'novel stunt': Olley takes on the famous 'Flying Scotsman' in 1928 and receives a piper's welcome on landing at Turnhouse, Edinburgh.



CAPTAIN GORDON P. OLLEY
•
A MILLION MILES
IN THE AIR





Friend and passenger: the famous aviatrix Amy Johnson.

Olley continued to be a Chief Pilot for Imperial Airways until 1934, when he took the bold decision to establish his own business, 'Olley Air Services Limited'. The firm originally operated from its base at Croydon Airport as a charter airline and eventually became part of a group of airlines that included Blackpool & West Coast Air Services, Channel Air Ferries and Isle of Man Air Services. After the Second World War the airline resumed services from Croydon as both a charter airline and a scheduled service before being sold to Morton Air Services in 1953.

Olley, who for the age amassed a staggering total of 13,000 hours of flying time, died in Wimbledon on 18 March 1958. His numerous obituary notices revealed yet further accolades:

He established a duration record in a glider in 1922; he held every licence available to a pilot; not one of his 40,000 passengers became a casualty.

They'll be more.

Postscript

Olley's legacy lives on in a scholarship at the University of Tasmania:

'Captain Gordon P. Olley, the father of British commercial aviation, distinguished himself in the industry as the first man to fly one million miles. His exploits range from air duels over France and Belgium in World War One to the creation of his own civil aviation company, Olley Air Services, which between the world wars flew the rich and well-connected throughout Europe, America, Asia and Africa using only crude equipment and primitive navigation facilities.

His daughter, Dr. June Olley, A.M., a long-time Honorary Professor in the School of Agricultural Sciences has determined to recognise her father's achievements by establishing a scholarship in his name which seeks to involve current UTAS students in the broad area of aviation/aeronautics - whether through medicine, engineering, science, law or another discipline.

The University's website, refers.

Sold with a rare series of original flying licences and related certificates, comprising:

(i)

Air Ministry Licence for Pilots of Aircraft (C. A. Form 8.) to 'Gordon Percy Olley', dated 16 September 1919, including an excellent Air Ministry stamped half-length portrait photograph of Olley in civilian attire; together with a corresponding Air Ministry Licence for Pilots of Aircraft Carrying Passengers or Goods for Hire or Reward (C. A. Form 8B), No. 307, Class B, to 'Gordon Percy Olley', dated 16 September 1919. This contains regular Air Ministry stamps showing licence extension, from 16 March 1920 to 17 May 1923 and includes a second Air Ministry stamped portrait photograph of Olley in civilian attire.

(ii)

'Licence 2' Certificate of Competency for Passenger, Mail or Goods Flying Machines (Public Transport), issued to 'G. P. Olley' in London on 10 June 1924; this displays the regular renewal of his licence based upon passing medical examinations from 20 May 1924 to 7 January 1931.

(iii)

Private Pilot's Certificate of Competency, issued to G. P. Olley in London on 12 February 1930; this displays the renewal of his Private licence from 12 February 1930 to 11 February 1931.

(iv)

Aircraft Navigator's Certificate of Competency, 2nd Class, No. 38, issued to 'G. P. Olley' in Bristol on 9 March 1940; this displays the renewal of his licence based upon medical examinations, from 20 February 1940 to 15 August 1949.

(v)

United Kingdom Ministry of Civil Aviation, Private Pilot's Licence (Flying Machine) (Form 604), No. 307, issued to 'Gordon Percy Olley', 30 June 1950; valid from 30 June 1950 to 20 June 1951.

(vi)

Freedom of the City of London, an ornate certificate held in a card wallet, to 'Gordon Percy Olley, Citizen and Coachmaker and Coach Harness Maker, of London', as presented in the Mayoralty of Sir Frank Samuel Alexander, on 15 October 1945.

15 *‘Pilot Has a Million Reasons for Saying “Flying is Safe”*

Do you know what Captain W. Rogers, Imperial Airways senior pilot, says?

“I have flown more than a million miles and have never had an accident. That shows how safe flying is.”

Bald facts about Captain Rogers apart from the million-mile achievement are:

He has just completed 10,500 hours in the air.

He has crossed the Channel more than 4,000 times.

Human facts about Captain Rogers are still more interesting:

He is the fittest, most invigorating man you could hope to meet.

He told me: “Yesterday I was taking up a small aeroplane; left the ground in a few seconds, naturally. Yet I can remember when one got into the forerunner of that aeroplane and friends on the aerodrome would lay odds as to whether you would ever get off the ground, or, if you did, which tree you would hit before you got clear.”’

The Daily Express, 16 November 1935, refers.



The exceptional Great War A.F.M. group of four awarded to Sergeant W. ‘Cockney’ Rogers, Royal Air Force, late Royal Flying Corps, who flew operationally in France before being decorated for his gallant work in the hazardous employ of the Ferry Service

One journalist described him as a man bereft of nerves, another as a ‘fantastic person’ who was blessed with ‘a keen sense of humour’, all essential prerequisites for the early days of civil aviation. A founder pilot of Imperial Airways, he set about blazing a trail of ‘firsts’ in the 1920s and 1930s

His friend ‘GPO’ Olley may have beaten him to the one million miles flown mark in 1931 but ‘Cockney’ claimed a ‘royal first’ in March 1928, when he flew King Amanullah of Afghanistan over London. His Majesty - the first King to have taken to the skies over the capital - rewarded his pilot with the Order of the Throne, in gold

The ongoing success of the 'Silver Wing service' out of Croydon to Paris was largely due to 'crack' pilots such as 'Cockney' Rogers, but in common with his fellow aircrew he was often diverted on special-charter work further afield. He hit the headlines in 1936 - 'Italians Brutal to British Flyers' - when he and his crew were arrested in Libya. It was a nasty incident which resulted in a formal complaint being delivered to the Italian ambassador

Having also led the way in opening-up the first commercial flights to Scandinavia and Athens - the latter in his Argosy's open-cockpit - he became a prime mover in establishing the British Air Line Pilots Association (B.A.L.P.A.). It was, he went to great pains to explain, 'a professional association and not a union'. Imperial Airways remained unconvinced and he was made redundant in 1937

Never idle, 'Cockney' carried on work as a freelancer and found much work flying journalists around at the time of the Munich crisis. He finally hung up his flying helmet at the end of the 1940s

Air Force Medal, G.V.R. (1018 Sergt. Mech. Rogers. W., R.A.F.), with original horizontal-striped riband; 1914-15 Star (1018 I.A.M. W. Rogers R.F.C.); British War and Victory Medals (1018 Sgt. W. Rogers. R.F.C.), *good very fine or better* (4)

£6,000-8,000

A.F.M. *London Gazette* 1 January 1919.



Walter 'Cockney' Rogers was born in Vauxhall, London on 31 May 1895. He left school at the age of 14 and had several jobs locally before he joined the Royal Flying Corps on 2 January 1914, aged 18 years.

Off to war

Initially attached to No. 6 Squadron as a mechanic on the home establishment, he went to France with No. 10 Squadron in late 1914 and witnessed active service as a Gunner and Observer before returning to the U.K. in November 1915, to be hospitalised after an appendix operation.

In April 1916, he was posted to Castle Bromwich, and thence to the Flying School in May 1917, where he gained his Royal Aero Club Certificate No. 5800 in August 1917.

He was again posted to France, serving with No. 11 and No. 48 Squadrons, flying artillery reconnaissance sorties from Bellvue.

In February 1918, he came home to take up an appointment in the Ferry Service, a challenging - and hazardous - occupation. His fellow 'ferryman', 'GPO' Olley, M.M., takes up the story:

'This work of testing new and untried craft certainly had its exciting moments. Cylinders would suddenly blow off engines. Mechanical defects of all kinds would develop in the air. One had to make hurried forced landings in all sorts of awkward places. But, though it was all rather trying, it was, of course, fine experience from a flying point of view, teaching one to be ready for any sort of emergency that might arise.'

Rogers - who was injured in an incident on 24 February 1918 - was awarded the A.F.M. He nonetheless made light of his exploits, for his modesty was as well-known as his skills as a pilot.

Thankfully, his demanding role as a Ferry Pilot had been the subject of lighter moments, such as the occasion he was returning from delivering an aircraft to France. On disembarking at Dover - covered in grease, oil and mud - a group of ladies thanked him for 'doing his bit against the Hun' and presented him with chocolates and cigarettes. A humbled Rogers could not summon the courage to tell them he made the same trip at least twice a week.

The golden age of civil aviation

On leaving the Royal Air Force in February 1920, he took up a job with Handley-Page, flying passengers in converted bombers, a business that evolved into Instone Air Line Services.

He then became a founder pilot - one of 16 - of Imperial Airways. In that pioneering capacity, he had the distinction of being the first pilot to carry out commercial flights to Norway and Sweden, in addition to being the first pilot to fly a King over London. This was King Amanullah of Afghanistan who visited England in early 1928. As reported in *The Times*, he asked to be introduced to Rogers when they landed back at Croydon. He 'complimented him on the skilful way in which the aircraft had been handled, expressed his pleasure at the smoothness of the flight, and remarked that he had never before flown in a commercial airliner'. Rogers was duly awarded the Order of the Throne, in gold, which distinction, alas, was later lost.

During the 1930s he was Senior Captain with Imperial Airways flying the 'Silver Wing service' from Croydon to the Continent, mainly in HP 42s and Argosy aircraft. He also undertook some notable trail-blazing flights to Italy, Greece and the Middle East.

In 1935, as cited above, he completed his millionth mile flown in the air, totalling some 10,500 flying hours. In the following year, he had the misfortune to be the subject of brutal treatment by Italian soldiery in Libya. A newspaper feature takes up the story:

'Reports of "brutal treatment" of an Imperial Airways "crack" pilot and his crew of three men, by the Italian army authorities in Libya, are being investigated by the Foreign Office.

It is alleged that the four men were treated with extreme harshness by the Italian soldiers, and that one least one occasion they were paraded as objects of derision, and at the point of bayonets, before Italian troops ... The machine landed at Mesylam, in Libya, and was immediately put under armed guard. The pilot and crew were also put under escort and closely questioned. All their documents were seized ...'

It was a deeply unpleasant experience but ended the following day, when 'Cockney' and his crew were permitted to continue their journey. The Italians claimed his aircraft had flown over 'military areas' at Amsat, even though these areas were - by earlier agreement with the Italians - on a pre-arranged flight path.

In 1937, following his leading role in establishing B.A.L.P.A., he was made redundant. Never idle, he set about work as a freelance pilot, his passengers often being newspaper reporters. Busy times quickly followed, not least during the Munich crisis in September 1938.

When the Second World War broke out, he was again involved in flying and testing 'crash repair' - and - other aircraft.



Post-war, he became one of the first pilots to start flying commercial aircraft again, this time with the Hunting Group, and he eventually retired from Civil Aviation at the end of the 1940s, after 34 years' association with all aspects of flying.

Beyond doubt one of civil aviation's 'greats', the modest Rogers retired to the Sussex coast and died in 1977, aged 82.

Sold with the following original documentation and items, the majority pasted by Rogers within a sketch book:

(i)

Federation Aeronautique Internationale, British Empire, Aviator's Certificate, No. 5800, dated 7 September 1917, bearing the signature of 'Sergt. Walter Rogers, R.F.C.', and an excellent stamped half-length portrait photograph in uniform.

(ii)

Air Ministry (C. A. Form 8B), Licence for Pilot of Aircraft Carrying Passengers or Goods for Hire or Reward, Class B, No. 475, issued 19 March 1920, to 'Walter Rogers'; this shows the regular renewal of his licence, based upon passing fit in medical examinations, from 18 September 1920 to 20 September 1923.

(iii)

Great Britain and Northern Ireland Air Ministry Pilot's Certificate and Licence - for Public Transport or Aerial Work Flying Machines, No. 475, issued at London, 31 August 1936, to 'W. Rogers'; this shows the regular renewal of his licence, based upon passing fit in medical examinations, from 17 August 1936 to 14 February 1948.

(iv)

United Kingdom of Great Britain and Northern Ireland Passport, No. 389305, to 'Mr. Walter Rogers', issued 24 June 1931 and subsequently renewed 23 April 1936; this contains a large number of visa stamps showing that Rogers travelled widely across Europe and the Middle East in the mid-late 1930s, including Greece and Italy (1936), Egypt and Iraq (1936), France and Germany (1938), Switzerland and the Channel Islands (1939).

(v)

An interesting archive of photographs (approx. 15), commencing with an image of Rogers which he has annotated beneath by hand, 'After my first solo. This is an enlargement, 1917'; also included is an annotated image of Rogers, identified standing in a group shot before a biplane at Coventry Aerodrome, January 1919, together with a further superb image of 'Colonel Minchin, Walter Rogers and Gordon Olley' at Croydon, about 1924, with examples of clothes worn under their "Sidcut" suits, about 1924. There are further images of Rogers in the 1930s, and post-war era.

(vi)

An archive of contemporary newspaper cuttings, one titled "Million-Air Rogers - His Mileage is his Fortune," dated 15 November 1935; a second feature from the *Daily Express*, 16 November 1935, also refers.

(vii)

A typed transcript document, taken from *The Times*, 22 March 1928, detailing a pleasure-flight above London, captained by Rogers, when his passengers were the King of Afghanistan, Sir Samuel Hoare (Secretary of State for Air) and Air Vice-Marshal Sir Sefton Brancker (Director of Civil Aviation).

(viii)

A letter of thanks from the Commissioner of Police, New Scotland Yard, London, S.W.1., thanking Rogers for his valuable services on 31 May 1932, in Stafford Road, Waddon, when a Constable sustained injuries in attempting to stop a runaway horse: 'Your public spirited action in placing your car at the disposal of the injured Constable, especially in view of the pressing nature of your business, is greatly appreciated.'

(ix)

Original R.F.C. bullion wings, R.F.C. fabric shoulder title and very rare Imperial Airlines bullion wings.



x16

A rare Great War A.F.M. awarded to Sergeant Mechanic A. L. Robinson, Royal Air Force, late Royal Flying Corps

Air Force Medal, G.V.R. (2172 Sergt. Mech. Robinson, A. L., R.A.F.), *suspension somewhat slack and one or two official corrections, edge bruising, very fine*

£1,200-1,500

A little over 100 Air Force Medals were awarded in respect of services in the Great War.

A.F.M. *London Gazette* 2 November 1918:

‘In recognition of valuable flying services performed in their various capacities - Flying Instructors, Test, Ferry and Experimental Pilots.’

Arthur Leonard Robinson, who was born in Doncaster, Yorkshire, enlisted in the Royal Flying Corps in November 1914. Advanced to Sergeant in April 1917, he qualified as a 1st Class Pilot in the same month, and subsequently served out in France from May until August 1917. Re-mustered as a Sergeant Mechanic in the newly established Royal Air Force in April 1918, Robinson was transferred to the Reserve in June 1919; sold with research.

x17 A rare North Russia operations D.F.C. group of four awarded to 2nd Lieutenant L. Timmins, Royal Air Force, late Royal Naval Air Service, an ex-Sea Scout Airship rating who was taken P.O.W. after being shot down at 300 feet in his D.H. 4 over Zeebrugge in October 1918

Volunteering for further active service in Syren Force on being repatriated, he was decorated for a flurry of daring seaplane missions against the Bolsheviks in the summer of 1919



Distinguished Flying Cross, G.V.R., unnamed as issued; British War and Victory Medals (2 Lieut. L. Timmins, R.A.F.); Russia, Order of St. Stanislaus, breast badge, with swords, 44 x 41mm., silver, silver-gilt and enamel, unmarked, mounted as worn, *good very fine or better* (4)

£4,000-5,000

D.F.C. *London Gazette* 22 December 1919:

‘In recognition of distinguished services rendered during the War and since the close of hostilities ... Pilot Officer Leonard Timmins (North Russia).’

Leonard Timmins, who was born in Wishaw, Lanarkshire in September 1892, joined the Royal Naval Air Service as an Air Mechanic (Wireless Telegrapher) in April 1915, having already commenced training at the Marconi School. Thereafter, his appointments included services in Sea Scout Airships at Anglesey and as an Observer in D.H. 4s of No. 2 Squadron, R.N.A.S., based near Dunkirk.

In April 1918, No. 2 Squadron became No. 202 Squadron, Royal Air Force, and Timmins, as a recently appointed 2nd Lieutenant, flew numerous sorties from July until 18 October, when, on a dawn reconnaissance to Zeebrugge, his D.H. 4, piloted by Lieutenant Coulthard, was shot down over the mole at 300 feet by machine-gun fire, and crashed into the sea. Reported as missing ‘probably drowned’, he and his pilot had in fact managed to swim ashore, where they were taken P.O.W.

Repatriated at the War’s end, Timmins was embarked for North Russia in July 1919, where he served with distinction in seaplanes of Syren Force, accompanying copied Observer’s reports for the period leading up to his return to the U.K. in late September revealing a flurry of operational activity with his pilot, Captain W. H. Park, M.C., D.F.C., including much use of low-level machine-gunning and accurate bombing work.

The following report, written by Timmins after an attack on Bolshevik shipping and piers at Petrozavodsk on 5 August, is indicative of the type of sorties he and his pilot undertook:

‘Dropped two large bombs on large pier, both falling in the vicinity of ships lying alongside. Observed nine vessels at large pier, including four paddle steamers, two barges and one very large vessel. Approximately 12 vessels alongside the two smaller piers, four of which steamed out during the bombardment.

A.A. fire from four vessels and pier, and from one gun situated in the town, actual position in trees S.E. of the Cathedral.

In railway station and sidings were approximately 130 trucks and six engines. No signs of aerodrome under construction. Oblique photographs taken of the town and harbour. Fired 300 rounds M.G. on ships and piers ...’

Transferred to the Unemployed List in November 1919, Timmins was awarded the D.F.C. in the following month, together with the 2nd Class Order of St. Stanislaus (Brough’s *White Russian Awards* refers); sold with a comprehensive file of research, with full Syren Force records of operations flown; so, too, of those undertaken in No. 202 Squadron in France and Flanders.

18 **An interesting Great War period pilot’s Flying Log Book appertaining to Lieutenant R. J. Hook, D.F.C., Royal Air Force, late Royal Flying Corps, who went on to witness active service in North Russia in 1919**

Army Book 425 type, covering the period May 1918 to September 1919, *in good condition*

£200-300

Reuben John Hook was born on 4 March 1898 and was educated at Wallingbrook College, Chulmleigh, Devon. Initially serving as a 2nd Lieutenant with the 8th Battalion, Rifle Brigade, he transferred to the Royal Flying Corps in January 1918, qualified as a pilot and was posted to No. 101 Squadron in France.

His Flying Log Book records his subsequent experiences on active service, commencing on 25 May 1918 with a strafing mission of the roads into Bray: ‘First trip over, 2 drums’. That afternoon, he conducted a second attack, this time using one drum of ammunition.

A few days later he attacked the roads around Albert and, on the 26th, between Abbeville and Le Treport - he ‘test-skimmed the sands’. For the next three weeks, he flew an almost daily series of sorties attacking roads, billets and aerodromes around Albert and Maricourt; his log keeps a careful record of rounds spent and a mission dropping bombs on N. Peronne being noted as a ‘rotten show’.

June continued to be a busy month with strafing missions over Fricourt and Trones Woods and an attack on the railway around Le Cateau. In July he conducted numerous reconnaissance missions and attacked the German billets around Albert and Trones: on many occasions his entries record over 300 rounds expended.

On 9 August 1918, Hook took off with Lieutenant Alcock at 11.15pm on a sortie over Brie Bridge. He expelled 100 rounds but, owing to misty conditions, he crashed into a wood near Treport. He was seriously injured and invalided to hospital in London. He was awarded the D.F.C. (*London Gazette* 3 August 1918, refers).

His next flight would not be until May 1919, after a posting to Armaments School. He was subsequently embarked for Russia.

On 6 June 1919, he flew his first operational mission, strafing gunboats at Kurgomen. Thereafter, he participated in attacks on Putschega aerodrome, enemy gunboats on the Dwina, and strafed barges and enemy trenches at Selmenga; his Flying Log Book is carefully annotated with a list of targets and the ammunition used.

Hook flew his final sortie on 16 September 1919 - against a target at Beresnik - and was transferred to the Unemployment List on 11 October 1919, having flown 73 sorties in France and a further 40 sorties in Russia.

19

'When Imperial Airways launched their new, glamorous cross-Channel 'Silver Wing' service at the beginning of the 1930s, 'OP' was among the first batch of pilots who had to put away their old, stained leather flying suits and adopt the new image of a pilot captain resplendent in a dark blue uniform and peaked cap, reminiscent of a Navy captain.

'OP' appeared to relish his celebrity status. By this time he had adopted a 'piratical' beard - which he kept for the rest of his life - and enjoyed the frisson of recognition which greeted his appearance at the airport just fifteen minutes before take-off was due. He would give a cursory glance to the weather charts and then stroll onto the tarmac, often pausing at the top of his entry ladder for a photo opportunity.

The flying public adored his charisma and often asked for him by name when booking flights. He was also well-known for his skill and calm in tricky situations ...'

An article by Cheryl Bailey on The Croydon Airport Calling website, refers.

An important 'Royal Visit' pilot's C.V.O., Second World War civil O.B.E. group of nine awarded to Captain O. P. Jones, British Overseas Airways Corporation (B.O.A.C.), late Royal Air Force Volunteer Reserve

A pioneer of civilian flight and one of the first pilots for Imperial Airways, he flew the famous 'Silver Wing Service' out of Croydon to the Continent in the 1920s and 30s, and became the first pilot to transport a member of the royal family on the occasion of H.R.H. the Prince of Wales's visit to Paris in 1926

Although a Wing Commander on the Reserve of Air Force Officers - he was awarded the Air Efficiency Award in 1943 - he flew as civilian pilot and Flight Captain on the Atlantic run in the Second World War, in addition to serving as Flight Captain, Landplanes 1942-45

He remained employed as a Senior Captain in B.O.A.C. until 1955 and was awarded his C.V.O. for H.R.H. Princess Elizabeth's visit to Canada in 1951

A colourful character who was the subject of many anecdotes, 'OP' became known as 'The Grand Old Man of British Civil Aviation': no wonder he was chosen as one of those to be depicted on Heathrow's mural dedicated to the early pioneers of British aviation

The Royal Victorian Order, Commander's (C.V.O.) neck badge, silver-gilt and enamel, the reverse officially numbered '1145', in its *Collingwood & Co.* case of issue; The Most Excellent Order of the British Empire (O.B.E.), Civil Division, Officer's 2nd type breast badge, silver-gilt and enamel; 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Coronation 1937; Air Efficiency Award, G.V.I.R., 1st issue (Fg. Off. O. P. Jones, R.A.F.V.R.), mounted as worn where applicable, together with the recipient's Guild of Air Pilots and Air Navigators Deputy Master's neck badge, gilt and enamel, the reverse engraved, '1934, O. P. Jones', in its *Thomas Fattorini* case of issue, *good very fine or better* (9)

£800-1,000

C.V.O. *London Gazette* 1 January 1952.

O.B.E. *London Gazette* 15 June 1945.

Oscar Philip 'OP' Jones was born on 15 October 1898, the son of Oscar Jones of Beckenham. Educated locally, he enlisted in the Royal Engineers in 1916 but quickly transferred to the Royal Flying Corps. As verified by his subsequent R.A.F. service record, he remained employed in the U.K. and did not qualify for any campaign awards.

A pioneer of civil aviation

He had nonetheless gained his 'Wings' and in 1920 he commenced his long association with civil aviation when he joined Berkshire Aviation Tours. Two years later he joined Instone Airlines, which company was taken over by Imperial Airways in 1924. It was in this capacity that 'OP' gained his laurels on the continental run, operating out of Croydon on the 'Silver Wing Service'; he gained his Master's Pilot's Certificate in 1935.

These early - exciting - days of civil aviation attracted considerable press coverage, a case in point being the occasion 'OP' became the first pilot to transport a member of the royal family when, in 1926, he flew H.R.H. The Prince of Wales to Paris. A glimpse of that early excitement - and glamour - is to be found in the pages of Harald Penrose's *Wings Across the World - An Illustrated History of British Airways*.



‘Though the press made sensational news of air accidents it was equally ready with stories of derring-do and even about airline pilots. One of the first to feature was Captain Oscar Philip Jones, known as ‘O.P.’ by his contemporaries but more cautiously by juniors whom he addressed as ‘Mister’. He was headlined in May 1934 as the air pilot who had flown one million miles and carried 65,000 passengers without accident, but it was his air of command and raking jutting beard which intrigued newspapermen.’

‘OP’ may have avoided accidents but his flights were not without incident:

‘Snags with the Jaguar engine were persisting. On 8 December 1926 an Argosy piloted by O.P. Jones, en route for Croydon, broke a tappet rod and then oil pressure dropped on another engine, but he landed safely at nearby Pluckley and sent the twelve passengers on by train to London. Replacing the tappet rod next day he flew to Croydon, arriving at the same time as the first of the triple-engined D.H. Hercules’ (*ibid*).

The weather did not help either:

‘On 9 May 1932 ... the sister airliner (H.P. 42) *Horatius*, flown by O.P. Jones, with thirteen passengers aboard, was climbing through cloud to reach clear skies above Tonbridge when lightning fused the trailing aerial, burnt out the wireless installation, and dislodged a window which damaged the adjacent propeller, resulting in considerable vibration, so Jones turned back and landed again at Croydon - but five of his passengers refused to continue after that experience, though the other eight left with him soon afterwards in the *Helena*’ (*ibid*).

‘In England a glorious Easter 1939 produced a record number of air travellers, 40 machines leaving for Paris and 30 for Le Touquet during Thursday and Friday, and extra aircraft were required on the Scandinavian and Austrian routes. *Heracles*, returning at midnight, encountered a phenomenal bump over Croydon which put Captain O. P. Jones through the roof and injured the crew, so that all appeared in bandages the next day; luckily the steward and stewardess had insisted on the passengers securing their belts’ (*ibid*).



Second World War

‘OP’s’ wartime career commenced with a stint of duty as O.C. of No. 2 Air Transport Auxiliary (A.T.A.) Pool but in 1941, following the establishment of B.O.A.C., he commenced service as a Flight Captain on the Atlantic run for R.A.F. Ferry Command.

A glimpse of him at work is to be found in Charles Woodley’s *B.O.A.C.: A History*.

'On 24 September 1941 the running of the Return Ferry Service was handed over in its entirety to B.O.A.C., operating under the A.O.C. R.A.F. Ferry Command. Ten Liberators were provided by the R.A.F., but B.O.A.C. took full responsibility for their maintenance, operations and crewing. The first crossing under B.O.A.C. control took place on that date, under the command of Captain O. P. Jones, and services were operated from then on six days of each week.'

A further glimpse of 'OP' at work is to be found in Harald Penrose's above quoted history:

'The route to Russia was also changed in 1943, for the hazards had become too great, and it was agreed that B.O.A.C. should fly direct to Moscow by a Mediterranean route which Captain O. P. Jones pioneered with Mr. Maisky, the Russian ambassador, aboard. From Cairo they flew to Habbaniya near Baghdad, then skirted the Caspian Sea to Kuibyshev, but on his return flight Captain Jones made for Teheran, and this became the adopted route flown by Liberators.'

He was awarded the O.B.E., which distinction he received from H.M. The King at Buckingham Palace on 15 November 1945; he had earlier - in November 1943 - been awarded the Air Efficiency Award.

Post-war

Immediately after the war, B.O.A.C. pilots of the Atlantic Ferry were allocated to the Constellation trans-Atlantic programme, 'OP' setting quickly setting the pace. Charles Woodley's above quoted history takes up the story:

'On 16 June 1946 L-049 Constellation G-AHEM 'Balmoral', under the command of Captain W. S. May, operated the first of ten B.O.A.C. Constellation trans-Atlantic proving flights, and set a record of 11hrs. 24mins. for the New York-London journey. These flights paved the way for the inauguration of twice-weekly scheduled services between London and La Guardia Airport, New York on 1 July 1946, with G-AHEJ 'Bristol II' operating the first service under the command of Captain O. P. Jones.'

Moreover:

'On 1 March 1951 the De Luxe 'Monarch' service from London to New York was inaugurated, initially on a three-times-weekly frequency, but upgraded to daily from 1 May. The first westbound service was commanded by Captain J. T. Percy, and the first eastbound schedule by Captain O. P. Jones, flying G-ALSB 'Champion'. Captain Jones was almost a legendary figure on the transatlantic services of this period, commanding most of the inaugural services, as befitting his great experience' (*ibid*).

Later in the same year, Jones undertook an equally important duty. Harald Penrose takes up the story:

'The highlight of B.O.A.C's activities in October 1951 was the midnight flood-lit departure to Montreal of Princess Elizabeth and the Duke of Edinburgh aboard the Stratocruise flagship Canopus, commanded by that distinctively bearded personality Captain O. P. Jones.'

'OP' was awarded the C.V.O., which distinction he received from H.R.H. The Duke of Gloucester at Buckingham Palace on 5 March 1952.

Penrose continues:

'But now came historic change. Churchill at 80 resigned the premiership. Elections in May 1955 resulted in victory for the Conservatives and Sir Anthony Eden became Prime Minister. That month another famous personality resigned: Captain O. P. Jones of the much-publicized jutting beard. At 56 he had completed 21,600 hours, crossing the English Channel 6,000 times and the Atlantic 300, carrying 140,000 passengers. Such long and devoted service earned an illuminated certificate.'

Having stepped down from the flight deck, 'OP' was appointed a Special Liaison Officer for B.O.A.C's Worldwide Goodwill and Lecture Tours, in which capacity he remained actively employed until 1965.

A founding member of the Guild of Air Pilots - he was deputy Master of the Guild in 1934 - he served as Warden 1954-58. He was also a member of the Speedbird Club and served as President of B.O.A.C's '25' Club in 1952. The winner of the Cumberbach Trophy (1931) and the Britannia Trophy (1951), he was awarded his Guild Master Pilot's Certificate in 1955.



A panel from the 'Heathrow mural', 'OP' standing centre.

Described as 'The Grand Old Man of British Civil Aviation', 'OP' retired to Pulborough in West Sussex and died in June 1980.

One or two anecdotes

'OP' is the subject of numerous anecdotes on assorted websites, one of which describes an early post-war cross-Atlantic flight:

'It was O. P. Jones who - according to my father - had been commanding a flight across the Atlantic shortly after the War, in an unidentified aircraft type, and was back at the navigator's table, pouring over the charts and smoking the pipe for which he was universally known and recognised. Jones was head down and deep in discussions with the Navigating Officer, when the F.O. turned around to ask a question, and the F.O.'s knee hit the gang bar covering all eight magneto switches, turning them all off simultaneously, and thus causing all four engines to shut down at once, some 20,000 feet plus over the ocean at night. An impenetrable, shocked silence settled over the entire flight deck, with everyone frozen involuntarily in their places and appalled looks on everyone's face. No-one was able even to say a word. O. P. Jones did not turn a hair, and without so much as looking up, he simply took the pipe out of his mouth and said: "Quiet, isn't it?" and replaced his pipe in between his teeth.

Of course, the engines were quickly re-started, and being out of radar coverage with few if any other aircraft in the sky then, nothing else happened and nothing more was reportedly said about the incident. But O. P. Jones was hard to beat for sheer sang froid ...'

Another cross-Atlantic run:

'One night, the veteran B.O.A.C. Captain, O. P. Jones, was approaching the weather ship and picked up his microphone to make contact. However, a sailor was having a conversation with the stewardess on the American aircraft ahead, and all he could hear through the headphones was ... 'I'm twenty two, five feet four inches, thirty-five, twenty-two, thirty-five, blonde hair, blue eyes. My flat is in 16 Brooklyn Park, telephone 5652 ...' 'Jesus honey, we're practically neighbours. Can you cook!' ...'Everybody says my apple pie ...' 'Honey, I'll be right over. That is in three weeks and two days and five hours time.'

Eventually there was a break in the conversation and Captain Jones spoke: 'This is Speedbird Easy Love ... I'm fifty-one years old, five feet nine inches tall, forty-two, thirty-two, thirty-five, blue eyes, a torpedo beard ... I'm interested in breeding bull terriers and I live in Sussex, England. My cooking is well known. Do you want my telephone number?' There was an astonished silence before the one word ... 'No-o-o.' 'Then can I,' said Captain Jones, 'have the wind at 19,000 feet?'

Lasting memorial

In 1969, William Kempster, A.R.C.A., was commissioned by the British Airports Authority to paint a special mural for the opening Heathrow's Terminal 1. The finished product - entitled 'The History of Aviation' - measured a staggering 8.4m in length and was unveiled by H.M. The Queen and the Duke of Edinburgh.

The three-section mural pays homage to the early days of civil aviation, to Croydon Airport and to the pioneering pilots who made it possible, among them 'OP' who stands centre stage in one of the sections.

The mural is currently on loan to the Historic Croydon Airport Trust by the Maas Gallery, in London until the end of 2018 and can be viewed in the former Booking Hall in Airport House on the Purley Way.

20 Four: **Pilot Officer A. L. Gray, Royal Air Force, who was killed on active service in North Africa, the result of a collision between his Spitfire and a Kittyhawk**

India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (543388 L.A.C. A. L. Gray, R.A.F.), in its named card box of issue, Africa Star; Defence and War Medals 1939-45, *extremely fine* (4)

£600-700



Albert Lionel Gray was born in Abingdon, Northamptonshire on 23 November 1918, the son of Albert Edward and Clara Maria Gray. He enlisted into the Royal Air Force in June 1937 and was posted to India with No. 21 (Bomber) Squadron, followed by the Far East with No. 11 Squadron until November 1939.

Gray subsequently undertook pilot training and was appointed to a temporary commission in June 1943, prior to being killed on active service on 22 October 1943. As stated, the result of a collision between his aircraft Spitfire P9311 and a Kittyhawk, on take-off from Abu Sueir airfield. He is buried at Moascar War Cemetery, Egypt. A contemporary newspaper article adds a little more information:

‘Rugby Pilot Officer Killed - Shortly After Meeting Brother

Shortly after receiving a photograph of their two sons, taken in their R.A.F. uniform, when they met at Aboukir, Alexandria, recently, for the first time for five years, Mr. and Mrs. A. E. Gray, 21, Crick Road, Rugby, had the sad news that the elder boy, Pilot Officer Albert Lionel John Gray, had been killed.

The Pilot Officer, who was aged 25, was educated at East Ham, London, and joined the R.A.F. seven years ago. He had seen service in seven campaigns, including India, North Africa, Crete, Greece and Singapore, and was decorated with a medal (of which he told his parents nothing) for his work in the North-West Frontier fighting. At the fall of Greece he was reported missing but returned to his base seven months later.

When the two brothers met at Aboukir they managed to spend four days leave together. Alan, the younger, has had nearly seven years’ service in the R.A.F. and has been in the Middle East for the last two and a half years.’



Sold with an original and poignant archive comprising portrait photograph of Gray; condolence slip to Pilot Officer A. L. Gray; forwarding letter for I.G.S.M.; original card box of issue for I.G.S.M., and paper envelope; box of transmission for WW2 medals, medal entitlement slip; contemporary newspaper article and copies of service details; R.A.F. embroidered Wings, mounted upon clear Perspex, with safety pin, rank slides and riband bar for the I.G.S.M. housed in a naive wooden case of African bazaar manufacture, as sent to his family, together with R.A.F. Officer's side cap, inscribed in ink to interior, 'P/O GRAY'.

Sold by Order of a Direct Descendant

'I haven't thanked you properly yet for looking after me during those dreadful hours at Ardalsnes and Henn. I really think that your courage and perseverance saved my life - or worse still I might now be sitting in a concentration camp rather than a comfortable hospital ...'

Squadron Leader Whitney Straight, the well-known pre-war racing driver, writing to Wing Commander L. T. Keens, following his rescue from Norway; Straight was awarded the M.C. in the *London Gazette* of 1 January 1941, the same gazette announcing Keens' O.B.E. for like services in Norway.

A rare and interesting Second World War Norway 1940 operations O.B.E. group of nine awarded to Group Captain L. T. Keens, Royal Air Force

Given command of 'X' Force, the small party of R.A.F. personnel charged with establishing airstrips on Norway's frozen lakes, Keens played host to the Gladiators of No. 263 Squadron on Lake Lesjeskogen until the Luftwaffe reduced his 'command' to ashes and just one aircraft remained serviceable

His subsequent actions in getting his force - and casualties - evacuated by the Royal Navy were heroic in the extreme

The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 2nd type breast badge; 1939-45 Star; Air Crew Europe Star; Africa Star, clasp, North Africa 1942-43; Burma Star; Italy Star; Defence and War Medals 1939-45; Coronation 1953, mounted as worn, *generally good very fine* (9)

£800-1,000

O.B.E. *London Gazette* 1 January 1941.



Leonard Thomas Keens was born on 12 May 1908 and originally enlisted as a Gunner in the Royal Artillery (Territorials) in September 1925. In the following year he was granted a short service commission in the Royal Air Force and he qualified for his 'Wings' in April 1927.



He enjoyed a number of squadron postings over the next decade or so and was serving as a Squadron Leader with command of No. 21 Squadron, a Blenheim unit, on the outbreak of war in September 1939. In the following year, at short notice, he was ordered to Norway with command of 'X' Force, a party of six officers and 60 R.A.F. personnel charged with locating - and preparing - airstrips in Norway.

'X' Party - Norway 1940

Keens and his force were embarked in H.M.S. *Arcthusa* on 21 April 1940 and arrived at Andalsnes at midnight on the 22nd. The following day they travelled by road to Lake Lesjeskogen, some 40 miles from Andalsnes:

'Snow covered the lake and its surroundings to a depth of 18 inches, but a runway, 800 yards long and 40 yards wide was cleared down the centre of the lake ... final preparations were made for receiving the aircraft and early on the afternoon of the 24th No. 263 Squadron, now 250 miles off shore, in the aircraft carrier *Glorious*, flew off to land. Led by Skuas of the Fleet Air Arm, it took off in two flights and the 18 machines were landed without mishap on the lake's runway at 7 o'clock in the evening. By this time a Naval Oerlikon Battery from H.M.S. *Excellent* had mounted its guns in position by the aerodrome petrol dump and was ready for action.'

They didn't have to wait long. Contact with the enemy began at 04.45 hours on the 25th and remained almost continuous until the 26th, by which time all but one of 263's Gladiators had been destroyed and Keens' command generally laid waste:

'Under unbelievably difficult conditions, with inadequate servicing facilities, frozen-up machines and the runway becoming progressively worse from enemy attacks, the Squadron made a total of 31 interceptions resulting in six enemy aircraft shot down and eight others put out of action. By the evening thirteen out of their eighteen aircraft had been destroyed; but they were still able on the next day to deliver ground attacks on the enemy at Kvan, and damage two Heinkel IIIs before their petrol was exhausted and they were reduced to an attempt at re-servicing the sole remaining machine.'

Of those final flights flown on the 26th - and owing to the lake's runway being 'riddled with bomb craters' - the last few Gladiators operated from an emergency landing strip atop a small plateau at the entrance to the valley overlooking Andalsnes.

On the 29th, Keens' party undertook a 20-mile march to the village of Alfarness on Lang Fjord, from which it was hoped they could be evacuated. Keens and Squadron Leader Whitney Straight remained in Andalsnes to learn what they could of those evacuation plans. The Town was now under regular and heavy attack by the Luftwaffe and, on the next day, Whitney Straight was seriously wounded. He was evacuated to the hospital at Henn.

All British casualties that were fit to be moved were subsequently cleared from the hospital at Henn, Keens making a special journey to collect them. A 'harrowing' journey to the village of Alfarness ensued, a journey undertaken in the darkness and along a cliff road. There, at midnight on the 30th, Keens and his men were embarked in the destroyers *Wanderer* and *Sikh*. They reached Scapa Flow safely on 2 May.

Post-Norway

Keens was posted to Hawkinge towards the end of May 1940, where he was given charge of signals. Given mounting Luftwaffe operations, his flight - in a Tiger Moth - to Rouen on the 23rd appears to be a very gutsy one; he was charged with establishing a W./T. unit at Chateau Frankville.

In the following month he was posted to H.Q. No. 26 Group, followed by a move to the Middle East in March 1941. His skills as a senior signals officer were much in demand, for he was ordered to India in July 1942 and to the Mediterranean Air Command in March 1943, the former appointment having included several months with 167 Wing in Burma. Having then been involved in the Sicily and Italy operations and been mentioned in despatches (London Gazette 14 January 1944, refers), he re-joined No. 26 Group in April 1944.

Keens ended the war in command of R.A.F. Madley and, having attended the Staff College at Bracknell, he was advanced to Group Captain in October 1946. One of his final appointments was as Deputy Assistant Chief of Staff Communications for the Allied Air Force Central Europe (A.A.F.C.E.) at Fontainebleau and he was placed on the Retired List in October 1956.

Sold with a quantity of original documentation, including:

(i)

The recipient's R.A.F. Pilot's Flying Log Books (3), the first a Book 425 type covering the period May 1926 to March 1920, with inserted photographs and privately bound; the second a Form 414 type covering the period April 1930 to June 1936 and the third, another 414 type, the period July 1936 to September 1958.

(ii)

A comprehensive file of documents relevant to Force 'X' and Norway 1940, including the recipient's typed account of events, related Air Ministry correspondence and instructions, and a mass of fascinating field messages; together with a wartime map of Norway.

(iii)

A letter to the recipient from Squadron Leader Whitney Straight, written at a military hospital in Manchester on 16 May 1940, in which he thanks Keens for his gallantry in saving his life in Norway.

(iv)

A selection of career photographs.

22 An unusual Second World War D.F.C. group of four awarded to Squadron Leader D. S. ‘Skin’ Forsyth, Royal Air Force, who was decorated for his part in a special low-level operation off Oslo in a Hampden of No. 49 Squadron in May 1940

Among his fellow pilots in No. 49 was Flight Lieutenant R. A. B. ‘Babe’ Learoyd, who was to win the Victoria Cross for his gallantry in a low-level strike on the Dortmund-Ems Canal in August 1940; he was also a friend of Squadron Leader Peter Tunstall, who later gained fame as ‘The Cooler King of Colditz’

Tragically Forsyth did not survive the war, being shot down and killed in a Lancaster of No. 61 Squadron in a raid on Karlsruhe on the night 5 July 1942



Distinguished Flying Cross, G.VI.R., the reverse officially dated ‘1940’ and additionally engraved ‘F./O. D. S. Forsyth’; 1939-1945 Star; Air Crew Europe Star, clasp, Atlantic; War Medal 1949-45, each of the campaign medals contemporarily impressed, ‘Sqd. Ldr. D. S. Forsyth. R.A.F.’, *good very fine* (4)

£1,200-1,500

D.F.C. *London Gazette* 9 July 1940. The original recommendation states:

‘This officer has shown outstanding ability and devotion to duty during fourteen raids over enemy territory, sometimes in extremely bad weather conditions. These raids included the laying of mines and successful raids at night on enemy industrial plants, railways and communications.

On the night of 4-5 May 1940, he was detailed for mine laying operations on the Oslo Fjord which is well beyond the operational range of Hampden aircraft. In spite of the most intense searchlight activity and A.A. fire he successfully laid his mine from 500 feet in a very narrow and heavily defended channel. His aircraft was hit twice, one entering the cockpit and narrowly missing the Navigator.

By his resourcefulness and courage Flying Officer Forsyth has been a source of inspiration to other pilots in his squadron. He has completed a total of 85 hours of operational flying.’

Douglas Sinclair ‘Skin’ Forsyth was born in Nowgong Province, India in 1913, the son of Douglas George Forsyth, who rose to be Senior District Officer at Lucknow. Young Douglas was educated at Philander Smith College, Naine-Tall, India and the Auto-Engineering Training College, London.

Appointed to the acting rank of Pilot Officer in September 1936, Forsyth completed his basic training at Digby and was posted to No. 49 Squadron at Worthy Down in May 1937. Having then re-located to Scampton, Lincolnshire, the Squadron re-equipped with Hampdens. Forsyth had ‘...no conventional conversion course on this new wonder plane - not even any lectures. They just read the pilot’s notes then got in an flew’em!’ (*The Last Escaper*, by Peter Tunstall refers). It was in this capacity that Forsyth went into action following the outbreak of hostilities - he flew his first sortie on 21 December 1939. A fellow pilot was Flight Lieutenant R. A. B. ‘Babe’ Learoyd, who was to win the Victoria Cross for his gallantry in a low-level strike on the Dortmund-Ems Canal in August 1940.

It was at Scampton that Forsyth struck up a friendship with Squadron Leader Peter Tunstall, at that time a fledgling Pilot. He was soon in the air with Flying Officer George Lerwill and Forsyth, who beckoned Tunstall skyward. Flying in formation for a short while, the experienced pair rolled and dropped Tunstall. Trying to locate them he soon found them ‘...sitting on my tail where they could have gunned me to ribbons. I had thought I was an operational pilot but learned in the space of thirty minutes that I had a long way to go. What an exciting life this was!’ (*ibid*)

Regular bombing missions aside, Forsyth undertook some notable ‘gardening’ sorties over the coming months, including the first ever R.A.F. sea-mine laying operation off Denmark on 13 April 1940. But it was for his one-off delivery of a mine to a fjord in the ‘Onions’ (Oslo) area on 4 May 1940 that he won his D.F.C., when he piloted his Hampden through a narrow channel at just 500 feet and under a heavy fire - ‘his aircraft was hit twice, one [round] entering the cockpit and narrowly missing the Navigator.’

‘Tour expired’ in November 1940 - with a total of 28 operational sorties - he was advanced to Flight Lieutenant and rested with an appointment at No. 14 O.T.U. at R.A.F. Cottesmore.

Second operational tour - Journey’s end

Forsyth was posted to No. 420 (R.C.A.F.) Squadron as a Squadron Leader in April 1942, in which capacity he participated in two ‘1000 Bomber Raids’ before being posted to No. 61 Squadron in early July. Having then converted to the Squadron’s Lancasters, he appears to have flown his first sortie - an attack on Kasel - on 27 August 1942.

A few nights later - on 2 September - flying Lancaster W.14136, Forsyth was detailed to attack Karlsruhe. The Squadron’s Operations Record Book takes up the story:

‘Squadron Leader Forsyth sent a wireless message to the effect that he had been attacked by a fighter and was returning on two engines. His I.F.F. plot faded out and nothing further has been heard of the crew.’

Forsyth, aged 28, was lost together with all six members of his crew. They have no known graves and are commemorated on the Runnymede Memorial; sold with a quantity copied research.

23 *'This is to say thank you - very inadequately - for all you did while you were my crew. I have two regrets - that you weren't with me long before you were, and that I left you when I did ... I often think of the Squadron and our time in France, and I shall not easily forget May 10th or the 14th. We shouldn't have got out of that contest near Sedan if you hadn't done your stuff so magnificently ...'*

Pilot Officer John Hughes, D.F.C., writes to thank his gallant Air Gunner, Sergeant J. A. P. Drummond, D.F.M., for saving his life during the German invasion of the Low Countries in May 1940.



An exceptional and well-documented Advanced Air Striking Force D.F.M. group of five awarded to Flight Lieutenant J. A. P. 'Jimmy' Drummond, Royal Air Force, a rare survivor of the 'massacre of the Battles' in May-June 1940

He was decorated for his cool and accurate gunnery in the face of heavy flak, having gone into action on the first day of the German invasion of the Low Countries and shot down a Me. 109 just four days later: on the latter date - 14 May 1940 - his was the only Fairey Battle of No. 218 Squadron to make it back to base

Yet his subsequent operational career was equally imbued with gallant deeds and considerable flak - he twice had to bale out of damaged aircraft on returning from sorties in Wellingtons of No. 115 Squadron in 1941 - and shot down another Me. 109 during a daylight strike on the *Gneisenau* at Brest

Remarkably - and having in the interim participated in all three '1000 Bomber Raids' in May-June 1942 - he volunteered for a third operational tour, a tour that witnessed his Lancaster being badly shot-up by night fighters on at least two occasions

His next encounter with an enemy night fighter was to prove his last for - on returning from a Hamburg 'firestorm' raid in July 1943 - his aircraft was shot down over the Frisian Islands: a few days earlier he had written to his parents to say there wasn't much chance of leave 'but I will be home as soon as I can'

Distinguished Flying Medal, G.V.I.R. (550408 Cpl. J. A. Drummond, R.A.F.); 1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, together with his Caterpillar Club membership badge, in gold with 'ruby' eyes, the reverse officially inscribed, 'P./O. J. A. P. Drummond', and R.A.F. prize medal for a relay race at Bircham Newton in 1938, inscribed to 'J. A. Drummond', *extremely fine* (7)

£4,000-5,000

D.F.M. *London Gazette* 21 June 1940. The original recommendation states:

‘On the 10 May 1940, this Air Gunner took part in a low bombing raid on an enemy column near Dippach, and in the face of intense anti-aircraft fire he added greatly to the success of the raid by the full use of his machine-gun on enemy troops.

On the 14 May, when taking part in another raid his aircraft was attacked by a heavy formation of Messerschmitt 109s. With confidence and great courage Corporal Drummond engaged the enemy fighters and as a result of his accurate fire shot down one and inflicted damage on others. His coolness and accurate fire in the face of repeated attacks were to a very great extent responsible for the safe return of his aircraft.’

James Anthony Patrick Drummond was born in Winchester, Hampshire in August 1919, the son of a Staff Sergeant-Major (later Major) in the Army Pay Corps. Educated at St. Joseph’s Academy, Blackheath, and at Saint Louis’ College, Tientsin, he joined the Royal Air Force as a boy entrant Wireless Operator in September 1935.



Clearly a talented athlete, and ‘diligent, trustworthy, intelligent, steady and respectful’, he successfully applied for aircrew duties, making his first flight in an old Vickers Victoria troop carrier while attending the Electrical and Wireless School at R.A.F. Cranwell - ‘Oh Boy! It was magnificent!’, an accompanying letter refers.

Advanced Air Striking Force - 'massacre of the Battles'



Advanced Air Striking Force press call, France, 1940; Drummond second left.

The outbreak of hostilities found Drummond serving as an Air Gunner / Wireless Operator in the rank of Corporal in No. 218 Squadron, a Fairey Battle unit operating out of Boscombe Down. Shortly afterwards, in late September 1939, he was posted to Auberive, France as part of 75 Wing of the Advanced Air Striking Force. Having survived a crash in Battle K9357 at Pommiers on 12 January 1940, he went into action towards the end of the 'Phoney War' period, completing an operational sortie - a reconnaissance of the Rhine - on 22 April 1940, in Battle L5237, piloted by Flying Officer John Hughes.

But it was in the following month that No. 218 Squadron really went into action, following the German invasion of the Low Countries. Indeed it was on the 10th of the month, in an operation against advancing enemy columns at Dippach, that Drummond so effectively used his guns. Four days later, in the face of repeated attacks from Me. 109s, he did even better, bringing one of them down. In a letter dated 29 November 1940, Drummond's pilot, John Hughes, told him of his gratitude, and well he might have - of the Battles of No. 218 that went into action on the 14th, his was the only one to return to base:

'This is to say thank you - very inadequately - for all you did while you were my crew. I have two regrets - that you weren't with me long before you were, and that I left you when I did ... I often think of the Squadron and our time in France, and I shall not easily forget May 10th or the 14th. We shouldn't have got out of that contest near Sedan if you hadn't done your stuff so magnificently ...'

The Operational Records Book for No. 218 Squadron notes that a signal was received on 11 June notifying the award of Drummond's D.F.M., and he was invested with his decoration by Air Marshal Sir Charles Portal at a special parade at R.A.F. Wyton on 29 July 1940. John Hughes received the D.F.C.

Ongoing Ops. - Caterpillar Club

On returning to the U.K., No. 218 Squadron was re-equipped with Blenheims, and Drummond participated in three sorties to Holland over the coming months, on one of which, a photo-reconnaissance of Ostend on 13 September, his aircraft was attacked by three enemy fighters. In November 1940, No. 218 converted to Wellingtons, Drummond completing at least five more sorties to targets in France, Germany and Holland in the period up to July 1941. He had, meanwhile, been commissioned as a Pilot Officer.

Next posted to No. 115 Squadron, another Wellington unit, he went on to complete seven further strikes against German targets, the first and last of them resulting in him taking to his parachute: Wellington W5710 having to be abandoned over Norfolk after a raid to Osnabruck on 9 July 1941, but the pilot stayed at his controls and eventually effected a safe landing, and again, on 27 August, after a raid on Mannheim, when following a large explosion, the entire crew baled out over Cromer, all landing safely. Drummond was duly elected to the Caterpillar Club.

Nor were his intervening sorties without incident, a daylight visit to Brest to attack the *Gneisenau* on 24 July resulting in flak damage and an engagement with an Me. 109 (which was claimed as destroyed), and a trip to Munich on 11 August resulting in further flak damage.

'1000 Bomber Raids'

Drummond was posted to No. 12 O.T.U. at Chipping Warden in October 1941 and was promoted to Flying Officer in May 1942. But his so-called 'rest' period was rudely interrupted by the advent of Bomber Command's '1000 Bomber Raids' that summer, when he flew in Wellingtons on each of the first such raids against Cologne, Essen and Bremen. The former outing prompted him to write to his parents in the following terms:

'We were all very surprised when all the instructors were told to get together and pick out crews for a little exercise ... We cracked off to Cologne looking for a party and boy did we have one! We saw the place burning 80 miles away - so ripped up, dodged all the other bombers which absolutely filled the sky, let go all of our incendiaries, took some photos. and watched all the fires burning, exploding and breaking out everywhere. Whoopee!! It was really wizard ...'

Another close shave

In August 1942, Drummond was posted to No. 460 (R.A.A.F.) Squadron as a Signals Leader. Converting to the unit's Lancasters, he flew sorties against Essen on 4 January 1943 - when his aircraft was badly damaged by a night fighter - and Berlin on the night of the 16th, when his aircraft was hit by flak. Of the run-in with the enemy night fighter, a local newspaper article states:

'Flying Officer James Anthony Drummond, D.F.M., of Salisbury, was the Wireless Operator in a Lancaster bomber which had a thrilling and adventurous trip to and from the Ruhr on Monday night. Following an attack by an enemy fighter, fire broke out in the Lancaster as the pilot turned for home. The fuselage was raked with bullets and the bomb bay, rudder trim and bomb release gear were damaged. The bomb aimer, a Canadian from Saskatchewan, was wounded in the leg. With the gunners replying to the enemy's fire, the Lancaster's captain took evasive action, and the fighter was eventually driven off. Although damaged, the Lancaster arrived safely back in England.'

Third tour of operations

In May 1943 - and having been advanced to Flight Lieutenant - Drummond joined No. 100 Squadron, flying Lancaster IIIs out of Waltham, Grimsby, once again as Signals Officer. He subsequently participated in eight further operational sorties to targets in Germany and Italy, the former including two trips to Cologne, one to Essen - where his Lancaster was hit by flak - and another brace to Hamburg during the famous "firestorm" raids of late July 1943. On the 29th of that month, Drummond wrote to his parents:

'Got back safely from Hamburg prang and tried to phone you twice yesterday but no reply ... It was the 13th trip of my third lot so I was pleased it was over. It was a grand show though. I have managed to slip my name in for a specialist signals course - it last 5 weeks - and I have got to go to Penrhos in Wales when it comes off. I have only 7 more trips to do and cannot do any more for the next year or so after that ... I am afraid that there isn't much chance of leave but I will be home as soon as I can ...'

Journey's end

Charges to pay

RECEIVED BY GY/T OHMS 28 2/3 43

DOCT OFFICE

PRIORITY

226

Prefix. Time handed in. Office of Origin and Service Instructions. Words.

17

From 217 B 3.55 GY/T OHMS 52 =

To

PRIORITY MAJOR J H DRUMMOND RASC 26 VICTORIA ROAD SALISBURY =

REGRET TO INFORM YOU THAT YOUR SON F/LT JAMES ANTHONY DRUMMOND DFM IS MISSING AS THE RESULT OF ATR OPERATIONS ON THE NIGHT OF 2/3 AUGUST 43. LETTER FOLLOWS STOP ANY FURTHER INFORMATION RECEIVED WILL BE IMMEDIATELY COMMUNICATED TO YOU = AERONAUTICS GRIMSBY

For free repetition of message at office of delivery. Other enquiries should be accompanied by this form, and, if possible, the envelope

this form B or C

Sadly, it was not to be: on his very next sortie - another “firestorm” raid to Hamburg on the night of 2-3 August 1943 - his Lancaster failed to return, subsequent investigation suggesting that it most likely fell victim to an enemy night fighter piloted by Oberleutnant Hermann Greiner of *IV/NJGI*. The Lancaster crashed off the Dutch Frisian Islands, and only one body was ever recovered, that of a Canadian Sergeant.

In subsequent letters to Drummond’s father, a Wing Commander R. V. McIntyre stated:

‘ ... I had a short talk with him at his aircraft before he took off, and he was in great spirits as were they all in that very capable experienced crew, of which I hope favourable news will be forthcoming soon ... During the time that Jimmy was with us he proved himself to be a most capable Signal’s Leader and it will indeed be most difficult to find a man to fill the post in the way he did. He was very popular with everybody, and we all desire to express our deepest sympathy ...’

Sold with an impressive - and poignant - archive of original documentation, comprising:

- (i) Several pre-war school reports and / or athletic meeting programmes.
- (ii) Six of the recipient’s handwritten wartime letters, 1940-43; see above quoted examples.
- (iii) A congratulatory letter from the Chief of Air Staff on the award of his D.F.M., dated 22 June 1940.
- (iv) A Government ‘Absolute Priority’ telegram recalling him from leave to R.A.F. Oakington, dated 7 September 1940.

(v)

A letter of thanks from his 218 Squadron pilot, John Hughes, dated 29 November 1940; see above quote.

(vi)

A forwarding letter from No. 115 Squadron for the recipient's Caterpillar Club membership badge, dated 24 October 1941 ('How are things with you old boy? Don't forget to look us up when you have a chance ...').

(vii)

A letter from a friend at No. 1 Group, informing him of his temporary posting to No. 460 Squadron as Signal's Leader, dated 16 August 1942.

(viii)

A Moss Bros, Covent Garden receipt for the purchase of his R.A.F. Officer's 'tunic and slacks, A./G. Wing and rank braid', dated 8 May 1943.

(ix)

Assorted wartime newspaper cuttings.

(x)

A quantity of poignant correspondence regarding his loss in action in August 1943, comprising the original telegram notifying his parents, dated 3 August 1943, and nine related letters; see Squadron C.O's example quoted above.

(xi)

Air Ministry condolence certificate forwarding his campaign awards, in the typed name of 'Flight Lieutenant J. A. P. Drummond, D.F.M.'; Buckingham Palace condolence message, addressed to the recipient's father; and official illuminated memorial scroll in the name of 'Flight Lieutenant J. A. P. Drummond, D.F.M., Royal Air Force', with related Ministry of Pensions communication, dated 16 August 1947.

A promotional banner for Spink & Live auctions. The background features a close-up of a wooden gavel resting on a computer keyboard. The text 'SPINK & LIVE' is prominently displayed in a stylized font. Below the title, there is a short paragraph and a numbered list of four steps for bidding online. Contact information is provided at the bottom right.

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- 2** Before the sale, click on Spink Live, select the sale you are interested in, log in with your client ID and password and use the 'Click to bid on Spink Live' button.
- 3** Re-confirm your password and bid live.
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24 An early Second World War D.F.M. group of four awarded to Sergeant B. C. Wooldridge, Royal Air Force, an ex-Halton apprentice who displayed great courage when his Blenheim of No. 40 Squadron was attacked by a large force of Me. 110s over Holland in May 1940: no less than four of his Squadron's aircraft were shot down on the same occasion, two of them out of his own formation

Wooldridge and his crew - all of them wounded - managed to coax their shot-up Blenheim back to R.A.F. Wyton, even though the top of the fuselage had been blown off by cannon shell: that journey was largely made possible by his expert navigation using only his hand-bearing compass

In September 1941, in the midst of his second operational tour, he endured an identical trip back to base in a badly shot-up Blenheim of No. 88 Squadron: tragically on this occasion he did not survive his wounds



Distinguished Flying Medal, G.V.I.R. (565236 Sgt. B. C. Wooldridge, R.A.F.); 1939-45 Star; Air Crew Europe Star; War Medal 1939-45, the first with M.I.D. oak leaf affixed to ribband and the last three with old safety-pins for wearing by next of kin, *extremely fine* (4)

£2,400-2,800

D.F.M. *London Gazette* 9 July 1940. The original recommendation - for a joint award - states:

‘Sergeant Wooldridge was the Observer and L.A.C. G. D. P. Quinn the Air Gunner of an aircraft piloted by Flight Lieutenant Smeddle which carried out bombing operations against Ypenburg aerodrome. When close to the objective, this aircraft was attacked by a large force of Me. 110s. During the ensuing fight, the other two aircraft [in their formation] were shot down. A cannon shell exploded in the cockpit, wounding the pilot and Sergeant Wooldridge; meanwhile, L.A.C. Quinn engaged the enemy to the best of his ability throughout the action and it is believed he shot down one Me. 110 before another cannon shell burst immediately behind his turret wounding him and carrying away the top half of the fuselage. The P.4 compass and the wireless were put out of action but Sergeant Wooldridge succeeded in navigating his pilot back to base by the sole means of his hand-bearing compass. I consider that both Sergeant Wooldridge and L.A.C. Quinn displayed great courage and initiative in extremely adverse conditions and I recommend the award of the Distinguished Flying Medal.’

Bertie Charles Wooldridge was born in 1915 and entered the Royal Air Force as a Halton apprentice before the Second World War.

The outbreak of hostilities found him serving as an Observer in No. 40 Squadron, a Blenheim unit operating out of R.A.F. Wyton and it was in this capacity that he went into action on the German invasion of the Low Countries on 10 May 1940.

On that date, No. 40 was detailed to attack Ypenburg aerodrome near The Hague. What followed was as familiar to Blenheim crews as it was to those who flew in Fairey Battles, namely considerable losses in the face of severe opposition. In 40's case, four of its 12 aircraft were shot down and two others badly damaged, including Wooldridge's Blenheim IV L-8827, which was raked by cannon fire from Me. 110s. He, his pilot and the Air Gunner were all wounded but - as cited above - and notwithstanding the loss of the top of the fuselage - coaxed their Blenheim back to Wyton.

Mentioned in despatches, in addition to the award of his D.F.M., Wooldridge appears to have been re-assigned to another squadron on recovering from his wounds, possibly No. 139 Squadron.

By the time of his death from wounds on 18 September 1941, he was serving as a Sergeant in No. 88 Squadron, another Blenheim unit. On that date, his aircraft was carrying out an anti-shipping operation when it was attacked by Me. 110s. Wooldridge and the Air Gunner were wounded - Wooldridge severely so - but their pilot, Squadron Leader C. E. Harris, managed to get the shot-up Blenheim back to Manston where he carried out a belly-landing.

Wooldridge - who was 26 - died of his wounds at Margate hospital. The son of Benjamin Frederick and Ellen Elizabeth Wooldridge, he is buried in Teddington Cemetery, Middlesex; sold with copied research.

- 25 **A trio of items related to R. J. Mitchell - designer of the Supermarine Spitfire**
comprising Royal Mint Silver Proof R. J. Mitchell Centenary Medal, 38.5mm, together with its certificate of authenticity and in presentation case of issue; Royal Mail First Day Cover, No. 20191, commemorating the Centenary of the birth of R. J. Mitchell, 1895-1995, together with commemorative medal modelled by Avril Vaughan; Royal Mail First Day Cover, commemorating the 31st Anniversary of the Battle of Britain, signed by Lieutenant-General Baron Michael Donnet, C.V.O., D.F.C., *generally very fine* £30-50
- 26 **A Second War period desk model of a Supermarine Spitfire**
Held aloft on brass pedestal with small wooden base, 130mm wingspan, 220mm in height, *very fine and likely constructed by an airman at rest.* £30-50
- 27 **A silver desk-mounted model of a Supermarine Spitfire in flight**
A finely manufactured model of a Supermarine Spitfire, produced for the Royal Air Force Museum, wingspan of 155mm, silver, mounted upon a wooden base for display, (hallmarks for Sheffield 1975), *nearly extremely fine* £250-300
One of a limited edition of 2,500 models; sold in original leather box with certificate issued by Dr. John Tanner, Director of the Royal Air Force Museum.
- 28 **A silver desk-mounted model of a Hurricane in flight**
A finely manufactured model of a Hawker Hurricane, produced for the Royal Air Force Museum, wingspan of 170mm, silver, mounted upon a wooden base for display, (hallmarks for Sheffield 1975), *nearly extremely fine* £250-300
One of a limited edition of 2,500 models; sold in original leather box with certificate issued by Dr. John Tanner, Director of the Royal Air Force Museum.
- 29 **A Second War War period fighter desk model**
Chrome plated desk ornament model of a fighter aircraft, with RAF roundels, 145mm wingspan, 120mm in height, *very fine* £20-30



30 A 'Battle of Britain' period Pilot's-issue Omega wristwatch

Omega wristwatch, 33mm, the reverse with impressed serial numbers 'AM 6B/159 G.&S. Co. Ltd. 8342/40', upon black leather strap, *the face a little faded, otherwise an interesting example*

£600-800

The movement looks is good general order and runs when wound, but remains untested for timekeeping; sold with verification of movement and dating from *Goldsmiths*.

31 'They Fell in Battle', A Roll of Honour of The Battle of Britain 10 July - 31 October 1940, published by the Royal Air Force Museum in 1980. Limited edition number 72 of 80

Foreword written and signed by His Royal Highness Prince Philip, Duke of Edinburgh, as Marshal of the Royal Air Force; designed and printed by Will Carter at the Rampant Lions Press, Cambridge, on Arches Velin mold-made paper; the text printed in Royal Air Force blue on rectos of leaves only, titled in blue and gold, top edges gilt, fore and bottom edges uncut, folio, 50pp.; 39cm.

slight wear and scuffing, and warping to front cover, otherwise in good condition overall

£400-500

Commissioned in 1980 to commemorate the 40th Anniversary of the Battle of Britain by Dr. John Tanner C.B.E., Founding Director of the Royal Air Force Museum.

32 'The R.A.F. Fighter Pilot Profile Collection', an album containing the profiles and autographs of 27 distinguished fighter pilots from the Second World War

These comprise: Johnnie Johnson, C.B., C.B.E., D.S.O., D.F.C.; Alan Deere, D.S.O., O.B.E., D.F.C.; Bob Stanford-Tuck, D.S.O., D.F.C.; Sir Alan Smith, C.B.E., D.F.C.; Laddie Lucas, C.B.E., D.S.O., D.F.C.; Sir Christopher Foxley-Norris, G.C.B., D.S.O., O.B.E.; Sir Dennis Crowley-Milling, K.C.B. C.B.E., D.S.O., D.F.C.; Bobby Oxspring, D.F.C., A.F.C.; David Scott-Malden, D.S.O., D.F.C.; Nip Heppell, D.F.C.; James Goodson, D.S.C., D.F.C.; Peter Townsend, C.V.O., D.S.O., D.F.C.; Paddy Barthropp, D.F.C., A.F.C.; Frank Carey, C.B.E., D.F.C., A.F.C., D.F.M.; Jamie Jameson, C.B., D.S.O., D.F.C.; Sandy Johnstone, C.B., D.F.C.; Rod Smith, D.F.C.; Hugh Dundas, C.B.E., D.S.O., D.F.C.; Don Kingaby, D.S.O., A.F.C., D.F.M.; Duncan Smith, D.S.O., D.F.C.; John Cunningham, C.B.E., D.S.O., D.F.C.; Brian Kingcome, D.S.O., D.F.C.; John Waddy, O.B.E., D.F.C.; Denys Gillam, D.S.O., D.F.C., A.F.C.; H. M. Stephen, D.S.O., D.F.C.; Dutch Hugo, D.S.O., D.F.C.; and Pete Brothers, C.B.E., D.S.O., D.F.C., with certificate of authenticity, one of a limited edition of 2000, dated April 1984, *in good condition*

£60-80

'On 31 August 1940, I took off from Biggin Hill leading a section of four Spitfires of No. 72 Squadron and intercepted 100 plus enemy aircraft crossing the Kent coast near Rye. We were attacked by Me. 109s at 20,000 feet and turned head on to the attack. I saw puffs of smoke from the cannon of the leading 109 and thought 'missed me' - but not for long: a 20mm. cannon shell exploded on hitting the left earphone of my flying helmet, penetrating my head and neck, with splinters hitting my left arm.

The aircraft was seriously damaged by other hits and became out of control, diving vertically towards the ground. I tried to bale out but owing to the very high speed it was not possible to get more than half way out of the cockpit. The slipstream forced me back against the rear of the fuselage and repeated efforts only resulted in it becoming impossible to move in or out of the cockpit or to find anything against which I could push with my feet. Every effort having been made to no avail - and having gone through the full range of emotions embracing urgency, frustration, consternation, fear, panic and supplication - it was clear to me that owing to the speed at which I was approaching the ground it could only be a matter of moments until I hit it. I then became completely relaxed and resigned myself to imminent extinction.

In the event, I suddenly found myself free of the diving Spitfire and, quickly pulling my rip cord, descended the last 1000 feet or so by parachute at a relatively leisurely pace. The wind dragged me across a field before I was able to deflate the parachute. I found the operation rather difficult, probably, in part, through exhaustion after the effort of getting out of the aeroplane and partly due to the effect of the cannon shell which on exploding against my left ear had penetrated my head and neck and, in the process, blown the top off my Mae West!

Whilst releasing my parachute I looked up into the barrel of a .303 rifle aimed menacingly at me by a soldier of the Home Guard. I said to him "British", which explanation he seemed to find less than adequate. I then tried "English" whereupon he slowly lowered his rifle. By that time it had become clear to him that in my condition, whether friend or foe, I was in no shape to threaten him.

In due course I was transported to No. 7 Casualty Clearing Station, a hospital located in a well-known girls' school, Benenden, attended many years later by Princess Anne, and of which establishment I feel I may well claim to be an 'Old Boy' ...'

High drama over Kent at the height of the Battle of Britain, as related by Wing Commander F. M. 'Hiram' Smith, D.F.C., a Spitfire pilot in No. 72 Squadron.

The quite outstanding Second World War fighter ace's D.F.C. group of nine awarded to Wing Commander F. M. 'Hiram' Smith, Royal Air Force, a most gallant Canadian pilot whose name remains indelibly linked to the Battle of Britain

Having destroyed a pair of He. IIIs piloting a Spitfire of No. 72 Squadron in mid-August 1940 - and probably claimed another - he was shot down in a combat over Kent at the end of the month, when he received multiple wounds from a cannon shell: among fellow patients in his hospital ward was his friend - and ex-72 pilot - Flight Lieutenant E. J. B. Nicolson, V.C., who promptly wrote him out a cheque for £1 in payment for a bet they had taken earlier in the war

On recovering from his wounds, 'Hiram' was given command of No. 603 (City of Edinburgh) Squadron and quickly returned to form, shooting up a brace of 109s during cross-Channel sweeps in the summer of 1941. By the war's end, he had completed four tours of duty, 280 operational sorties and had risen to the command of 902 Wing on the Burma front

Many years later 'Hiram' was delighted to discover that one of his old war horses - Spitfire Mk. 1 K9942 - had also survived the war. Flown by both him and Nicolson in 72 Squadron in the early part of 1940, K9942 today resides in the collection of the Royal Air Force Museum at Hendon

The accompanying documentation and photographs - particularly in respect of No. 72 Squadron and Nicolson, V.C. - constitute an important discovery for archivists and historians alike

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1945', with its *Royal Mint* case of issue; 1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star, clasp, Atlantic; Africa Star; Burma Star; Defence and War Medal with M.I.D. oak leaf; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (Wg. Cdr. F. M. Smith. R.A.F.); Coronation 1953, mounted as worn, together with Caterpillar Club membership badge, by *Irving Co.*, in gold, with 'ruby' eyes, the reverse officially inscribed, 'F./Lt. F. M. Smith', *good very fine* (10)

£8,000-10,000



D.F.C. *London Gazette* 30 October 1945. The original recommendation states:

‘Wing Commander Smith has completed four tours of operational duty. His first and second tours were completed during the Battle of Britain and consisted of interception sorties, convoy patrols and day and night cover over Dunkirk, France and Britain. His third operational tour was completed in the Middle East and his fourth in Burma. This officer has destroyed at least five enemy aircraft and damaged others. He has recently taken part in operations against Japanese lines of communications over mountainous and dangerous country. As Wing Commander (Flying) of his present unit he has displayed exceptional keenness at all times.

Wing Commander Smith is in his fourth operational tour and has carried out 280 operational sorties involving 346 hours flying.

This officer’s first and second tours were carried out during the Battle of Britain and consisted of interception, convoy patrols, day and night cover over Dunkirk and sweeps over France and Belgium during which time he carried out 236 operational sorties involving 300 hours flying. During the Battle of Britain he was wounded in the head by a cannon shell. His third tour was carried out in the Middle East and consisted of bomber escorts and fighter sweeps over Alamein involving 16 sorties totalling 17 hours flying. This tour was terminated on his posting to India.

During the above operational tours he has destroyed three Ju. 88s, one Do. 17, one Me. 109 and damaged one Me. 110 and three Me. 109s.

Wing Commander Smith is now in his fourth operational tour and has carried out 28 operational sorties involving 30 hours flying in the Burma theatre of operations. He has taken part in escort to bombers, bombing and ground strafing Japanese positions and sampans over the worst type of country to be found in any theatre of operations. His record shows that he has been almost continuously on operational flying throughout the present hostilities.

As Wing Commander Sweep Leader during his present tour he has displayed exceptional keenness and has at all times set a very high example to the pilots of his squadrons in the Wing.’

Forgrave Marshall ‘Hiram’ Smith was born in Edmonton, Alberta on 17 March 1913 and was educated at Oliver & Westmount High School and Victoria High School. Having then served in the Canadian Militia and obtained a private pilot’s licence, he gained an appointment as a Pilot Officer on probation in the Royal Air Force in March 1936.

Qualifying for his 'Wings' at R.A.F. Grantham, he was posted to No. 1 Squadron at Tangmere, from which unit emerged the nucleus of No. 72 Squadron in early 1937 - at that stage a Gloster Gladiator unit, No. 72 was re-equipped with Spitfires in April 1939. Among Smith's fellow officers was Pilot Officer E. J. B. Nicolson, who became a close friend and Fighter Command's only V.C. for his gallantry as a Hurricane pilot in No. 249 Squadron in the Battle of Britain.

Based at Church Fenton in the opening months of the war, No. 72 flew convoy and defensive patrols, often in atrocious weather conditions. Smith was compelled to make 'blind landings' on more than one occasion. It was on one such patrol on 29 June 1940 that he gained his first victory, a share in a Do. 17 which crashed into the sea off May Island, but not before meeting determined return fire:

'Back on the airfield at Acklington it became apparent that it was nearly a one-way trip for me as well. An armour piercing bullet had just missed the glycol tank in my aircraft and had skipped along a line of rocker arms in the Merlin engine. The hard nose of the bullet was recovered from its stopping point in the engine and handed to me by the Flight Sergeant' (his hitherto unpublished sketches of wartime service, refer).

The Battle of Britain - Caterpillar Club

A Flight Commander by the advent of the Battle of Britain, Smith quickly increased his score on 15 August 1940, when he shot down two He. IIIs and probably destroyed another:

'Turning in behind a formation of bombers, I opened fire at one hitting its starboard engine, which started to smoke and large pieces flew off the main plane. I swung quickly behind another bomber firing a short burst into its port engine. I then transferred the attack to the third Heinkel, closing to point-blank range and I could see the incendiary bullets flash as they ricocheted on contact. I was close astern when the aircraft blew up with a tremendous explosion and disintegrated in a ball of fire, which I narrowly avoided flying into ...' (*ibid*).

Towards the end of the August, No. 72 was ordered to Biggin Hill, from whence Smith undertook his final sortie of the Battle. Scrambled just an hour or two after their arrival, the Squadron was vectored onto a mass of enemy bombers, with 109s as escort, over Kent. Diving to the attack, Smith ran into a 109 making a head-on pass with guns blazing: a cannon shell exploded near his head and left him with multiple wounds.

His vivid account of his subsequent battle to escape his shot-up Spitfire invokes all manner of imagery - quite terrifying imagery - so relevant to the airmen who fought in the Battle of Britain. His somewhat unfortunate reception on landing was not dissimilar to that experienced by his good friend E. J. B. Nicolson, on the occasion that he won the V.C., although in Smith's case his accent may have confused the Home Guard soldier, 'for Hiram never lost his Canadian accent.'

Be that as it may, he was carted off to Benenden School, now home to No. 7 Casualty Clearing Station.

Nicolson, V.C.

Subsequently admitted to the R.A.F. hospital at Halton, Smith was re-united with his old friend, 'Nick' Nicolson, who had been shot down in flames in his Hurricane of No. 249 Squadron just three weeks earlier.

The pair of them would later be transferred to the Palace Hotel hospital at Torquay. It was here that the two pilots had an opportunity to review a long-standing bet they had taken earlier in the war - a £1 bet payable to the first man to be credited with a confirmed enemy aircraft. On comparing notes it transpired that Smith was the winner and Nicolson duly wrote him out a cheque: that cheque forms part of the accompanying archive.

It was also at Torquay that Nicolson was informed of his award of the V.C. Smith takes up the story:

'We met at the R.A.F. Hospital, Halton, about the end of December 1940. I had sustained 109 cannon shell injuries to my head and neck, and Nick had severe burns to his face and hands. At that time treatment for burns involved liberal coatings of gentian violet, which, added to their injuries, resulted in burns patients not being a pleasant sight ... Sometime later I met Nick again at Torquay. Once again we had been to town at lunch time and, upon returning to the Palace Hotel and entering the front door, Nick was called over to the desk in the hall. I sat down on a settee at the opposite side of the room. A few moments later, a completely shattered Nicolson collapsed beside me and



The christening of Nicolson's son, James; godfather 'Hiram' Smith rear left

thrust a piece of paper into my hand. It was a telegram and the message started off 'His Majesty King George VI ...', and I thought it must be a joke, but reading on it promulgated 'the award of the Victoria Cross to Flight Lieutenant J. B. Nicolson.' As I finished reading the message, Nick turned to me and said "Now I have to go and earn it."

Many years later, Smith was interviewed by the R.A.F. historian, Chaz Bowyer; he also sent Bowyer an extensive typed account of wartime appointments and experiences shared with Nicolson. It constitutes an important insight into Nicolson's character, much of which remains unpublished. In respect of the catalyst behind the award of his V.C., he quotes the following story:

'Subsequently, he told me that he met several distinguished looking civilian gentlemen coming down the stairs as he went up. They were no doubt affected by his appearance and enquired what had happened to him. In his usual loquacious manner he gave them a graphic account of his encounter with the Me 110, his blazing Hurricane, his delayed bale out and destruction of the 110. What Nick didn't know until sometime later, was that the leader of this civilian group was Secretary of State for Air, Sir Archibald Sinclair?'

The pair of them remained firm friends up until Nicolson's death in Burma in May 1945. Back in 1940, Smith had happily accepted the Nicolson's invitation to become godfather to his son, James.

The following letter from Nicolson to Smith, dated 11 March 1941 - included in the accompanying archive - is a typical example of their wartime exchanges:

'We'd a bit of fun a wee while back, the 'suits' were all night flying, when a sportsman came over in a 110 (we identified him by his reserve fuel tank, carried in place of a rear gunner, & jettisoned near Selby).

He first shot up a Defiant & set one of its parachute flares alight. Robbie Burns was flying this however, and managed to land on the flare path, his flare going out as he touched down - all the same, he looked pretty exciting mowing round.

The bog friend then picked up another Defiant and beat him up to no mean tune, his flaps & wheels wouldn't work and he parked it in a heap. The 110 then chased a Blenheim half way round Yorkshire, & the R/T was like this:

Pupil: "Hullo control, I'm being shot at."

Control: "Hullo 61, your message understood, stand by for Controller."

Controller: "Hullo 61, don't be idiotic, there isn't a Hun within 60 miles."

Pupil: "Hullo Controller, he's just shot my port motor out."

Controller: "I should think it's probably backfired."

Pupil then sees a large field and parks the Blenheim nimbly on its belly (in the dead of night).

Pupil: "Hullo Controller, have pancaked in field, switching off, Off!"

Who the controller was I don't know, but they do say he hasn't been much good since, and he now sees 109's & 110's heating up his soup at lunch and leaves the room with an unearthly shriek.

Ma sends her love & says I'm to tell you your godson is thriving. I haven't got him on beer yet. Love to Des and all the other bad types, not forgetting Sam Staples. Oh! For the bad old days.

Yours aye, Nick.'

Return to the fray

Smith returned to flying duties with No. 72 after three months in hospital. Posted to No. 603 (City of Edinburgh) Squadron in April 1941, he commenced a flurry of cross-Channel sweeps and was credited with damaging 109s west of Ostend and west of Calais in mid-June:

'We spent the summer carrying out intensive fighter operations over France during which time we had successes and also some very heavy casualties, mainly due to the fact that we nearly always flew as 'Top Cover' for the Hornchurch Wing and consequently took the brunt of 109 attacks' (*ibid*).

As related in the pages of *The Queen's Squadron*, by Anthony Ross, D.F.C., Smith nearly joined the list of casualties on 23 July 1941:

'On the same day 603 provided an eight aircraft escort to a Lysander. P./O. Hugh Blackall's engine cut out. Hiram Smith told him to bale out but he preferred to land in the sea. The aircraft submerged quickly and it was some time before he came to the surface. Hiram flew low over him and could see that he was in a bad state. His dinghy had not inflated and there was no contact with, or sight of, an A.S.R. launch. Hiram Smith thought at first of baling out to assist him but decided he could not be sure of landing near enough. He recklessly decided to try and throw his own dinghy to him. He managed to separate it from his parachute and slightly inflate it. Flying low over Blackall he tried to throw it out. After two or three attempts he had to give up as he found it impossible to drop it with sufficient accuracy.

Hiram himself was now in a difficult position circling around in mid Channel with a cockpit full of dinghy and an unusable parachute. An A.S.R. launch eventually arrived and pulled Blackall out. He had been 52 minutes in the water and was picked up still alive. He died however at Margate. Hiram who had been circling for nearly an hour headed for Rochford grateful that no 109s had seen him since he was in no condition to engage in combat.'

He left the Squadron in July, on being posted to No. 52 O.T.U. at Debden as Chief Flying Instructor.

Middle East and Burma

Having then commanded No. 145 Squadron in North Africa in early 1942, where he flew 16 sorties over the Alamein and Gazala sectors, Smith was ordered to India as Chief Flying Instructor at Risalpur.



Burma warriors: 'Hiram' left

He next attended the R.A.F. Staff College at Haifa and was appointed Wing Commander (Operations) at Air H.Q., New Delhi, prior to returning to the U.K. to attend the Fighter Leaders' School.

Back in India, he was appointed C.O. and Wing Commander Sweep Leader of No. 902 Wing, and it was in this capacity that he flew a further 28 operational sorties, 'bombing and ground strafing Japanese positions and sampans over the worst type of country to be found in any theatre of operations.'



Note ‘distinguishing marks’ and battle of Britain souvenir: ‘part of left ear missing.’

He also served as Joint Assault Commander for the invasion of Ramree island on the Arakan coast and, in May 1945, participated in the invasion of Rangoon. He was awarded the D.F.C. and was mentioned in despatches (*London Gazette* 8 June 1944, refers).

In September 1945, Smith led 11 and 17 Squadrons off the deck of H.M.S. *Trumpeter* to Malaya as part of Operation “Zipper”, following which he served as Wing Commander Air Staff at A.H.Q., Dutch East Indies, Batavia, Java (Medal & clasp).

Having retired from the Royal Air Force as a Wing Commander in October 1957, Smith joined British Petroleum (B.P.) and worked in the company’s Head Office in London for sixteen years, latterly as a Departmental Personnel Manager.

Much in demand as a Canadian Battle of Britain veteran, he was a regular contributor to documentaries, articles and published histories. He was also among those surviving pilots featured in the battle’s 50th Anniversary art folio, *So Few*:

‘Hiram has never lost his Canadian accent and can still be comfortable in his uniform. Befitting a big man with a commanding presence, he lives in a roomy house in the environs of the little stone village of Dunning, some ten miles south-west of Perth in Scotland. The air sweeps down from the Highlands, and while his wife portrays the Scottish colours on canvas, he catches salmon from the local river Earn.

Few men have had such an adventurous and action-packed war, covering the major theatres of conflict across the globe. Canada made such a vital contribution to victory in the air, that it is fitting that a man like Hiram should personify that spirit in this fine art folio.’

Sold with an extensive - and important - archive of original documentation and photographs, including:

(i)

The recipient's original R.A.F. Pilot's Flying Log Books (3), bound as one in a soft brown leather cover; the first covering the period 11 January 1936 to 6 December 1938, with total flying of 533.20 hours, the majority as pilot of Gladiator, Fury and Magister aircraft and closes with entries for No. 72 Squadron and numerous references to Nicolson, V.C.; the second covering the period 1 December 1938 to 15 September 1945, with total flying of 1544.20 hours and Battle of Britain, North Africa and Burma entries; and the third the period 3 October 1945 to 15 July 1957, with total flying now 2169.25 hours, and including a comprehensive summary of sorties flown.

(ii)

His mention in despatches certificate in the name of 'Wing Commander F. M. Smith, Reserve of Air Force Officers', and dated 8 June 1944, in its original O.H.M.S. envelope, addressed to Smith at Bentley Priory, Stanmore; together with his Coronation Medal 1953 award certificate in the name of 'Wing Commander Forgrave Marshal Smith, D.F.C. (37313)'

(iii)

His commission warrant for the rank of Acting Pilot Officer, dated 17 March 1936.

(iv)

A comprehensive and historically important record of 'A' Flight, 72 Squadron during the Battle of Britain: R.A.F. A Form 1575 book, covering the period 15 June 1940 to 10 November 1940, with day by day, sortie by sortie account of aircraft and pilots, thus names, aircraft flown, section details (Red, Yellow, Blue), the duty ordered, and the actions and outcomes of said flights. The timeframe of each action is recorded, together with sign-out initials or signatures of the pilots; for example, on 29 June 1940, flying L1092, P./O. Winter of Yellow Section departed at 08.05 and landed at 09.45 and 'Intercepted Do. 17, shot down in flames': on the same sortie, the other two members of Yellow Section also claimed Do. 17s, including 'Flight Lieutenant Smith', 196 pp.

(v)

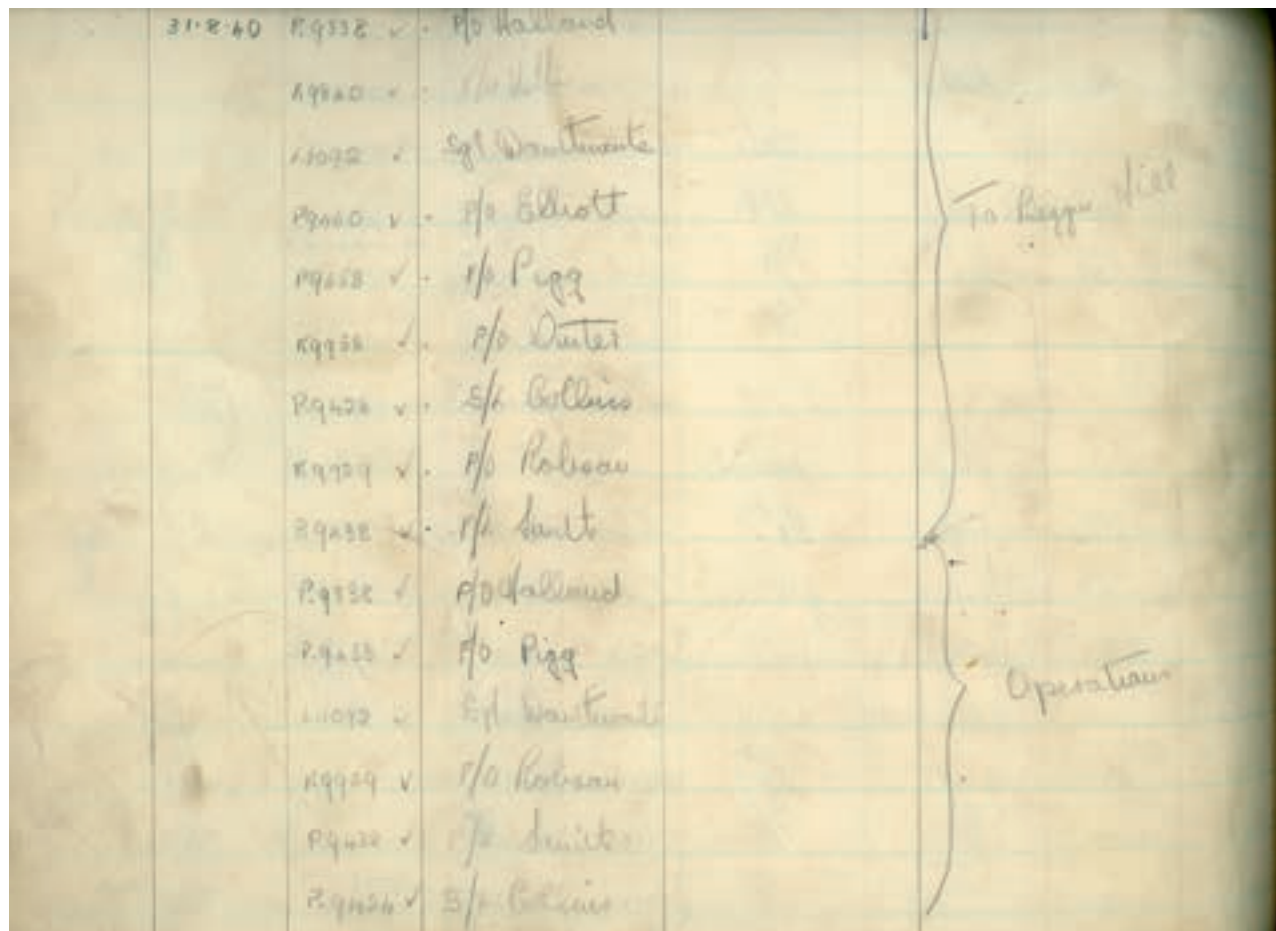
An interesting archive relating to E. J. B. Nicholson, V.C., including his signed £1 Lloyds Bank cheque made out to 'F. M. (Hiram) Smith', as given to the latter as they convalesced from wounds at Torquay on 16 November 1940, together with a handwritten account of the story behind the cheque in respect of an earlier bet taken between the two pilots; a letter from Nicolson to Smith, dated 11 March 1941, giving details of a recent enemy attack and informing Smith as to the health of his godson, as quoted above; a letter from R. C. Bowyer requesting information relating to Nicolson for his history of air VCs, dated 19 February 1970; together with highly detailed handwritten notes taken by him when interviewing Smith, approximately 6000 words, and a typed copy of the recipient's original statement to the author; a letter of thanks from Peter Mason regarding the loan of photographs and 'tremendous help' given to the production of the book *Nicolson VC* which was launched at the Yorkshire Air Museum, 16 August 1991; together with a selection of related photographs, including a half-length portrait photograph of Nicolson, annotated to reverse, 'Taken at R.A.F. Hospital, the Palace Hotel, Torquay, just before the award of the V.C. (Nov.) 1940'; Nicholson having just received his Victoria Cross from the King, surrounded by admirers; Nicholson playing darts, wearing his V.C. riband on his tunic; Nicholson, Smith and 'Chuck' Olsson, performing as part of an R.A.F. band, annotated to reverse, 'Concert, Palace Hotel, Torquay, 1940'; formal group wedding photograph of Nicholson with his bride, bridesmaids and R.A.F. officers; a group photograph with accompanying paper slip, annotated by Smith, 'From Left to Right, Self, Mrs. Muriel Nicolson (sic) in fur coat, one of Nick's sisters in W.A.A.F. uniform, and Nick with Nanny and baby James at his Christening in 1940'; and a portrait photographs of 'Young Nicholson - Hiram's Godson'.

(vi)

Remittance document with respect to a £300 Short Service Gratuity, by Glyn, Mills & Co., 20 February 1940.

(vii)

Three portrait photographs of the recipient, in full dress officer's uniform with R.A.F. wings and ribands, taken at James Street, Harrogate; a further image of Smith and his father, and a group shot taken for *Flight Magazine*, annotated to reverse, '7th from right - front row of officers and men - note Senior Officer with his dog.'



No. 72 Battle of Britain 'Line Book'; detail

(viii)

Photograph album, part complete, showing early training aircraft such as the Miles Hawk, group photographs or airmen and ground crew, and numerous images of 'pranged aircraft' approximately 27 photographs, and inserted newspaper cuttings and Christmas cards.

(ix)

A large formal black-tie dinner photograph by *F. A. Swain Ltd*, Clifford St., W.I., showing the pilots of No. 1 Squadron and No. 72 Squadron, R.A.F., with seating plan sketch, 'Hiram' identified, circa 1939; a second large image of a 72 Squadron Dinner at the R.A.F. Club, Smith identified again, with corresponding letter from Flying Officer D. Donaldson Davidson, asking Smith if he can assist with naming the attendees.

(x)

Snapshot photographs showing images from the Desert Campaign, including personal snapshots and images displaying the logistical challenges of heat and sparse landscapes (13); further photographs of the arming of Hurricanes in Burma and group shots of Indian pilots and ground staff (10).

(xi)

An amusing letter from Sergeant Carl Olmsted to the Chief Ground Instructor, 52 O.T.U., dated 13 October 1941; together with a letter from P./O. K. K. Gauguly, from the Officer's Mess, Bhopal, 10 March 1943; and further correspondence with friends and R.A.F. personnel in India.

(xii)

A diary of life in Burma, compiled in pencil, within a Century Exercise book, 75pp., labelled F. M. Smith to front cover; it includes a series of speeches compiled by Smith, addressing his feelings regarding Operational Training Units, Conversion Flights and early difficulties, and the expansion of the Indian Air Force and it goes on to describe his exploration adventures on foot around Chitral, before returning to military topics, including the logistics of waves of bombers and diversionary bombing.

R.A.F. Form 1575.

ACTION AFTER FLIGHT.

(a)	(b)	(c)	(d)	(e)	(f)	
Duration of Flight.	Initials of Flight Commander ordering Flight.	Initials of Captain of Aircraft that he undermarks the order.	Time of take-off.	Time landed.	Duty carried out, or reason for not doing so. (To be filled in by the pilot.)	Initials of Captain of Aircraft as landing reported to Flight Commander on landing.
reference	J.H.S.	M.	15.45	16.00 (15)		
		M.	15.45	16.00 (15)		
		B.	15.45	16.00 (15)	carried out	B.
		J.H.S.	15.55	16.20 (15)	Not returned - 1st Lt	J.H.S.
		J.H.S.	15.55	16.20 (15)	Received back	J.H.S.
40	J.H.S.	J.H.S.	15.55	16.20 (15)	Shut off	J.H.S.
		J.H.S.	16.20	16.30 (15)	As ordered	J.H.S.
		J.H.S.	16.20	16.30 (15)		J.H.S.
		J.H.S.	16.20	16.30 (15)		J.H.S.
		J.H.S.	16.20	16.30 (15)		J.H.S.

No. 72 Battle of Britain 'Line Book'; detail

(xiii) Wartime Escape Maps in silk for Cyrenaica, North-West Europe and Burma; paper escape map showing Central Europe and the Swiss border (4); Ordnance Survey paper maps for Frome, Salisbury & Winchester, Isle of Wight; 1943-45 Air Sheet colour maps for London, Southern England, East Anglia (2), South-West England, South Wales, Midlands, North-East England (2), Northern Isles, Northern Ireland, North-East Scotland, Scottish Borders; colour map of Ireland and Paris.

(xiv) Officer's Medical Record Card to '37613 Forgrave Marshall Smith', including R.A.F. certificates for inoculation against typhoid, smallpox, yellow fever & cholera; Medical Renewal Examination document for a Pilot's Licence for Private Flying Machines, dated 22 January 1944.

(xv) Post-war photographs of Lubeck from the air taken by Smith, in envelope annotated '1947', displaying sunken ships in the harbour and bombed buildings (21); together with a travel permit from H.Q., U.S. Forces in Austria; Occupational Force Travel Permit, Vienna to London, 1951; a telegram to Smith at R.A.F. Lubeck, inviting him to the unveiling of the Battle of Britain Memorial Ceremony; a letter of congratulations to Smith from A. M. Deacon Elliott, formerly of 92 Squadron, dated 6 December 1957, regarding the birth of his son David; and assorted family photographs, including numerous images of Smith and his wife at home and with their puppy (8).

(xvi) A typed letter from Douglas Bader to Smith, dated 24 October 1957, from St Helen's Court, E.C.3., London, regarding the latter's approach for possible employment at Shell: 'I am afraid as far as the Shell Group over here is concerned, your age would preclude you from getting employment with us. I am sorry not to be much help but I cannot feel that a chap of your age with your record and with your Canadian connections should stay in this Country. I have been in Alberta several times, and last July I was out in Calgary and Edmonton and elsewhere. I can only say that if I were in your shoes, that is where I would go.'

(xvii)

A Canadian Broadcasting Corporation (C.B.C.) cassette tape recording of 'As it Happened', in which Smith and Bader describe their experiences of the Battle of Britain.

(xviii)

A letter from J. A. Kent, dated 4 December 1957, informing Smith that British Petroleum (B.P.) had requested a reference for potential employment; copy of the reference provided by Kent, c/o Kelvin & Hughes (Aviation) Ltd; original letter from B.P. offering employment at a salary of £1250 p.a., dated 25 February 1958; and copy of acceptance letter.

(xix)

Invitation to the World Premiere of the "Battle of Britain" by United Artists, at the Dominion Theatre, London, 15 September 1969.

(xx)

Two letters from Godfrey Nicholson, M.P., just prior to his retirement from politics, 29 December 1965; Nicholson addresses the Rhodesian situation and the emergence of Ian Smith; a further letter from G. E. Swain, Private Secretary at the M.O.D., replying on behalf of Mr. Healey regarding Rhodesian policy; copies of letters from Smith to Harold MacMillan, concerning his opposition to joining the E.E.C.; letters and copies of letters to Margaret Thatcher regarding the situation in Rhodesia and Smith's impressions of unfolding events; a handwritten letter, dated 30 July 1986, regarding sanctions placed on South Africa; and various replies from Private Secretaries.

(xxi)

Christmas cards (2) from Flight Lieutenant Donald K. Healey, one annotated within: '17 Squadron Spit VIII MT719 - YB - J., ex Ops. In Burma, just sold back in the UK for £500,000. What price all those we pranged?'; a further letter from Healey, dated 18 December 1988: 'Doc Watson reminds me that you had the basha next door to him and you used to wake him up each morning by playing 'The Flight of the Bumble Bee' full blast. He still hasn't forgiven you.'

(xxii)

Invitation to a Garden Party at Holyrood House, dated 23 June 1992, in Lord Chamberlain, Buckingham Palace envelope; passes for both Wing Commander Smith and his wife; invitation to Smith and his wife from the Battle of Britain Memorial Trust, for the unveiling of the Battle of Britain Memorial at Capel-le-Ferne, on 9 July 1993; further letter of invitation to the 2nd annual Battle of Britain Gathering, held at the Officer's Mess, R.A.F. Lakenheath, 13 November 1993.

(xxiii)

Signed print by Bruce Rigelsford (No. 112/200), with the signatures of nine R.A.F. pilots, including Group Captain Thomas Gleave who was shot down in his Hurricane in the summer of 1940 and grievously burned; he became one of the first patients treated by Sir Archibald McIndoe at the Queen Victoria Hospital, East Grinstead, becoming the first and only Chief Guinea Pig.

(xxiv)

An excellent archive of reunion photographs, the majority of Battle of Britain nature, taken in the 1970s and 1980s, many annotated with the names of those present (10); and an image of Smith outside Buckingham Palace with Air Chief Marshal Sir Foxley-Norris.

(xxv)

A copy of the *Queen's Squadron, the History of 603 (City of Edinburgh) Squadron 1925-1957*, by Anthony Ross, D.F.C., together with letter from Ross to Smith: 'As promised, I enclose extracts from the 603 History covering your time with the squadron'; and a copy of World War II, Dec. 1939 - Dec. 1940, by Group Captain R. Deacon Elliott, O.B.E., D.F.C., hand annotated to inside cover: 'Hiram, (Dad!!), In the doubtful event of your memory fading, these few notes will help you to recall some of the more active 'operations' in the history of "72". Best Wishes, Deacon, Nov. 61.'

(xxvi)

Further books and brochures: *The Battle of Britain, August - October 1940, An Air Ministry Account of the Great Days from 8th August to 31st October 1940*, H.M.S.O., first published 1941; *Royal Air Force Staff Doctrine*, signed by Smith to inside cover; *Forget-Me-Nots, Fighters*, by No. 13 Group, R.A.F., with card insert: 'With the Good Wishes of the Lord Provost and Citizens of Glasgow'; *So Few*, a folio dedicated to all who fought and won the Battle of Britain; *Battle of Britain Memorial booklet*, for the Unveiling of the Memorial at Westminster Abbey, 10 July 1947; *Rolls Royce Commemorative Booklet*, regarding the unveiling of the stained glass window dedicated to R.A.F. fighter pilots.



Also sold with the following related flying kit, uniform and artefacts:

- (i)
The flying kit comprising an early pair of pilot's flying goggles, possibly as used by him in the Battle of Britain, the glass, frame and straps in excellent condition, but the leather padding perished; a pair of R.A.F. Mark VIII flying goggles, glass, metal frame and leather eye surrounds in good condition with original strap; a soft leather C Type flying helmet with attached oxygen mask, together with type 3518 and 3511 connector cables and leads, in excellent condition and most complete; and a pair of suede and fleece-lined flying boots, by *Itshide, Petersfield, England*, in good condition with original straps.
- (ii) R.A.F. officer's peaked cap, by *Gieves Ltd.*, together with corresponding officer's beret with badge.
- (ii)
R.A.F. officer's navy blue service dress tunic, with Wings and medal ribands, including silver-gilt Battle of Britain rosette, in excellent condition.
- (iii)
Three R.A.F. Officer's service dress tunics by *Gieves Ltd.*, one named on label to inner breast pocket 'F. Marshall Smith,' blue barathea fabric, original medal ribands and Wing Commander's rank insignia to sleeve; four pairs of corresponding service dress trousers, in good condition; a fifth R.A.F. service dress tunic, also by *Gieves Ltd.*, khaki fabric, with Wing Commander's epaulettes, and two pairs of corresponding service dress trousers, in good condition.



(iv)
Three-quarter length R.A.F. officer's navy blue dress tunic by *Gieves Ltd.*, named to collar 'F. M. Smith,' with Wings and medal ribands; together with corresponding navy blue waistcoat with cream silk interior and two corresponding pairs of trousers; a second three-quarter length tunic, navy buttons, with Wings and medal ribands, including silver-gilt Battle of Britain rosette; together with formal R.A.F. navy blue waistcoat, with cream silk interior, and bullion R.A.F. Wings to epaulettes.

(v)
A pair of epaulettes, by *Gieves Ltd.*, with bullion wire eagles and gold braid for the rank of Wing Commander.

(vi)
A silver cigarette case, engraved to interior 'FMS, from SB 1946, To one of The Few from one of the many'; 'SB' was Robert Smith Barry, A.F.C., who Smith befriended in India - and an early aviator who Trenchard credited with being the man who 'taught the air forces of the world how to fly.'

(vii)
The recipient's identity discs, both inscribed '37613 R.A.F. Off. Smith. F.'

(viii)
Battle of Britain Fighter Association badge, stamped '72 Sq. Smith'; a Biggin Hill R.A.F. Reunion badge, 1940-1980, to 'Wing Cdr. F. M. Smith, Flt. Cdr. 72 Sqn.', and a No. 72 Fighter Squadron crest on wooden shield.

(ix)
Small R.A.F. bullion 'Wings' with wearing pin and embroidered R.A.F. 'Desert Wings' with wearing pin.

34 [Officer's Mess R.A.F. Leconfield]

Sunday [29 September 1940]

Squiffs darling Sweetheart,

Thanks indeed for your lovely letter. I too, love you more than ever. We have got quite a lot to be thankful for and such a lot to look forward to.

It's very nice living in the Officer's Mess - I have a lovely room - huge wardrobe, two sets of chest of drawers and everything very nice indeed - a batman to do everything - clean shoes and buttons - get a bath ready, etc. It's too easy Squiffs. I need my dressing gown pretty badly now - It will be nice.

It doesn't seem strange at all - naturally because I've been with quite a few of the Officers for some time and I feel perfectly at home. It is funny to have airmen saluting and calling Sir 'this' and Sir 'that'. You'll have to do that Squiffs - wait till we get Miss Susan out for a walk in her pram - I'll bet she'll be a little terror.

This time next week it ought to be all over - I'll bet you'll be pleased darling - a big weight off my mind and a big weight from your shoulders. Habibe so very much - I love my wife so very much indeed.

The C.O. has congratulated me on my uniform - he says it really looks good and fits well - I'm very pleased myself with it.

You still haven't told me which photograph you gave to the press and I would like to have seen what was said - I haven't seen anything yet - May I Mrs. Fusspot?

... If we do happen to stay here for long - I think you and Susan might come up for a short stay when possible - I would manage to get home most nights while you were here and you could stay in Beverley - a place the size of Woodbridge which is only two and a half miles from here.

Give my love to Mrs. Ruggles and all at home and be careful darling - all my dearest love to you sweetheart.

Your loving husband

Xxx Andy xxxxxxxxx'

The last letter sent by 'Andy' Laws, D.F.M., to his wife. He was killed in a collision with another Spitfire the next day.

The outstanding - and deeply poignant - Battle of Britain Spitfire ace's D.F.M. group of four awarded to Flight Sergeant A. F. 'Andy' Laws, Royal Air Force, whose valiant record in No. 64 Squadron in June-August 1940 resulted in the destruction of five enemy aircraft

Commissioned on 28 September 1940, he was killed in a collision with another Spitfire on the 30th, his C.O. writing to his father:

'As I understand that your son's wife is expecting a baby very shortly, I thought it would be unwise to inform her by telegram of the tragedy and I hope that you will have appreciated this point from the wording of my telegram ... Your son has a magnificent record in the Squadron since its formation and he has been one of its mainstays during all the operations in which it has been engaged. His loss is almost irreparable ... apart from his great value as a pilot and a leader, we are all mourning the loss of a personal friend ...'

Distinguished Flying Medal, G.V.I.R. (514143 F./Sgt. A. F. Laws, R.A.F.); 1939-45 Star; Air Crew Europe Star; War Medal 1939-45, *extremely fine* (4)

£12,000-15,000

D.F.M. *London Gazette* 1 October 1940. The original recommendation states:

'This Airman has taken part in numerous operational flights since May 1940. He has destroyed five enemy aircraft and damaged another two. His initiative, courage and tenacity have been outstanding.'

Adrian Francis 'Andy' Laws was born at East Dereham, Norfolk on 10 August 1912 and joined the R.A.F. as an Aircrewman in March 1931. Posted to the Middle East at the end of the following year, he later applied for pilot training and attended No. 4 F.T.S. Abu Sueir in July 1935. His course completed, Laws joined No. 64 Squadron at Ismailia as a Sergeant Pilot in April 1936.

First victory

The Squadron returned to the U.K. in September 1936 and Laws was still serving with it at Church Fenton on the outbreak of war.

On 12 June 1940 he shared in the destruction of a He. 111 over the Thames Estuary. He hounded the damaged bomber to wave-top height with two passes. While two other Spitfires arrived to take shots at what was now a wallowing enemy, Laws emptied his guns and watched the bomber settle on the water. He circled the plane and saw the crew inflating their dinghy.

Spitfire ace - Battle of Britain D.F.M.

Laws was promoted to Flight Sergeant on 1 July 1940, about the same time that Squadron Leader Aeneas MacDonnell took command of No. 64. Chief of the Glengarry clan, MacDonnell would later say of his pilots '... it's like holding a team of wild horses when there are Germans near': it's a description that undoubtedly befits Laws.

He claimed a Me. 109 destroyed over St. Margaret's Bay in the morning of the 29th and damaged another that was attacking his Blue 1 in a combat north of Folkestone on 11 August. Two days later - on 'Eagle Day' - he damaged a Do. 17 south of Portsmouth. The German pilot, aware that his rear gunner had been wounded in Laws's first attack, flew his aircraft in a series of diving turns and eventually reached the cover of some cloud, but not before Laws had gained further hits on the Dornier's fuselage.

On 15 August, Laws claimed another 109 destroyed, 64 Squadron having been vectored onto 60 enemy aircraft over Dover. Pursuing his opponent over the Channel, he carried out a beam attack as the 109 slowed slightly at the top of a turn: a brace of three-second bursts into the tail of the 109 set it ablaze:

'I was Green 1 whilst on patrol with the Squadron - two formations of enemy aircraft encountered, one above and ahead and the other to starboard - Squadron Leader closed into attack and usual dog-fight developed. Caught one Me. 109 in beam attack whilst enemy aircraft was at top of climbing turn. Followed him in dive and fired two more bursts from astern - saw aircraft burst into flames and pieces break away. Attacked by several others - chased one in dive to east and fired remaining ammunition - no results observed' (his combat report, refers).

On the 18th - better known as the battle's 'Hardest Day' - Laws destroyed a Me. 110 and shared in the destruction of a He. 111 in the Kenley area; he took out the former as it was attacking a Hurricane:

'When at 20,000 ft. over base saw bomb explosions on base. Enemy formations sighted and engaged - at 12,000 ft. as Green 2, followed Green 1 in attack on Heinkels. Green 1 expended ammunition on 1 He III - I followed on same bomber and after two bursts enemy burst into flames and crashed near church south of Biggin Hill - climbed again to attack mixed formation of bombers and Me 110s - chased Me 110 on tail of Hurricane and after several bursts enemy's port engine was on fire and he dived in vertical dive to ground. Finished off ammunition on Heinkel III - possibly damaged. Returned base and landed' (his combat report, refers).

Journey's end

It was to prove Law's last victory for, having been awarded the D.F.M. and been commissioned on 28 September, he was killed in a flying accident on the 30th.

The fatal accident was witnessed by an American pilot 'Art' Donahue. His diary - later published as *Tally-Ho! - A Yankee in a Spitfire* - noted:

'I rejoined my squadron several days before my leave expired ... I learned that the heroism of some of the boys hadn't gone unrecognised. Three D.F.C.s and one D.F.M. had gone to the Squadron ... Andy [Laws], who had four confirmed, received the D.F.M. because he was a Flight Sergeant and not a commissioned officer at the time ... He had worked up from the ranks to become an exceptional fighter pilot. He had just been awarded a commission as Pilot Officer.'



Donahue continues:

‘Next morning Andy [Laws] had to give a group of new pilots some practise flying before we went to the target range; so as I was badly in need of some practise too I went for a little cross-country jaunt in my machine, familiarising myself with our present sector of operations. While I was up I could hear distant voices over the R./T. which I knew were those of Andy and the pilots he was flying with. When I heard them plainly I could tell it was usually Andy giving one of the others some order or coaching them on their flying. I didn’t pay much attention to what was being said, but I noticed that when I was returning to the aerodrome Control seemed to be calling “Yellow One” and having difficulty in getting a reply ... The leader of Yellow section was Andy, and he wasn’t having trouble with his R./T. Percy ran out to meet me as I taxied in, and with agonised face told me, “Andy and Nels have collided and Andy’s gone in, and it looks like there isn’t much hope!” There wasn’t. After half an hour’s sad waiting around the telephone in our pilots’ hut we heard the story. His tail had been sheared off and his machine had gone all the way down, tumbling over and over, and for some reason he hadn’t bailed out. Nels had managed to land safely at another aerodrome, as his machine wasn’t badly damaged.’

Laws - who was 28 - is buried in Wells-next-the-Sea Cemetery, Norfolk. He had married Mary in September 1939 and she was expecting a child at the time of his death.

Sold with a quantity of original documentation and artefacts, comprising:

(i)

A small pocket Bible, inscribed in ink to inner cover ‘Adrian Laws, August 8th 1928’ and further inscribed ‘Sgt. Laws, No. 514143. R.A.F.’ with “Lord teach us to pray,” to bottom of opening page.

(ii)

An excellent archive of pre-war photographs (28), many hand annotated to reverse and relating to the passing out parade of the ‘32nd Course’, 2 April 1936, before Air Chief Marshal Sir Brooke-Popham and Group Captain Insall, V.C.; a further selection of photographs and postcards (210), many annotated by Laws, showing deployment to the Middle East, in the region of Amman, Port Said and Jerusalem, with snapshots of time spent with fellow servicemen, pranged aircraft, etc.

(iii)

A large formal portrait photograph of Laws in civilian attire, on card mount with his embroidered R.A.F. Wings; a large formal group photograph of the Pilot Officers, N.C.O.s and men of No. 64 Squadron, by *Bassano Ltd.*, 38 Dover St., W. London.

(iv)

Official letter from the Air Ministry, offering congratulations on the award of the D.F.M. to ‘Flight Sergeant A. F. Laws, D.F.M., No. 64 Squadron, R.A.F. Leconfield’, dated 5 September 1940, contained in original envelope, additionally annotated in pencil by Laws to reverse, ‘Look after this Squiffs - It’s from the Chief of the R.A.F.’; a Post Office telegram from Laws to his Wife, stamped Aldeburgh, Suffolk, 6 September 1940: ‘Just been awarded D.F.M., love, Andy’; another Post Office telegram to Flight Sergeant Laws: ‘My Heartiest congratulations on Award of D.F.M., MacDonnell’, in its G.P.O. greetings telegram envelope of transmission; and a letter from the R.A.F. Record Office to Mrs. Laws, dated 15 October 1940, enclosing the citation for the award of her late husband’s D.F.M.

(v)

A letter home from Laws to his wife, handwritten on lined blue paper from the Officer’s Mess, R.A.F. Leconfield, Yorkshire:

‘Friday

Squiffs Sweetheart,

You may now send to above address Mrs. Fusspot - one more request - if you can manage it. I won’t receive any pay until the end of the first month and shall need some Squiffs. I don’t want to go too much on credit, so could you manage another £10 by return. It sounds a lot but it will be better than starting in debt.

Have just discovered that you’ll get an extra 1/6 a day for Susan, so your allowance apart from what I give you from my pay will be 31/6 a week, that’s useful isn’t it Squiffs?

Look after
 this Squiffs
 - its from the
 chief of the
 R.A.F.

Friday:
 Pilot Officer Laws.
 Officers Mess,
 RAF Station,
 Reamfield
 Yorks.

Squiffs sweetheart
 You may
 not send to above address
 Mrs. Tinspot - as we request
 if you can manage it. I
 want receive my pay until
 the end of the first month
 and shall need some Squiffs.
 I don't want to go too much
 on credit so could you
 manage another £10 by
 return. It sounds a lot
 but it will be better than
 starting in debt.
 Have just discovered that
 you'll get an extra 1/6 a day

for Susan, so your allowance
 apart from what I give
 you from my pay will be
 3/6 a week that's useful
 isn't it Squiffs?
 Hope this request won't
 worry you too much just
 at this moment Squiffs but
 it would help a lot.
 So glad the carnations
 arrived on time - actually
 it seems much more than
 a year to me - doesn't it
 you darling?
 I thought I did thank Mrs. B
 for her letter - please apologise
 for me - am nearly crushed
 off my feet at the moment.
 All my fondest love for all
 time sweetheart. Your loving husband
 Habibe x x x Archie x x x x x

Hope this request won't worry you too much just at this moment Squiffs but it would help a lot. So glad the carnations arrived on time - actually it seems much more than a year to me - doesn't it you darling?

Thought I did thank Mrs B. for her letter - please apologise for me - am nearly rushed off my feet at the moment.

All my fondest love for all time sweetheart.

Your loving husband

Habibe xxx Andy xxxxxx'

(vi)

A copy of the recipient's last letter to his wife, written by Laws in the Officer's Mess, R.A.F. Leconfield, as quoted above.

(vii)

A Post Office telegram from Wells, Norfolk, dated 30 September 1940 to the recipient's parents: 'Regret to inform you your son Pilot Officer Adrian Francis Laws killed flying accident today, stop, letter follows, stop, Wife not informed in view of present condition.'

(viii)

A typed letter to the recipient's father from the C.O. of No. 64 Squadron, hand annotated 'Copy' in pencil to top left-hand corner:

'No. 64 Squadron,
R.A.F. Leconfield,

30 September 1940

Dear Mr. Laws,

With reference to my telegram of today's date, it is my painful duty to confirm the news of the death of your son, Pilot Officer Adrian Francis Laws, D.F.M., in a flying accident this morning.

The accident took place about five miles from here, near Carswick, in the course of an attack practice and a full investigation is being made into all the circumstances.

As I understand that your son's wife is expecting a baby very shortly, I thought it would be unwise to inform her by telegram of the tragedy and I hope that you will have appreciated this point from the wording of my telegram.

You will, of course, use your own discretion as to whether she should be informed before the event takes place.

Your son has a magnificent record in the Squadron since its formation and he has been one of its mainstays during all the operations in which it has been engaged. His loss is almost irreparable.

It is particularly tragic that his death should have occurred as the result of an accident after he had survived so many actions with the enemy, but I hope that it may be a slight consolation to feel that his achievements received some recognition while he was still with us.

Apart from his great value as a pilot and a leader, we are all mourning the loss of a personal friend.

May I, on my own behalf, and on that of every other officer, N.C.O. and man in the Squadron offer you and Mrs. Laws our deepest sympathy in your tragic bereavement?

His body has been brought to Leconfield and I should be grateful if you would telegraph me your wishes with regard to the funeral ...'

(ix)

A letter to Susan, annotated 'Christmas 1940,' from Marjorie: 'Dear Susan, I hope you will like the enclosed frock which the girls and I have made for you. Every stitch was done in admiration and gratitude for your father and affection for your mother.'



(Detail)

(x)
Correspondence between Mrs. Laws and R.A.F. Leconfield regarding the return of personal effects and monies owed; a contemporary black and white photograph of his grave by Claude Fisher, photographer, Fakenham, Norfolk, annotated in pencil '1941'; further modern colour images.

(xi)
Buckingham Palace memorial scroll to 'Pilot Officer A. F. Laws, D.F.M., Royal Air Force', contained within O.H.M.S. envelope, addressed to Mrs. A. M. F. Gibson, Lagerlofsgatan 8 IV, Stockholm, Sweden, with British Embassy Stockholm, Consular Section frank, dated 22 March 1950; and his Buckingham Palace condolence slip.

(xii)
A comprehensive collection of newspaper cuttings; announcing the award of the D.F.M.; listing promotion to Flight-Sergeant and part citation for D.F.M.; announcing his death in a flying accident; announcements by his wife Mary, offering her sincerest appreciation of all those who have shown such kindness following her tragic loss; a poem 'To My Wife' from a Pilot Officer; an article from the *Daily Express*, dated 16 August 1940, titled 'A morning in the life of a Flight-Sergeant in the R.A.F., Fighter Command', the whole contained in an O.H.M.S. Envelope addressed to Mrs. Laws.

(xiii)
Three large files of research containing details of all operations flown by Laws in No. 64 Squadron during the war; one compiled in 1997 with combat reports, another containing further records from Air 27/589, the third including online research and a photocopy of his Marriage Certificate, dated 26 September 1939.

(xiv)
A hardback copy of *Britain's Wonderful Air Force*, edited by Air Commodore P. F. M. Fellowes, D.S.O., published by *Odhams Press Ltd*, W.C.2.

(xv)
His R.A.F. embroidered 'Wings' and officer's cap, part of badge lacking.

(xvi)
A wartime period No. 64 Squadron crest on wooden wall-plaque.

'In the eyes of the world the Battle of Britain is, and always will be, an R.A.F. victory and the contribution and sacrifice of the 'Few' is something that is indisputable. However, the Royal Navy, and those with an interest in Naval aviation history, should never forget the bravery of the few within the 'Few' who fought in Naval uniform.

Seven Naval pilots were killed and two wounded during the Battle of Britain and whilst all 56 Naval aviators are listed on the Battle of Britain memorial in London, the contribution made by the Royal Navy is rarely recognised. In the iconic films 'Battle of Britain' and 'Reach for the Sky', despite Douglas Bader having three Naval officers in his squadron, including his wingman 'Dickie' Cork, no reference is made to them.'

The Fleet Air Arm Officers' Association website, refers.

The exceptional Second World War D.S.C. group of five awarded to Lieutenant (A.) D. A. Hutchison, Fleet Air Arm, one of the Senior Service's 'few within the Few' who flew Spitfires of No. 74 Squadron out of Hornchurch at the height of the Battle of Britain

He was subsequently decorated for his gallant deeds as a Martlet pilot in 802 Squadron in November 1941, when, operating from the escort carrier H.M.S. *Audacity* during a Gibraltar bound Convoy HG 76, he gained the rare accolade of shooting down a Focke-Wulf 200 Condor: three days later he survived the *Audacity's* loss when she was torpedoed west of Cape Finisterre

His luck, however, ran out after he had converted to Sea Hurricanes and joined the escort carrier *Avenger*: she blew up after being torpedoed off Gibraltar on 15 November 1942, only 12 men of her complement being rescued

Distinguished Service Cross, G.V.I.R., hallmarks for London 1942, the reverse officially dated '1942' and privately engraved, 'Lt. (A.) D. A. Hutchison, R.N., H.M.S. *Audacity*', in its *Garrard & Co. Ltd.* case of issue; 1939-45 Star, clasp, Battle of Britain; Atlantic Star; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45, these last four in their original addressed forwarding box addressed to the recipient's father in Kenya, and further inscribed 'D.N.A. (Wills) 54/171', *extremely fine* (5)

£6,000-8,000

D.S.C. *London Gazette* 10 March 1942:

'For bravery and skill in action against enemy aircraft and in the protection of a convoy against heavy and sustained enemy attacks.'

David Alexander Hutchison was born on 12 January 1919 and, having attended Stowe, joined the Royal Navy as a Midshipman (A.) in September 1939. Advanced to Sub. Lieutenant in the following year, he trained as a pilot at Belfast and Netheravon and was awarded his 'Wings' in late June 1940.

Battle of Britain

The involvement of Fleet Air Arm pilots in the Battle of Britain in the summer of 1940 is little known. To quote the Fleet Air Arm's Officers Association website, Winston Churchill's famous words of praise for the 'Few' 'immediately conjure up images of plucky R.A.F. chaps running to their Spitfires to go and give 'Jerry' a damn good thrashing. However, it is frequently overlooked that 56 Fleet Air Arm pilots also took part in the Battle of Britain with four becoming fighter aces. Although rarely acknowledged, three Naval pilots also flew with the famous 242 Squadron commanded by the legendary Douglas Bader.'

The young Naval aviators who took part in the Battle of Britain between July and October 1940 saw some of the fiercest fighting of the battle: 23 Naval pilots served with twelve R.A.F. Fighter Command Squadrons, flying Spitfires and Hurricanes, and a further 33 served with 804 and 808, the two Fleet Air Arm 'Battle of Britain Squadrons' who operated under Fighter Command, providing dockyard defence.

Hutchison was attached to the R.A.F. at the end of June 1940, when he arrived at Aston Down and converted to Spitfires. In the first week of July, he joined No. 74 Squadron at Hornchurch, and he remained similarly employed until removing to No. 804 Squadron, Fleet Air Arm (F.A.A.) at the end of August. Thereafter, for the remainder of the Battle, he flew Gladiators.



In common with his fellow F.A.A. pilots who joined frontline R.A.F. squadrons, he would have retained his naval uniform - and was paid by the Admiralty - but in all operational respects he became a member of his R.A.F. squadron. Nonetheless, he and his fellow F.A.A. pilots retained their identity as naval aviators: Sub.-Lt. (A.) R. E. Gardner painted Nelson's 'England Expects' flag hoist on his 242 Squadron Hurricane, and Sub.-Lt. (A.) A. G. Blake with 19 Squadron predictably gained the nickname 'Admiral'.

Flight of the Condor

In December 1940, Hutchison joined No. 802 Squadron, F.A.A., then forming at Donibristle for the escort carrier H.M.S. *Audacity*. He converted to Martlets and was embarked in *Audacity* when she sailed for Gibraltar in Convoy HG 76 in November 1941. His subsequent award of the D.S.C. was in respect of a combat fought on the 8th. John Winton's *Find, Fix and Strike!* takes up the story:

'At sea, *Audacity* revolutionised the theory and practice of convoy defence, although 802's Commanding Officer, Lieutenant-Commander J. M. Winour, R.N., was lost in particularly distressing circumstances on 8 November 1941, in defence of Convoy HG 76. He had engaged a Fw. 200C astern of the convoy and, having set it on fire, ranged up alongside it, believing its guns to be silenced. But one of the guns opened fire and hit the Martlet's belly beneath the cockpit and Wintour banked away. The Martlet's R./T. had been switched to the ship's broadcast and Wintour's dying cry was relayed through the ship. As some consolation, his wingman, Sub. Lieutenant D. A. Hutchison, pursued and destroyed the Condor.'

A subsequent report of the action appeared in the *Manchester Guardian* in March 1942, a report that throws further light on the determined nature of Hutchison's attack:

'Lieutenant-Commander Wintour and Sub. Lieutenant Hutchison intercepted a Focke-Wulf 200 and attacked. Lieutenant-Commander Wintour damaged the enemy in two attacks, but was then himself shot down. Sub. Lieutenant Hutchison made five more attacks, which he pressed home despite the enemy's heavier armament, and the forced the Focke-Wulf into the sea with smoke pouring from its wings and fuselage. The wreckage was later seen by surface ships.'

Wintour was posthumously mentioned in despatches.

During the convoy's return voyage to the U.K. it came under attack from 12 U-Boats. Martlets from *Audacity* shot down two more Condors and damaged the *U-131*; unable to dive after the attack, the U-Boat was scuttled by her crew, who were taken prisoner.

As *Audacity* departed the convoy on the night of 21 December, one of the merchantmen fired a 'snowflake' flare which revealed her in silhouette to the German U-Boats. The submarines had been given specific orders to sink her as she had caused a lot of trouble for the Germans both at sea and in the air. The first torpedo fired by *U-751* under Kapitänleutnant Gerhard Bigalk hit her in the engine room and she began to settle by the stern. The next two torpedoes caused an explosion of aviation fuel which blew off her bow. *Audacity* sank in 70 minutes with a loss of 73 of her crew. Her survivors - Hutchison among them - were picked up by the corvettes *Convolvulus*, *Marigold* and *Penstemon*.

Journey's end

In February 1942, shortly before the announcement of the award of his D.S.C., Hutchison's squadron was reformed at Yeovilton and converted to Sea Hurricanes.

He and his fellow aircrew were then embarked in the escort carrier *Avenger* in readiness for Operation "Torch". She departed Scapa in mid-October 1942 and, on arriving off North Africa, lent valuable support and air cover - her aircraft flew 60 sorties in the period 8-10 November alone. A few days later - on the 15th - as she returned to Gibraltar for repairs, *Avenger* was torpedoed by the *U-155*. She blew up with devastating loss of life, 67 officers - including Hutchison - and 438 ratings being killed.

The son of David Chalmers and Marjorie Roulston Hutchison, David was 23 years of age. He has no known grave and is commemorated on the Lee-on-Solent Memorial.

Sold with a quantity of original documentation, comprising:

- (i) Buckingham Palace condolence message, as forwarded to the recipient's father, 'D. C. Hutchison, Esq.', and related envelope addressed to him at 1, Golf Drive, Camberley, Surrey.
- (ii) Central Chancery letter addressed to the recipient's father, dated 10 May 1943, in respect of his attendance at a Buckingham Palace investiture on 8 June 1943.
- (iii) A wartime portrait photograph of the recipient in uniform, together with a charming family portrait taken in the summer of 1922 and a further image of the recipient acting out his part in family amateur dramatics, the whole contained in a large linen bound folder by CB, 42 Albermarle Street, London.
- (iv) Two wartime newspaper cuttings, including the above quoted report from the *Manchester Guardian*, dated 11 March 1942.
- (v) A pencil sketch of the recipient, drawn by Elsie Lyons at Stowe.
- (vi) A copy of *Fleet Air Arm*, the Admiralty's Account of Naval Air Operations.



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The outstanding Second World War night fighter operations D.F.C. and Bar group of six awarded to Squadron Leader A. J. Glegg, Royal Air Force Volunteer Reserve

Having cut his teeth in Blenheims of No. 600 (County of London) at the time of the Battle of Britain, he converted to Beaufighters and teamed-up as Radar Operator to Flying Officer A. D. McN. 'Archie' Boyd, thereby establishing one of the most successful - and enduring - night fighter partnerships of the war

Having destroyed five enemy aircraft over the U.K. in the period May 1941 to March 1942, the intrepid duo carried out a second tour of duty when Boyd took command of No. 219 Squadron in the Mediterranean: five more enemy aircraft rapidly fell to their guns in the summer of 1943, one of them being closed to a range of 50 yards

Distinguished Flying Cross, G.VI.R., with Second Award Bar, the reverse of the Cross officially dated '1942' and the reverse of the Bar '1944'; 1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star; Italy Star; War Medal 1939-45, these four named 'Boots-style' 'S./Ldr. A. J. Glegg'; Air Efficiency Award, G.VI.R., 1st issue (Flt. Lt. A. J. Glegg, R.A.F.V.R.), this with minor official correction and privately engraved '1931-45' after 'R.A.F.V.R.', mounted as worn, *contact marks, generally very fine or better* (6)

£5,000-6,000

D.F.C. *London Gazette* 9 January 1942. The joint citation states:

'Squadron Leader Boyd and Flight Lieutenant Glegg- have flown together in numerous night operational sorties. Squadron Leader Boyd is a skilful and determined pilot and he has destroyed three enemy aircraft. Flight Lieutenant Glegg, by his great skill as an observer, has largely assisted his pilot in the successes achieved. Both these officers have shown exceptional keenness and devotion to duty.'

Bar to D.F.C. *London Gazette* 7 April 1944. The original recommendation states:

'This officer, since the award of the Distinguished Flying Cross in December 1941, has been responsible for the destruction of a further seven enemy aircraft. He held the position of Navigator Radio Leader during his first tour in No. 600 Squadron and now, on his second tour in No. 219 Squadron, where he flies with his Commanding Officer, Wing Commander Boyd, D.F.C.

He holds the outstanding record of never having failed to bring an operational contact to the visual and subsequent destruction of the enemy aircraft.

His continued hard work in the Squadron in the training of new Navigators Radio, which has been accomplished with his very considerable experience (he held the post of 'Training Radio' at headquarters, Fighter Command, whilst on rest between operational tours, from September 1942 to march 1943) has done much to maintain a high standard of A.I. operating, while his personal example has been a source of inspiration to the remainder of the aircrew in No. 219 Squadron.

I strongly recommend this officer for the award of a Bar to the Distinguished Flying Cross.'

Alexander Joseph Glegg was born in London in 1908 and joined the Auxiliary Air Force (A.A.F.) as an Aircraftman in No. 601 - a.k.a. 'Millionaires' - Squadron in 1931. Over the next two or three years he gained air experience in Harts, flying with a notable cast of pilots, among them Roger Bushell, the mastermind behind 'The Great Escape'. But under pressure with his studies to become a Chartered Surveyor, he had to reduce his commitments in the A.A.F.

Called-up on the outbreak of hostilities in September 1939, he was re-mustered as an Airman u/t Gunner and began training in the Squadron's Blenheims. By the time of his return from a related course at Jurby in early 1940, No. 601 was re-equipping with Hurricanes and he was posted to No. 23 Squadron at Wittering, with whom he operated in Blenheims in June 1940.

No. 600 Squadron: five down - D.F.C.

Commissioned Pilot Officer in the following month, he was next posted to No. 600 (County of London) Squadron at Redhill, from whence he flew two sorties in late September 1940, night patrols over the Tonbridge and Pevensy sectors. His pilot during these sorties was Flying Officer A. D. McN. 'Archie' Boyd, with whom Glegg now teamed-up on a regular basis, thereby commencing one of the most successful - and enduring - night fighting partnerships of the war.



Enduring partnership: Glegg, left, with 'Archie' Boyd and 'Jake'.



The Squadron having re-equipped with Beaufighters and moved to Predannack in the west country, Boyd and Glegg opened-up their account near Honiton, north-east of Exeter, on the night of 16-17 May 1941, when they destroyed a Ju. 88. A brace of He. IIIs met a similar fate in combats fought north-west of St. Ives on the night of 10-11 October and near Portreath on the night of 2-3 December, 'kills' obtained at 'extremely low altitudes'.

Boyd and Glegg were awarded D.F.C.s but, for good measure, took out another He. 111 south of Colerne on the night of 25-26 January 1942, and a Heinkel 115 float plane south-east of Lizard Point in the first week of March. The latter victory was achieved in unusual circumstances, as described in Hans Onderwater's *Gentlemen in Blue*:

'One of the other tasks to be carried out by the aircrew of the Squadron was to escort V.I.P. aircraft en route to the Middle East, as far as the Beaufighter's endurance. Returning from such a sortie on 7 March, while they were preparing to land, Boyd and Glegg saw the navigation lights of an aircraft. Control, however, insisted that no other aircraft was around. The pilot opened his throttles and climbed to investigate the matter. They saw a He. 115 float plane at cliff-top level, frantically firing cartridges into the air. Boyd and Glegg did not need much time to realise that this was their prey. They shot down the He. 115 and it crashed in the sea off Lizard Point, adding to their growing number of victims. It was not until they landed again that the 600 crew was told that the Germans must have been lost and were signalling that they were coming in for a landing, believing they were over France.'

Tour-expired, Boyd and Glegg were rested.

219 Squadron: five more - Bar to D.F.C.

In March 1943, Boyd was given command of No. 219 Squadron, with the task of preparing it for an unknown destination overseas. After re-equipping with the latest night fighter version of the Beaufighter - and with a new Air Intercept (A.I) Radar - the Squadron made ready for its departure overseas. With Boyd and Glegg leading, 18 aircraft departed Cornwall for Gibraltar at the end of May 1943, leaving at five-minute intervals on the long flight across the Bay of Biscay. Their eventual destination proved to be Bone in Algeria, from whence, in late June, No. 219 went into action.

The Squadron's account was convincingly opened-up by Boyd and Glegg on the 1 July 1943, when they downed a brace of Ju. 88s. Another Ju. 88 met a similar fate on the night of 25-26 August, north-west of Bizerta. Their combat report takes up the story:

'... Under the direction of the N/R [Glegg] the pilot reduced range during a chase of approximately eight minutes, following target doing considerable evasive action; weaves to port and starboard and dives. Height was reduced to 6,000 feet and range to 2,500 feet, when a visual on a Ju. 88 was obtained and the four exhausts were seen. Pilot closed to 900 feet and opened fire from below and astern, giving a 4-5 second burst. Many H.E. were seen to strike inboard of the engines and the pilot closed to 50 yards and the E/A slowly started to glow on fire to port of the fighter and dived into the sea where three bright flashes were seen.'

Following the advance into Italy, No. 219 covered the landings at Salerno and provided an aircraft at constant readiness to intercept German intruders attacking the rear areas. It was in just such an operation that Boyd and Glegg latched-on to a He. III over Bizerta on the night of 6-7 September 1943. Their combat report takes up the story:

'... Pilot turned to intercept, A.I contact was soon obtained, range three miles, 6,000 feet, well above and climbing to 9,000 feet. A chase followed of about six minutes; target was weaving very slightly port to starboard. Pilot jockeyed for position, having regard to the position of the moon, and closed in on starboard side of the target and from below; this was identified by the four exhausts and wings as a He. III. Closed in below and behind to 300 feet, opened fire with a one second burst and the target instantly blew up in the air. Beaufighter pulled up to port to avoid wreckage, target spun down in flames and burst as it struck sea.'

Finally, on the night of 18-19 September, pilot and radar operator pursued and destroyed another He. III, bringing their tally of confirmed 'kills' to 10.

The Squadron returned to the U.K. in January 1944 and, four months later, Boyd's and Glegg's exceptional partnership ended: they had flown together on 600 occasions.

Released from the R.A.F. as a Squadron Leader at the war's end, Glegg was awarded the Air Efficiency Award and became a Chartered Surveyor. He died in 1992; 'Archie' Boyd retired to France and died in April 2014.



Investiture Day

Sold with a large quantity of original documentation and photographs, comprising:

- (i) The recipient's R.A.F. Flying Log Books (3), comprising Air Gunner's Log Book (pre-war Form 414 type) for services in the Auxiliary Air Force in the period February 1931 to October 1934, his name inscribed on an overlaid label to the front cover; R.A.F. Pilot's Flying Log Book - another Form 414 type - covering the period from his call-up in August 1939 to November 1943, with his name in ink over struck name of 'Scott, R.L.' and opening red ink inscription from Wing Commander Baynes, 'Suggest you procure a modern type log book'; the first page records flights made by R. L. Scott in February 1932, with a line through the opposite summary of hours flown, prior to commencing with Glegg's wartime service; and his R.A.F. Navigator's, Air Bomber's and Air Gunner's Flying Log Book (form 1767 type), covering the period December 1943 to July 1945. Entirely as issued to - and used by - the recipient and a complete record of his flying career.
- (ii) Central Chancery letter regarding his D.F.C. investiture on 14 July 1942, together with a related congratulatory letter from the Chartered Surveyors Institution, dated 12 January 1942; Buckingham Palace forwarding letter for the award of the Bar to his D.F.C., in the name of 'Squadron Leader Alexander J. Glegg, D.F.C.', and a related congratulatory message from Air Vice Marshal Sir H. Lloyd; and an Air Ministry letter informing Glegg of the award of the Air Efficiency Award.
- (iii) A small photograph album compiled by Glegg during the period 1939 to 1941, with scenes from Biggin Hill, Tangmere, Hornchurch and Wittering; it includes some excellent portrait photographs of fellow airmen, approximately 72 images, well-captioned with names.
- (iv) A larger, more comprehensive wartime photograph album, commencing with 54 photographs of his time in No. 600 Squadron, with pilots relaxing at the Polurion Hotel and around the cliff tops of Mullion Cove and the Lizard, Cornwall; these followed by a family photograph taken at his D.F.C. investiture at Buckingham Palace in July 1942 and then focussing on his time in No. 219 Squadron in North Africa, with over 200 photographs showing fellow pilots, soldiers, daily life and some outstanding images of local people and landscapes: an important photographic record of 600 and 219 Squadrons.



(v)

A further 45 loose-leaf photographs, both pre- and post-war, showing early training at Lympne Camp in 1931, the Hendon Air Display of 1935, family and friends, parades and commemorations.

(vi)

A musical score, created by the airmen of - and dedicated to - No. 600 Squadron, and 'Flight Lieutenant Glegg and Squadron Leader Boyd in Particular'; titled 'Don't Forget the Rear Gunner!', the score is a creative and cheerful text giving a personal insight into Glegg's popularity and personality.

(vii)

A file marked 'Secret', with Fighter Command night interception data, 1942; two personal combat reports, carbon and blue copies, describing actions over Bizerta; further paperwork relating to the No. 600 Squadron's training scheme; a notebook relating to air pilotage, bombing and gunnery; another on methods of fighter interception, with annotation and two hand-drawn colour maps of low flying tests from Treleaver, Cornwall, dated 14 June 1942.

(viii)

His R.A.F. Service and Release Book, date stamped 8 August 1945, and an Air Ministry letter regarding him relinquishing his R.A.F.V.R. commission, dated 25 May 1954.

(ix)

A comprehensive archive of newspaper cuttings relating to the loss of an aircraft flown by Lindsay Robertson Glegg, at Cheam, Surrey, in April 1934; the plane was seen to nose-dive after circling his home and he was extricated from the wreckage by his father; The London to Melbourne Air Race, October 1934 Bulletin, together with photographs of some of the air crew and aeroplanes taking part, including a crashed biplane; and The Battle of Britain, August-October 1940, H.M.S.O., original copy first published 1941; and further commemorative service booklets and menus.

(x)

The recipient's wartime Bubble Sextant, Mk. IX. BM. No. 10010/44, in original wooden box of issue, with leather strap.

37 *Family group:*

A remarkable Second World War D.F.C. group of seven awarded to Squadron Leader L. C. McConnell, Royal Air Force Volunteer Reserve, a veteran of three tours of duty and a staggering tally of 107 operational sorties

Having served as an Observer in Blenheims of No. 59 Squadron in the Battle of Britain - he was awarded the clasp to his 1939-45 Star but the distinction was rescinded by an Air Ministry Order in 1960 - he undertook protracted anti-submarine sorties in Whitleys and Wellingtons of Coastal Command and participated in a 'periscope depth' attack on a U-Boat in October 1942

He then volunteered for a third tour of duty and undertook numerous 'special duties' operations in Liberators of No. 358 Squadron over Burma in 1945, dropping agents and supplies into Japanese occupied territory: on one such mission he was compelled to take to his parachute



Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1945', with its *Royal Mint* case of issue; 1939-45 Star; Air Crew Europe Star, clasp, Atlantic; Burma Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (S./L. L.C. McConnell, R.A.F.), mounted as worn, *good very fine or better*

The Second World War campaign group of three awarded to Acting Squadron Officer H. L. McConnell, Women's Auxiliary Air Force

Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (Act. Sqn. Off. H. L. McConnell, W.A.A.F.), mounted as worn, together with a set of related miniature dress medals, *good very fine or better* (19)

£1,800-2,200

D.F.C. *London Gazette* 19 October 1945:

'Squadron Leader McConnell has completed three tours of operations. He has participated in various types of sorties, including escort, reconnaissance and anti-submarine patrols. Since being posted to the Far East he has taken part in many long-range operations. He is an outstanding Navigator who has been responsible for the success of many of his missions.'

Leonard Charles McConnell enlisted in the Royal Air Force Volunteer Reserve shortly after the outbreak of hostilities in September 1939 and qualified as an Observer.

No. 59 Squadron - rescinded Battle of Britain clasp

Commissioned in June 1940, he was posted to No. 59 Squadron, a Blenheim unit of Coastal Command, in mid-September 1940 and joined Pilot Officer James's crew. They flew their first sortie - an anti-invasion patrol - on the 18th and completed similar trips to Boulogne and Cherbourg before the month's end. In the following month, they carried out bombing sorties to Brest and Lorient.

As a result of these operations, aircrew in No. 59 Squadron were included on the Air Ministry's original list of those entitled to wear the Battle of Britain clasp. And that remained the case until November 1960, when a revised list of those squadrons considered to qualify for the clasp was issued: No. 59 Squadron was no longer on it.

What led to this reversal of entitlement for the aircrew of No. 59 Squadron might be explained by the fact that the Squadron was a Coastal Command unit as opposed to a Fighter Command one. That said, No. 59 Squadron actually fell under the control of Fighter Command during the Battle of Britain, as did No. 235 Squadron, another Coastal Command Blenheim unit. However, the revised Air Ministry Order of November 1960 did not exclude the latter squadron from the right to wear the clasp: one ex-pilot of No. 59 later described how 'the feelings about this change ran pretty high at the time, I can tell you!'

In November 1940, McConnell participated in eight operational sorties, among them bombing strikes on Lannion, Rennes and Vannes aerodromes; in December, nine further sorties were flown, including further strikes on enemy aerodromes, in addition to a search for survivors from H.M.S. *Acheron*.

In the new year, on 4 January 1941, he was detailed to an attack on the *Admiral Hipper* at Brest, followed by several recce. flights in February. Two of the latter ended in crash-landings, one of them on account of damage sustained from an enemy night fighter. Tour expired he was rested.

612 and 179 Squadrons: 2nd operational tour

In October 1942, McConnell returned to the operational scene with a posting to No. 612 (County of Aberdeen) Squadron, a Whitley unit of Coastal Command based at Wick. He was quickly back in action with a new pilot, Flying Officer Imber, when, on the 21st, they attacked a submerged U-Boat 'at periscope depth' with six depth charges. No results were seen.

McConnell subsequently flew regular anti-submarine patrols with various pilots, in addition to the occasional search mission, one of the latter resulting in the discovery of the torpedoed tanker *Vardefjell* on 21 December 1942. He and his crew later shared in Prize Money, for the stricken vessel was beached and salvaged.

On 26 January 1943, following the Squadron's conversion to Wellingtons, McConnell participated in a recce. of the Skagerrak in search of the *Scharnhorst* and *Prinz Eugen*.

Having then flown a brace of anti-submarine patrols off Bordeaux and in the Bay of Biscay in February, he transferred to No. 179 Squadron at Gibraltar in May 1943 and flew a further 30 anti-submarine sorties in the period leading up to August, several of them as convoy escort.

He was rested back in the U.K.

No. 358 Squadron: 3rd operational tour - 100 up

In early 1945, McConnell commenced his third tour of duty as a Squadron Leader in Liberators of No. 358 Squadron, out of Burma.

His subsequent sorties were of the 'special duties' variety, all 23 of them involving the dropping of supplies and agents into Japanese occupied territory. On one such mission, on 28 July 1945, with Flying Officer Kearns at the helm, their Liberator hit the jungle canopy: climbing rapidly, Kearns ensured that everyone could bale out.

Thus ended McConnell's remarkable wartime career, in which he had flown 107 operational sorties. He was awarded the D.F.C.

Yet his so-called period of rest in a Dakota unit of Transport Command was to entail further operations over South-East Asia, among them a sortie to Sumatra on 10 March 1946 (Medal & clasp).



Happily, at least, he was re-united with his wife, a Squadron Officer in the W.A.A.F., during the same period of operations.

Sold with a quantity of original documentation, comprising:

- (i)
The recipient's R.A.F. Observer's and Air Gunner's Flying Log Book (Form 1767 type), covering the period December 1939 to July 1946.
- (ii)
Buckingham Palace D.F.C. forwarding letter in the name of 'Squadron Leader Leonard C. McConnell, D.F.C.'
- (iii)
The recipient's application for his campaign awards and related Air Ministry letter, dated 16 January 1947
- (iv)
Further Air Ministry correspondence concerning the tanker *Vardesfell*, torpedoed on 17 December 1942 and beached in the Orkneys, and the recipient's entitlement to a share of £2000 of prize money for the vessel's salvage, reference being made to his flight in Whitley of No. 612 Squadron on 21 December 1942, when the stricken vessel was first sighted; together with the recipient's typed submission in response, being a detailed report of those events.
- (v)
Wartime photographs of the recipient in uniform and a crew line-up.
- (vi)
A Union Jack 'blood chit' from the Burma campaign.

38 A scarce - and immediate - 1940 Coastal Command D.F.M. group of four awarded to Sergeant P. M. Kinsey, Royal Air Force Volunteer Reserve

During a daylight attack on enemy shipping in Den Helder docks on 8 October 1940, his Blenheim was attacked by three enemy fighters 'which riddled the aircraft with bullets and shells and wounded all members of the crew': Kinsey calmly gave directions to his pilot and operated his guns until the enemy fighters were lost in cloud

He went on to complete 27 sorties in No. 53 Squadron, including anti-shipping strikes, bombing raids and convoy escort patrols, many of them of a perilous daylight nature: flak and enemy fighters were a constant threat and he failed to return from a convoy escort patrol on 7 April 1941



Distinguished Flying Medal, G.V.I.R. (755740 Sgt. P. M. Kinsey, R.A.F.); 1939-45 Star; Atlantic Star; War Medal 1939-45, *good very fine* (4)

£1,800-2,200

D.F.M. *London Gazette* 12 November 1940. The joint citation - with his pilot - states:

'Pilot Officer Plumtree was the pilot and Sergeant Kinsey the Air Gunner of an aircraft detailed to test a new type of bomb sight during a patrol over the North Sea. At the far end of the patrol, 16 enemy vessels were sighted, eight within the harbour of an enemy port and eight outside. Pilot Officer Plumtree dived from 3,000 to 800 feet to attack the vessels in the harbour in the face of intense anti-aircraft fire. Whilst making his escape he attacked an army camp with machine-gun fire at almost ground level, and then climbed to seek cloud cover out at sea. At this point an attack was made by three Messerschmitts, which riddled the aircraft with bullets and shells and wounded all members of the crew. Sergeant Kinsey held off the enemy and forced one to break off the engagement. Keeping his pilot informed of the position, he operated his gun until the other two were lost in the clouds. In spite of injuries, Pilot Officer Plumtree then brought the aircraft safely back to an aerodrome in England.'

Peter Meredith Kinsey, the son of Samuel and Winifred Alice Kinsey, was born in Portobello, Edinburgh in 1920. Having joined the Royal Air Force Volunteer Reserve in August 1939, he was immediately called-up and completed his training as an Air Gunner in July 1940, when he was promoted to Sergeant.

No. 53 Squadron - Detling

By September 1940, Kinsey had joined No. 53 Squadron, a Coastal Command Blenheim unit based at R.A.F. Detling. His pilot was Eric Plumtree (later Air Vice-Marshal Plumtree, C.B., O.B.E., D.F.C.) and they flew their first sortie - an SA9 Patrol - on 24 September 1940, an operation that covered an area which ran north-east out over the North Sea from Manston to some 50 miles off Den Helder.

Two further SA9 Patrols were to follow in the same month, in addition to a 'Hookos' patrol on the 26th, when Plumtree and Kinsey reported that they were certain they had been shadowed by another aircraft whilst flying from the Hook of Holland to Ostend.

On the 30th, they were ordered to attack Rotterdam docks, where they faced 'intense A.A. fire and searchlight activity from all round the target'; No. 53 Squadron's Operations Record Book (O.R.B.), refers.

The new month began with a second attack against Rotterdam docks, the O.R.B. again noting heavy flak. Next detailed to attack the oil installations at Walcheren on the 13th, Plumtree and Kinsey had to divert to Zeebrugge owing to cloud cover. They found eight ships anchored there and attacked with three 250lb bombs and 60 4lb incendiaries from 4000 feet: one bomb caused an 'exceedingly heavy explosion'.

Immediate D.F.M.

On the 27 October 1940, Plumtree, Kinsey and their Observer, Sergeant Wood, participated in a risky daylight SA9 Patrol, the purpose of their flight being to try out a new Mk. XI bomb sight:

'Aircraft sighted 14 Motor Vessels (enemy) in position LSMF 5535 and set course to attack, but on emerging from cloud cover the pilot found that he had overshot and was in vicinity of Den Helder where eight Motor Vessels were in docks and eight outside. Two more Motor Vessels were seen tied up in dock and bombed these at 0945 hours. Effect not observed as aircraft had to take avoiding action owing to much flak, but pilot thinks bombs found target. Aircraft then set course for base and saw a large gun or searchlight emplacement near Dutch Coast which was attacked with front machine-gun fire from diving level, and believes some casualties were inflicted. On leaving coast due west of Den Helder aircraft was attacked by three Me.110s, and Rear Gunner replied with three bursts which made one enemy aircraft turn away. Our aircraft was hit by cannon shells on port side and cowling and gills of port engine damaged but armour plating saved crew from serious injury although all were hit by splinters. The wireless transmitter received a direct hit' (*ibid*).

Plumtree managed to nurse their damaged Blenheim back to Martlesham Heath where, just 48 hours later, he and Kinsey were informed of their immediate awards of a D.F.C. and D.F.M.

Thorney Island

During early November 1940, No. 53 Squadron relocated to R.A.F. Thorney Island, in West Sussex. Here, Kinsey completed a 'Roll 2' patrol with Pilot Officer Newton on the 18th of the month.

After a short break from operations, Kinsey next flew six sorties in Flight Lieutenant Jameson's crew. The first of these - a night operation to Lorient - was flown on the 8 December. This was followed by a shipping strike off Boulogne on 16th, a strike carried out with four 250lb. bombs from just 800 feet: 'Two bursts only were seen, the first was immediately alongside the far most vessel and the last just missed the leading vessel.'

The O.R.B. continues:

'Aircraft turned and flew back on reciprocal course releasing 4 x 20 lb fragmentation bombs two of which were seen to burst in the water alongside one of the vessels. Aircraft few into cloud to avoid flak and returned four minutes later to assess damage. The rear most vessel was listing to port and smoke was seen coming from the deck aft of the funnel of another vessel. Leading vessel had fired five star-red cartridges when aircraft first approached' (*ibid*).

The new year commenced with an attack on Flushing docks on the night of 1 January 1941, Kinsey's crew obtaining a probable hit on a gas works - 'second flash much bigger than others and lit up underside of aircraft.'

Hit the Hipper

A few days earlier, the German cruiser *Admiral Hipper* had slipped unseen into Brest for repairs. In early January, however, her presence was picked up by a reconnaissance aircraft, thereby heralding a major - and costly - effort from No. 53 Squadron to destroy her. The first such strike was mounted on 4 January 1941, when nine Blenheims departed Thorney Island at 1530 hours, Kinsey and his crew among them. They were met with heavy opposition on dropping down to 3,000 feet to deliver their bomb loads, Kinsey's aircraft being hit by flak and then attacked by a Me. 109 - 'hit by machine-gun bullets but escaped into cloud' (*ibid*).

Nine aircraft from No. 53 Squadron returned to Brest during the evening of 9 January, Kinsey once again flying in Pilot Officer Newton's crew. A week or two later, however, he re-joined Plumtree's crew, in which capacity he flew a further sortie to Brest, in addition to Cherbourg and Ostend in the first week of February.

Bircham Newton

A move to R.A.F. Bircham Newton in Norfolk took place on 8 February with the Squadron's aircraft flying in two days later. Plumtree and crew undertook their first operation from their new station on the 14th, as one of three aircraft taking part in a daylight offensive sweep of the Dutch Coast:

'Approached Den Helder at 8,000 feet. Heavy ground mist over harbour and docks. No Cloud. At 1452 bombed from 7,000 feet on course 340 Degrees T. in a stick. Bursts were seen across a commercial harbour and railway to the West. A few unidentified ships were seen in docks through the mist. No further ships seen. Two Me. 109s seen near Helder, but they did not attack' (*ibid*).

The following day Plumtree and crew participated in a 'Wander Patrol', another daylight offensive sweep around the Dutch Coast.

St. Eval - Journey's end

On the 18 February, orders were received from H.Q. 16 Group that No. 53 Squadron was to relocate to St. Eval in Cornwall to commence convoy escorts and sea patrols. Due to bad weather, the Squadron's aircraft would not arrive until 23rd of the month. From their new station Plumtree and crew would fly their first operation on the 1 March 1941, when detailed to provide escort for merchant vessels entering Milford Haven.

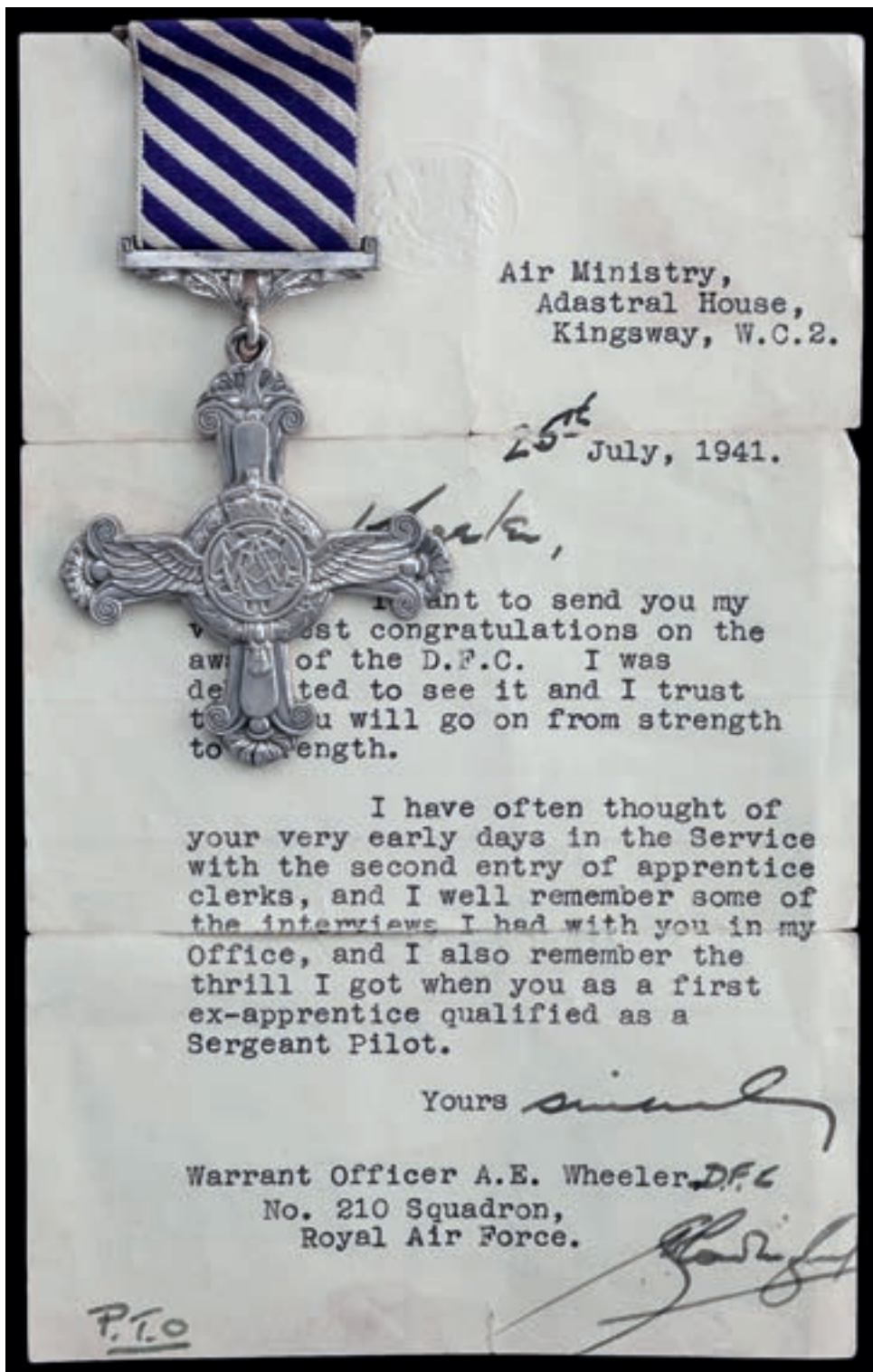
A further convoy escort patrol was carried out the next day, followed by a sea patrol on the 4th, which took them over The Scilly Isles. A turn was made to track along the Brittany coast before sighting Guernsey where, owing to a lack of cloud cover, a course was set to make landfall at the Lizard Peninsular. The following day Sergeant Kinsey participated in another convoy escort patrol, the last operation he would fly with Plumtree.

For what would prove to be his final operation, Kinsey joined the crew of Pilot Officer E. L. E. Nicholson. At 0930 hours on 7 April 1941, they took off from St. Eval in Blenheim Mk. IV T2398, detailed for another convoy escort patrol. The crew - including Pilot Officer H. A. L. Stone, the Observer- failed to return and were reported missing.

They have no known grave and are all commemorated on the Runnymede Memorial, Surrey; sold with a file of copied research.

x39

A Second World War Coastal Command operations D.F.C. awarded to Warrant Officer A. E. Wheeler, Royal Air Force, who piloted a Catalina of No. 210 Squadron on an epic 27-hour reconnaissance flight to the Finno-Norwegian border



Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1941' and privately engraved, 'W.P.O. A. E. Wheeler', in its *Royal Mint* case of issue, together with an original congratulatory letter from an ex-C.O., dated at the Air Ministry, Kingsway, 25 July 1941 ('... I also congratulate you on being the first Warrant Officer to be awarded the D.F.C.'), *extremely fine*

£800-1,000

D.F.C. *London Gazette* 18 June 1941. The original recommendation states:

‘On 5 June 1941 this officer, as captain of Catalina AH. 535, was detailed to carry out a reconnaissance of the Norwegian coast in the Kirkenes and Vadso areas, near the border between Norway and Finland. This involved a flight of some 2500 miles.

After a landfall had been made near North Cape at 00.02 hours on the morning of 6 June 1941, the weather conditions became very bad. Visibility was as low as 1000 yards with low cloud and almost continuous heavy snow storms. Very severe icing conditions were encountered. Nevertheless, W./O. Wheeler persisted with the reconnaissance and, in spite of these bad conditions, made a very detailed examination of the areas concerned.

After leaving Vadso, the aircraft encountered a merchant vessel which opened fire. The aircraft was slightly damaged but nevertheless W./O. Wheeler brought it safely back to its base at Oban, having been in the air for a total of 27 hours.

This flight is a typical example of the consistently good work which W./O. Wheeler has performed whilst with the Squadron. Since joining the Squadron in January 1941, he has flown 365 hours on operations and during a recent period of high pressure he flew 66 hours in seven days. He has now completed a total of 3160 hours flying.

W./O. Wheeler has maintained an unusually high standard of efficiency, which is apt to pass unnoticed by virtue of the quiet and unostentatious manner in which he performs his duties; duties which, nevertheless, are deserving of the highest praise.’

Albert Edward Wheeler appears to have undertaken further operations of an unusual nature in Catalinas of No. 210 Squadron. By way of example, he departed Sullum Voe in the Shetlands on 20 July 1941, bound for Archangel, Russia with ‘special passengers’.

Tour-expired, Wheeler served at No. 4 O.T.U. and R.A.F. Cranwell and was advanced to Flying Officer in October 1942. He was subsequently killed in a flying accident, when, on 20 March 1943, his Airspeed Oxford collided with a barrage balloon protecting the Rolls Royce works at Crewe. Aged 32 years, he left a widow, Doris Haddock Wheeler of Chester. His name is commemorated at Birkenhead (Landican) Crematorium.

40

A fine Second World War immediate D.F.C. group of five awarded to Wing Commander C. A. Vernieux, Royal Air Force, who was decorated for his command of a section of three No. 15 Squadron Stirlings in a daylight strike against the enemy battle cruisers at Brest on 18 December 1941: leading them in through curtains of flak - and in the face of enemy fighter opposition - he gained two direct hits

He had already completed a tour of duty in Hampdens of No. 50 Squadron in the period April-August 1940 - no mean feat for the ‘flying glasshouse’ was a slow and vulnerable war horse

Distinguished Flying Cross, G.V.I.R., the reverse officially dated ‘1941’, in its *Royal Mint* case of issue; 1949-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, *good very fine* (5)

£1,800-2,200

D.F.C. *London Gazette* 9 January 1942:

‘One day in December 1941, a strong force of bomber aircraft carried out a determined attack on the German warships *Gneisenau* and *Scharnhorst* at Brest. The operation was carried out in the face of extremely heavy and accurate anti-aircraft fire and determined attacks by enemy fighters. Nevertheless the air crews engaged pressed home their attacks to the utmost and succeeded in scoring hits on their objectives. Several enemy aircraft were shot down. The success of the operation, which demanded the highest degree of skill and courage, reflects the greatest credit on the efforts of the following officers and airmen who participated in various capacities as leaders and members of aircraft crews.’

The original recommendation states:

‘This officer has completed 42 operational sorties, eight of which have been on Stirling aircraft since joining this squadron in October 1941.



No. 15 Squadron: The dog's bollocks.



On 18 December 1941, he was detailed to lead a section of three Stirlings in a daylight attack on the battle cruisers at Brest. In spite of the delay experienced at the rendezvous, he succeeded in catching up the other two sections of his squadron shortly before reaching the target and, regardless of interference from fighters and intense heavy flak, bombed his target exactly on time and with such effect that a direct hit was scored on both battle cruisers. The accuracy of his run up was such that No. 3 in his section also secured direct hits on both ships.

It is considered that Flying Officer Vernieux led his section with great skill and courage and that his steadiness under extremely arduous conditions was directly responsible for a notable feat of precision bombing.'

Covering remarks by the Air Vice-Marshal, No. 3 Group:

'I concur in the above remarks and consider that the leadership displayed by this young officer when entrusted with the responsibility of guiding a section of Stirling aircraft into this very strongly defended area, fully merits special recognition.

The time for training was exceedingly short, and yet in the face of heavy anti-aircraft fire and attacks by enemy fighters, he kept his section well together and permitted his bomb aimer to carry out a successful attack.'

Cyril Ashley Vernieux was born in January 1913 and commenced pilot training at R.A.F. Wittering in November 1936. Confirmed in the rank of Pilot Officer after gaining his 'Wings' in January 1937, he was serving as a recently promoted Flying Officer in No. 50 Squadron on the outbreak of hostilities in September 1939.

He first flew operationally in the Squadron's Hampdens in April 1940, when he undertook a reconnaissance over the Elbe on the 23rd. In May he attacked targets in Cologne, Munich and Salzbergen, in addition to sorties to Flushing and Roermond in Holland. Having then flown another recce. over the Elbe on 1 June, Vernieux and his crew attacked eight further targets in the same month, Aachen, Frankfurt, Koblenz and Osnabruck among them. Then in July-August he raised his tally of operational sorties to the 32, his targets including Bremen, Gelsenkirchen, Wilhelmshaven.

Tour-expired, he was quickly back in action after joining No. 15 Squadron - a Stirling unit - in October 1941, flying as 2nd pilot to Squadron Leader Sellick in a dusk strike on Brest on the 22nd. He gained further experience as a 2nd pilot in a return trip to Brest on the first day of November, prior to taking the helm himself in a raid on Mannheim on the 7th. Now fully acquainted with the Stirling's cockpit and controls, he undertook his D.F.C.-winning daylight trip to Brest on 18 December, leading a formation of three aircraft in the face of heavy odds. He was to return to Brest on the 27th and flew two more sorties in April 1942, against Rostock and Kiel.

Vernieux was rested with an appointment at H.Q. Bomber Command and saw no further operational flying. A spell of duty in the Middle East ensued in 1946-47 and he was advanced to Wing Commander in March 1949. Having then entered the 'jet age', Vernieux was placed on the Retired List after a stint of duty at the Air Ministry in the mid-to-late 50s.

Sold with a quantity of original documentation, comprising:

(i)

The recipient's R.A.F. Pilot's Flying Log Books (2), covering the periods November 1936 to November 1940 and November 1940 to June 1957, bound as one volume; together with a privately maintained R.A.F. Pilot's Flying Log Book (Form 414 type) for the period July 1944 to September 1945.

(ii)

Three confidential reports from the 1950s and a pair of invitation to the Russian Embassy to mark the 34th and 35th Anniversaries of the Soviet Armed Forces in 1952 and 1953; together with two or three career photographs.

Sold by Order of a Direct Descendant

40A **A Second World War Coastal Command operations D.F.C. group of six awarded to Squadron Leader J. B. 'Tubby' Ensor, Royal Air Force, a Hudson pilot in No. 500 (City of Kent) Squadron who was credited with a U-Boat 'kill' in November 1942**

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1943', in its *Royal Mint* case of issue; 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45, in their Air Ministry card forwarding box, with issuance slip, addressed to 'S./Ldr. J. B. Ensor, 17 York Rd., Northwood Hills, Middsx.', together with a Trent College swimming medal, dated 1931, and the recipient's embroidered 'Wings', *generally good very fine* (8)

£1,600-1,800

D.F.C. *London Gazette* 16 February 1943:

'This officer has performed much operational flying, involving attacks on targets in enemy territory and anti-submarine patrols in the North Atlantic and the Mediterranean. In December (sic), he attacked a submarine and destroyed it. This officer has always displayed great determination and devotion to duty.'

John Bernard Ensor was born at Hampton-in-Arden, Warwickshire on 19 September 1912 and was educated at Trent College, Long Eaton, Nottinghamshire.

A pre-war regular - he was commissioned Pilot Officer in November 1938 - Ensor was decorated for his part in the destruction of the *U-411* on 13 November 1942, a story which is recounted in *Search Find and Kill, the R.A.F.'s U-Boat Successes in World War Two*, by Norman Franks:

'Operating from Gibraltar, a U-Boat was observed five miles off and the aircraft [Hudson 'D', 500 Squadron, piloted by Ensor] dived and attacked from stern to bows. Four depth-charges were released from 50 feet which fell across the submarine, 150 yards ahead of the diving boat's swirl, 40 seconds after it got under. No results were seen.

U-411 had sunk eight ships. After her initial cruise from Kiel in August 1942, she had sailed from St. Nazaire on 7 November to patrol west of Gibraltar. She is believed to have been lost on or about 28 November but it is now understood to have been lost earlier, to this crew and aircraft, in the area of her patrol, position 3600/0935.

John Ensor received the D.F.C. for this attack.'

Having received his decoration at a Buckingham Palace investiture held in November 1943, Ensor appears to have undertaken a special mission to North Africa in early 1944; accompanying documentation suggests that he travelled in civilian attire as a 'Government official'.

He was released from the R.A.F. in the rank of Squadron Leader in April 1946.

Sold with a quantity of original documentation and related artefacts, including:

(i)

The recipient's Buckingham Palace investiture letter, dated 27 November 1943.

(ii)

His R.A.F. Service and Release Book.

(iii)

His British Passport, issued by the Foreign Office in January 1944, in the name of 'Mr. J. B. Ensor' and given profession as 'Government official'; together with R.A.F. Movement Control (Air) form, dated 24 January 1944, for 'Gib. - Castel Benito - Cairo.'

(iv)

A quantity of wartime silk 'evader's maps' (4), and 12 further maps of U.K.

(v)

A quantity of visiting cards in the name of 'Mr. J. B. Ensor, Royal Air Force'.

(vi)

The 1939-45 Star and War Medal awarded to a relative, C. D. Ensor, a soldier in the Royal Engineers, these in their named card box of issue, with related Record Office letters (2).

- 41 A fine Second World War night fighter's immediate D.F.M. group of five awarded to Pilot Officer A. W. Farquharson, Royal Air Force

Decorated for his gallant gunnery work in a Beaufighter of No. 46 Squadron in December 1942 - when he was wounded in the shoulder during a 20-minute combat with Me. 109s off the Tripolitanian coast and claimed one of them as a 'probable' - he raised his score to three confirmed 'kills' whilst operating out of Malta as an Observer/Radio Operator in Beaufighters of No. 108 Squadron

The last of those 'kills' was claimed in a patrol east of Syracuse on 12 July 1943 but the enemy aircraft exploded with devastating results, debris severely damaging his Beaufighter: he was unable to bale out as it spiralled into the sea

Distinguished Flying Medal, G.V.I.R. (1365211 F./Sgt. A. W. Farquharson, R.A.F.); 1939-45 Star; Africa Star, clasp, North Africa 1942-43; Italy Star; War Medal 1939-45, *good very fine or better* (5)

Sold with the recipient's rare silver Malta Night Fighter Unit (M.N.F.U.) badge. This small Maltese Cross was locally manufactured during the siege and only given to those Royal Air Force personnel who flew in the defence of the island. It is engraved on the obverse arms with the letters M-N-F-U and with the initials 'A.W.F.' on the reverse; photographs are known to exist showing this highly respected badge being worn - unofficially - in uniform.

£2,800-3,200

D.F.M. *London Gazette* 5 February 1943. The original recommendation - for an immediate award - states:

'On 19 December 1942, this N.C.O. was Observer in a Beaufighter which was ordered with seven others to strafe lighters off the coast of Tripoli. After strafing they were attacked by Me. 109s and Flight Sergeant Farquharson was wounded in the shoulder. Their aircraft was slightly slower than the rest and received the brunt of the attacks. He told his pilot that he did not think he would be able to use the rear gun. A running fight continued for 20 minutes and cool implicit instructions given to his pilot for evasive action definitely saved the aircraft and crew. Towards the end of the fight Farquharson managed to fire his gun directing the pilot to turn to enable the gun to be brought to bear on the enemy aircraft. The 109 sheared off suddenly and may have been destroyed but no definite result could be observed as the other enemy aircraft were still around. This N.C.O. has displayed at all times keenness and devotion to duty of a high order.'

Alexander Watson Farquharson was born in the hamlet of Finavon, near Tannadice, a village in Forfarshire, Scotland in 1919, the son of Alexander and Betsy Farquharson. Educated at Blairgowrie High School in the county of Perthshire, he found employment near Perth as a tractor driver with Mr. Main of Windyedge Farm.

Enlisting in the Royal Air Force Volunteer Reserve in 1940, he qualified as an Observer/Radio Operator and was promoted to the rank of Sergeant.

No. 46 Squadron

Posted to the Middle East in February 1942, he joined No. 46 Squadron, a Beaufighter unit based at Idku in North Africa. The Squadron became operational as a night fighter unit in the summer and Farquharson flew his first sortie - with Pilot Officer H. S. L. Underwood - on 6 August. He flew two further sorties with Underwood in the same month, one of them leading to a 'contact' on the 21st, but the enemy aircraft broke off in a steep diving turn and contact was lost.

On the 31 August, however - with Warrant Officer G. W. C. Thomas as his pilot - Farquharson experienced a 'contact' of a closer kind. The resultant combat report takes up the story:

'A contact was followed by the Observer obtaining a visual of a single-engine aircraft 500 feet above and slightly ahead. This aircraft suddenly climbed steeply and came down behind our aircraft opening fire with tracer but no hits were experienced. Our pilot took immediate evasive action by climbing to port and the other aircraft overshot and was not seen again. Following this a number of contacts were made but all were unworkable owing to interference. A number of visuals were however obtained and fired at. The first was given a burst as it dived across from starboard to port but no results observed; the second was fired on from astern but an aircraft overshot and no results were seen and the third dropped a flare immediately in front of our aircraft which dazzled the pilot who nevertheless followed and opened fire on the enemy aircraft. Strikes were seen on the fuselage. It was lost amongst the A.A. and our pilot was told to go no lower. Later the exhausts of a He. 111 were seen. It was given a long burst from 400 yards but cannon stopped and no results were observed. After this R./T. went U.S. and our aircraft returned to base.'



During September Farquharson participated in two convoy patrols and one scramble, again with Thomas as his pilot. There are no operations recorded for Farquharson during October, although at the end of the month, following the 8th Army's advance from El Alamein, 46 Squadron carried out attacks on the retreating enemy columns in the Mersa Matruh area.

Immediate D.F.M.

In November 1942, the Squadron was reorganised as part of R.A.F. Coastal Command and provided convoy cover off Malta and Benghazi, in addition to anti-submarine patrols. It was, however, during a daylight 'offensive reconnaissance' of the Tripolitanian Coast on 19 December - with Pilot Officer Banbury at the helm - that Farquharson won his immediate D.F.M. The Squadron's Operations Record Book contains the following entry:

'Saw 4 'F' boats and 1 small trawler. Attacked barge nearest coast. A./A. from all barges. Hits seen. Our aircraft ran into 3 to 5 Me. 109's which attacked from rear. Our aircraft was damaged in tail and stern frame and port petrol tank but rear gunner of our aircraft gave 3 bursts and hits were believed to have been made on enemy aircraft. Our aircraft landed at Malta. The Observer was wounded in the arm.'

In January 1943, Farquharson was posted to No. 89 Squadron in Egypt and it was here that he commenced flying as Navigator/Radio Operator to Flight Lieutenant V. B. S. Verity. In the following month, they were ordered to Malta, where they joined No. 108 Squadron.

Malta - No. 108 Squadron

By early June, the Squadron had moved to Luqa and was operating with eight Beaufighter VIs, four equipped with Mark VII and four with Mark IV Airborne Interception Radar. Verity and Farquharson flew several sorties but without incident.

In early July, the Squadron's activities were stepped-up in readiness for the invasion of Sicily. The A.O.C. - Air Vice Marshal Sir Keith Park - briefed his aircrew, telling them that one third of the Allies' shipping tonnage had been concentrated in their area of operations and the responsibility for defending this Armada - as it lay off the coast of Sicily - would fall to 108 and 600 Squadrons, with a detachment from 256 Squadron.

As far as 108 Squadron concerned, it was charged with maintaining a nightly state of six aircraft and crews, which were to cover the two main landing beaches. These were Patrol Line 'A', a line parallel to the coast, 20 miles out to sea, between Licata and Cape Sealambria, and Patrol Line 'B' between Cape Passere and Syracuse. It was during just such sorties that Farquharson would contribute to the confirmed destruction of two enemy aircraft and likely another.

On 11 July - the day following the invasion of Sicily - patrols were flown off the landing beaches. Early that morning, with Warrant Officer Rimer as his pilot, Farquharson was vectored north off Augusta and obtained a contact and visual on a Ju. 88. Two bursts were fired at the enemy aircraft and strikes were seen along its fuselage and port wing and it was claimed as probably destroyed.

Continuing their patrol north, Rimer and Farquharson obtained a contact and visual on a second Ju.88. Their first burst of gunfire produced no obvious results but a second burst witnessed some convincing strikes and the enemy aircraft peeled off with its port wing alight. It was claimed as destroyed.

Journey's end

In one of those cruel twists of fate known to war, Farquharson was not due to fly operationally on the 12th. However, Flying Officer R. B. Cowper's Observer was taken sick and he was called-in as a replacement.

They set off on patrol at 0215 hours and, when east of Syracuse, Farquharson vectored their Beaufighter K8680 onto an enemy aircraft. It was identified as a Ju. 88 and Cowper opened fire from 200 yards, whereupon there was an instant flash and enemy aircraft exploded violently mid-air: their Beaufighter was struck by debris and its controls severely damaged.



Cowper instructed Farquharson to bale out but he was unable to open his rear hatch. He then told Farquharson to come forward and get out of front hatch. With the Beaufighter entering an uncontrollable spin, Cowper baled out. He was picked up from the sea by the Hospital Ship *Aba* and taken to Tripoli with only minor injuries.

Farquharson was never found.

The Squadron Operations Record Book contains a glowing testimony, noting that, among other observations, he was 'an exceptionally keen and thoroughly competent Navigator/Radio. He never missed an opportunity of flying whether on a training flight or on operations, and if any pilot needed an Observer, he would nearly always be the first to volunteer.'

It adds that 'his loss came as a great shock to his colleagues, who considered him as faithful a friend as they did a skilful Observer ... since joining this Squadron he had taken part in the destruction of three and probably a fourth enemy aircraft.'

Farquharson has no known grave and is commemorated on the Malta Memorial.

Sold with the recipient's original illuminated Memorial Scroll, a wartime portrait photograph and a pair of school memorial photographs.

x42

A rare and poignant Second World War D.F.M. group of six awarded to Flying Officer F. H. 'Tommy' Thompson, Royal New Zealand Air Force, an Air Gunner who was killed in action in March 1945 while serving in No. 161 (Special Duties) Squadron

His remarkable wartime career - which embraced an earlier tour of duty in Stirlings of No. 218 Squadron - is recounted in depth by Gibb McCall in *Flight Most Secret, Air Missions for S.O.E. and S.I.S.*

Distinguished Flying Medal, G.V.I.R. (N.Z. 412766 F./Sgt. F. H. Thompson, R.N.Z.A.F.); 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence and War Medals 1939-45; New Zealand War Service Medal 1939-45, *extremely fine* (6)

£2,400-2,800

Just 175 Distinguished Flying Medals were awarded to members of the Royal New Zealand Air Force in the 1939-45 War.

D.F.M. *London Gazette* 9 July 1943. The original recommendation states:

'Flight Sergeant Thompson, in the capacity of Rear Gunner, has taken part in many operational sorties. His determination, resource and coolness in difficult circumstances have been material factors in the success achieved. On one occasion, when returning from a mining operation, he shot out the lights of a searchlight battery. On other occasions, this airman has made successful machine-gun attacks on enemy trains and an airfield, where fires were started. At all times, he has set a splendid example to the younger members of his crew.'

Forrest Harold 'Tommy' Thompson was born in Auckland in December 1917 and was educated at Gisborne High School and Ruakura Agricultural College, before taking up sheep farming at Tokomaru Bay.

Enlisting in the Initial Training Wing of the R.N.Z.A.F. at Levin in May 1941, he completed his elementary training before departing for Canada under the Empire Training Scheme. Subsequently awarded his Air Gunner's Brevet, and advanced to Sergeant, he departed for the U.K. in January 1942 where, after attending an O.T.U. and conversion course, he joined No. 218 Squadron, a Stirling unit operating out of Marham, Norfolk, in September of the same year. A busy operational tour ensued, details of which are described in Gibb McCall's *Flight Most Secret, Air Missions for S.O.E. and S.I.S.*:

'On 18 March 1943, he [Thompson] was on his way home from a sortie over Nuremburg with 218 Squadron, the unit named after the Gold Coast which had adopted it ... As fires marking Nuremburg faded into the distance, 25-year-old Thompson was keeping a sharp look-out for night-fighters which were expected soon to be harrying the returning stream of Stirlings ... Suddenly an enemy airfield swam into view immediately below. For some inexplicable reason the Luftwaffe had ignored blackout regulations and had left their flare path and barrack buildings clearly outlined. Knowing the bomb racks were empty, Thompson swivelled his quad-mounted .303 calibre machine-guns and squinted down the sights, and watched his tracers spew out in a descending arc, hitting the target just as he had scored a bull's eye on the searchlight battery only a month before. This time the result was equally spectacular. Every light below was extinguished, and his pilot confirmed that fires could be seen blazing in several sections of the Luftwaffe base. It was Thompson's eighteenth operational sortie ... He was to continue his private war the following month when he shot up trains in marshalling yards near Sedan. One of them, perhaps more, was seen to disintegrate in a cloud of smoke and steam.'

Tour expired, and having been awarded the D.F.M., Thompson was commissioned as a Pilot Officer and rested at a Bombing and Gunnery Flight at Warham. But in March 1944, and by now a Flying Officer, he commenced a second tour of duty with No. 161 (Special Duties) Squadron.

Operating out of Tempsford in Bedfordshire, he commenced a long record of S.O.E. sorties, a role he would fulfil until his Hudson was shot down by a night fighter on returning from a mission on the night of 20-21 March 1945. In that period he flew numerous clandestine missions to Denmark, France, Germany, Holland and Norway, his aircraft dropping off at least 35 agents, in addition to carrying out "Ascension" operations, in which radio contact was made with the Resistance by air-to-ground telephone.



Many of these missions are recounted in Gibb McCall's *Flight Most Secret*, a book that also describes Thompson's courtship and marriage to a Bedfordshire girl in the summer of 1944, and the poignancy of their final meeting, for she was expecting their first child; so, too, details of his joining-up with his brother, Onslow, who was also killed in action while serving as a Flying Officer in No. 105 Squadron, a Mosquito unit. In fact, within the context - and limitations - of the current catalogue, it would be impossible to do justice to Thompson's career with No. 161 Squadron, such is the scale of information contained in McCall's *Flight Most Secret*.

The following extract, however, is worthy of special mention. It was written after the author had attended a memorial service at the crash site of Thompson's Hudson in 1971:

'They had died together on the first day of spring, entombed in a man-made fireball which fell out of a stormy moonlit sky into a wooded hillside of the Ardennes. Now, in a clearing marked by a crop of young trees, the crumpled wreckage of their aircraft lies still as an official memorial, the path of its final, destructive flight marked by those trees much younger than the rest of the forest, trees which had started growing after scorched earth had recovered from the impact ... The aircraft is, or was, a

Hudson light bomber, registration FK 803, with squadron code-sign N-for-Nan. It had flown eighty successful operational sorties over Germany and Occupied Europe during World War II, dropping agents and supplies by parachute, and enabling contact to be made with agents in the field by air-to-ground telephone. Four of these sorties had been daring pick-up operations in which the aircraft had actually been landed in enemy territory, virtually under the noses of the unsuspecting Germans ... For much of the time it was flown by Terence Helfer, who took it out on one of his first operations when he joined the squadron whose activities even now are cloaked in secrecy ... There were two other men on that early flight: Air Gunner Forrest Thompson, aged twenty-six, a cheerful New Zealander known as Tommy to his friends, who had crossed the world for the purpose of killing Germans ... Their first successful operation together as a team was in N-for-Nan. And all were together on the last take-off made by the same aircraft from a top secret base in Bedfordshire. A few hours later the Hudson was ripped apart by machine-gun fire and plunged in flames into the forest above the village of Maulusmuhle ... The bodies of three of them lie in the shadow of the wreckage of N-for-Nan, buried side by side with the three secret agents who died with them ...'

Remarkably - in the circumstances - Thompson's pilot survived, having escaped the plunging aircraft with serious burns; his parachute pack had been on fire as he jumped, but the flames went out as he descended on to a road, and he managed to stagger to the nearest inhabitants for help. Of the burial site of Thompson and the remaining crew, and the three Belgian agents who perished with them, Commonwealth War Graves Commission records state:

'The burials at Maulusmuhle were left where an aircraft of 161 Squadron was shot down on 21 March 1945, when returning from a special mission to Germany. Three airmen are buried in the graves, together with three Belgian casualties, which are marked by locally made rather than Commission headstones. The remains of the aircraft, a Lockheed Hudson, have been left at this isolated site at the request of the local community and the relatives.'

Sold with copied R.N.Z.A.F. service record, photocopied portraits of him and his crew, casualty details and extracts taken from *Flight Most Secret, Air Missions for S.O.E. and S.I.S.* by Gibb McCall.



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- 43 *'I went down to get out of the lower escape hatch but found it was jammed, so came back to the cockpit and looking out I could see we were in a spiral and decided to try and fly the aircraft down. However, the wing then became a mass of flames and the altimeter was spinning round, so I struggled back down to the hatch and managed to beat it open, and baled out ...'*

Squadron Leader T. C. S. Cooke recounts the hair-raising moment that led to his membership of the Caterpillar Club.

The outstanding mounted group of ten miniature dress medals and the Caterpillar Club membership badge worn by Squadron Leader T. C. S. Cooke, D.F.C., A.F.C., D.F.M., Royal Air Force, together with his original Flying Log Books and a substantial archive

The remarkable story of Cooke's wartime career - comprising three action-packed operational tours and 63 sorties - is retold in the pages of *Flying Among Heroes*, a career that was finally curtailed on the night of 7-8 February 1943, when his Halifax of 138 (Special Duties) Squadron was hit by flak whilst delivering an S.O.E. agent to France

The agent in question was Francis Cammaerts, D.S.O. - a.k.a. 'Roger' - and he moved swiftly to round-up Cooke and his crew after the whole had baled out of their stricken aircraft: in fact he put them in touch with a local Resistance group who set in motion their successful evasion to Gibraltar



Distinguished Flying Cross, G.V.I.R.; Air Force Cross, G.V.I.R.; Distinguished Flying Medal, G.V.I.R.; 1939-45 Star; Air Crew Europe Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Air Efficiency Award, G.V.I.R., mounted as worn, together with the recipient's Caterpillar Club membership badge, gold with 'ruby' eyes, by *Irvin Air Chute Company*, the reverse engraved, 'S./L. T. C. Cooke, D.F.C., A.F.C., D.F.M.', and related membership card, *good very fine* (10)

£1,000-1,200

Thomas Charles Seymour Cooke was born in Southsea, Portsmouth, on 23 July 1921, the only son of Mr. and Mrs. Herbert Seymour Cooke, previously of Heston's Post Office, Alconbury. Educated at St John's College, Southsea, he left full-time education in 1938 and became a junior clerk in the Portsmouth Rates and Electricity Department. As photographs of him clearly show, he had a passion for model aircraft and flying and with this in mind he enlisted in the Royal Air Force Volunteer Reserve in August 1939:

'I have to say I was delighted when the declaration of war came. I'd been interested in aircraft since the age of seven and people like Billy Bishop, von Richthofen, Roy Brown, etc., were extremely well known to me. Thus, with my interest in flying, I had a burning desire to emulate such men, so when war broke out, like all my fellow reservists down at Portsmouth, we were all very interested.'

1st tour: 78 and 104 Squadrons

However, whilst Cooke harboured ambitions of becoming a fighter pilot, the R.A.F. had other plans for him, namely to be a bomber pilot. He was posted to No. 31 Training Wing and thence to No. 78 Squadron, a Whitley unit operating out of R.A.F. Dishforth. He later described his first sortie:



‘My very first raid was on Berlin. As far as I recall it was a maximum effort that night and I remember we were briefed to go over the target separately in order to create the impression of a larger force than we were. In addition to that, we used to throw empty beer bottles out because they would make a screaming noise as they went down. All part of the psychological ideas put forward to upset the Germans.’

Cooke’s log books go on to record 18 further sorties in No. 78 Squadron, many with night-fighter attacks and references to the firestorms created within the German industrial targets; his final operation with 78 Squadron was an attack on the French port of Brest on 30-31 March 1941, this time the targets being the *Scharnhorst*, *Gneisenau* and *Prinz Eugen*.

In May 1941, Cooke transferred to No. 104 Squadron, a Wellington unit, and it was in this capacity that he flew eight further sorties to complete his tour.

Awarded the D.F.M. and commissioned Pilot Officer, his subsequent period of ‘rest’ at No. 22 O.T.U. was interrupted by the onset of Bomber Command’s ‘1000 Bomber Raids’ in May-June 1942: he flew to Cologne and Essen in the same period, his flying log book entry for the latter raid noting: ‘Attacked by fighter over the Dutch coast, six quarter attacks starboard and port.’ Later in the year, on the night of 13-14 September, he was ordered to Bremen: ‘Flak intense and accurate. Aircraft hit 36 times. Fuel pipes severed and emergency procedure adopted.’

He was awarded the A.F.C.

2nd tour: 15 and 214 Squadrons

In November 1942, Cooke commenced his second operational tour as a recently promoted Flying Officer in Stirlings of No. 15 Squadron. Half a dozen sorties ensued, to France and Italy, in addition to such targets as Stuttgart and Stettin, following which he transferred to No. 214 Squadron.

He subsequently flew 14 further sorties in the period leading up to March 1943, among them a brace of trips to the 'Big City'. He was awarded the D.F.C., the recommendation noting his earlier part in the '1000 Bomber Raids' and encounters with enemy night fighters.

3rd tour: 138 (Special Duties) Squadron

By September 1943, Cooke was itching to get back into action and he made a successful application to join No. 138 (Special Duties) Squadron at R.A.F. Tempsford. Judging by the following entry in his Flying Log Book - dated 13 August 1943 - he had earlier attempted to join No. 617 Squadron: 'To Scampton to see W./C. Gibson, V.C., D.S.O., D.F.C., and S./L. Holden, D.S.O., D.F.C.'

He was advanced to the acting rank of Squadron Leader and, piloting the unit's Halifaxes, flew a flurry of missions to Belgium, France, Norway and Poland, on one occasion embarking an S.O.E. agent attired in German uniform.

On his thirteenth such sortie, however - to France on the night of 7-8 February 1944 - the bad penny finally turned up. On that date he was charged with delivering Francis Cammaerts - a.k.a. 'Roger' - to S.O.E.'s 'Donkeyman' circuit but his Halifax sustained flak damage on crossing the coast. Notwithstanding the resultant damage, and worsening weather, he continued his mission, flying low towards southern France. As he neared the intended D.Z. a serious fire developed in one engine, sufficiently serious for Cooke to give the order to abandon the Halifax. All took to parachutes.

Cooke landed in a snow-bound area, a few miles north of Valence and, as related, fell into the welcome hands of the Resistance. After further adventures related in *Flying Among Heroes*, he crossed the Pyrenees into Spain, and journeyed thence to Gibraltar and freedom. But his recent experiences had taken their toll and he saw no further operational service:

'I was in hospital on D-Day, having ruptured myself when baling out, so I had to have it sewn up. Also my feet were in quite bad shape.'

Cooke was posted to the Air Ministry on desk duty to recuperate but he would fly again in post-war years. He was one of only five Royal Air Force officers to receive the combination of decorations described above.

Sold with an impressive and rare array of original documentation, photographs and ephemera, including:

(i)
The recipient's R.A.F. Pilot's Flying Log Books (2), covering the periods December 1939 to August 1942, and August 1942 until March 1950; the latter includes flights in Catalinas and Dakotas in South-East Asia in 1945-50 and has a closing statement 'Transferred to Log Book No. 3', this being the point in time that Cooke ended his R.A.F. flying career to pursue a new career as a civilian airline pilot.

(ii)
An outstanding photograph album, titled 'Bomber Pilot, 1939-1945,' the first half upbeat and including images of Cooke as a young man with a passion for model aircraft, a Tiger Moth - possibly one in which he trained - photographs with his contemporaries, and a host of images of his crews and bomber aircraft flown; the photographs are all carefully annotated, include two images of the King and Queen visiting 138 Squadron and, with the addition of assorted added newspaper cuttings, offer a fascinating insight to his life. Mid-way through, the album is headed 'Time runs out, February 1944' and includes an original telegram to Mrs. J. Cooke, informing her that her son is missing in action, followed by another - happier - message two months later, informing his mother that he had arrived in Gibraltar; included is a copy of a portrait photograph titled 'Home, but rather frayed around the edges' and his original evasion 'Carte d'Identite'. The album concludes with a portrait photograph of Cooke as a pilot on leaving British European Airways, together with two photographs of him in company with the Her Majesty the Queen Mother at the unveiling of the 'Bomber' Harris's statue in London; together with approximately 30 further loose photographs of him during the war.



(iii)
Medal entitlement slip and Air Ministry letter of thanks for his war service; and his Royal Air Force Escaping Society membership card, dated 1950, number 791.

(iv)
A substantial modern file containing research and clippings relating to Cooke and other members of his crew, notably 'Reg' Lewis, D.F.C., who was a navigator on many of Cooke's clandestine missions over France. His accounts offer an excellent insight into what happened when the crew were forced to take to their parachutes over France; also included is a hand-written account of a recorded interview with Cooke, held by the sound archive of the Imperial War Museum, together with an account written by his nephew to Simon Muggleton, praising the author's book and offering a few more personal insights into his life; further substantial research includes recommendations for awards and individual missions, each meticulously ordered and used for the biography on Cooke.

44

The last time I saw Jack Parsonson - Major J. E. Parsonson, D.S.O. - in the Western Desert was on 16 August 1942, when he and his close friend, 'Rosy' - Colonel S. F. du Toit, C.B.E., D.F.C. & Bar - flew in my section of 2 Squadron's Kittyhawks on a reconnaissance of the Alamein Line. I got rather badly hurt on that sortie and had to swim some of the way home. As a result, I was not able to witness more of Jack's memorable tour of operations, but I have since heard him tell of these exciting times.

When Jack and Rosy were posted to 2 Squadron of the South African Air Force as supernumerary Captains in July 1942, they had both seen action against the Italians in East Africa. Each went on to command a fighter squadron during those hectic months of combat from Alamein to Tunis, Rosy leading 4 Squadron right to the end of the North African campaign with Jack in charge of 5 Squadron until he was shot down just before the finish.

Jack Parsonson was, in fact, shot down three times - first, by Afrika Corps light flak, then by the Luftwaffe - a gaggle of Me. 109s - and, finally, by the German Kriegsmarine (a motor torpedo boat). It was an extraordinary story of escape, recapture and then escape. It was on the third occasion, on 30 April 1943, that his luck ran out.

Gunfire from the E-Boat he was attacking hit his aircraft in the coolant rad. As he was going down, streaming glycol, his calm voice, sounding very matter of fact, came over the R./T. "Well boys, I've had it!" He ditched in the sea near Zembra Island, paddled ashore in his dinghy, and hid up for two nights and a day.

Confident that if he could reach the mainland in darkness he could then evade the enemy, he set out to paddle the dozen or so miles to the shore. Unfortunately, he was spotted, taken prisoner and this time they made sure he didn't get away. So, while Rosy du Toit survived four operational tours and was, in time, promoted to command 8 Fighter Wing of the S.A.A.F. as a full Colonel, poor old Jack champed at the bit in Stalag Luft III.

Jack Parsonson's reluctance ever to shoot the line often leaves one wondering just how he really felt when the chips were down. When you ask him about it, he just laughs and passes it off. "I was terrified, old boy, absolutely petrified. But weren't we all?" And still one is left wondering ...'

A tribute by Major-General R. 'Dick' Clifton, S.A.A.F., refers; see *Thanks for the Memories*, by 'Laddie' Lucas.

The rare Second World War Desert Air Force ace's D.S.O. group of five awarded to Major J. E. 'Jack' Parsonson, South African Air Force (S.A.A.F.), whose truly remarkable wartime career is described in his colourful memoir *A Time to Remember*

Whether he took up his entitlement to membership of the Late Arrivals and Goldfish Clubs remains unknown, but he was thrice shot down and twice evaded capture: no wonder his favoured exclamation was "Isn't it marvellous to be alive!"

Packed off to Stalag Luft III after being downed for a third time - whilst leading No. 5 (S.A.A.F.) Squadron in a low-level attack against E-Boats - he assisted in the famous 'Great Escape' but was not among the 76 officers who exited 'Harry', the alarm having been sounded: instead he faced two German officers brandishing pistols at his chest ...

Distinguished Service Order, G.V.I.R., silver-gilt and enamel, the reverse of the suspension bar officially dated '1943'; 1939-45 Star; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45, M.I.D. oak leaf; Africa Service Medal 1939-45, these four officially inscribed, 'P102686 J. E. Parsonson', together with his embroidered S.A.A.F. Wings and three metalised S.A.A.F. badges, *occasional edge bruise, generally good very fine* (9)

£5,000-6,000

D.S.O. *London Gazette* 25 May 1943. The original recommendation states:

'This officer is a fearless, determined and skilful fighter, whose example has proved most inspiring. On two occasions his aircraft has been shot down but, displaying great fortitude, Major Parsonson succeeded in re-joining his squadron. In recent air operations in the Tunisian theatre, this officer flew with distinction. In April, he participated in an engagement during which a convoy of transport aircraft was destroyed off the Tunisian coast. A few days later, he led a formation in an attack on a large number of similar aircraft over the Gulf of Tunis. During the action 20 of them were shot down, two being destroyed by Major Parsonson. His fine fighting qualities are worthy of high praise.'

John Edward 'Jack' Parsonson was born at Smithfield, Orange Free State, South Africa on 20 November 1914 and attended Queen's College, Queenstown. Having then joined the Active Citizen Force, he received a permanent commission in the South African Field Artillery in February 1938. Major-General 'Dick' Clifton takes up the story:

'Jack, like Rosy and me, was a product of the pre-war South African Military College. In those days, cadets were trained in infantry and artillery duties while, at the same time, being taught to fly. Once commissioned, he chose the Field Artillery because it promised the most exciting life. In a Horse Battery of 4.5-inch howitzers, there was ample opportunity for equestrian pursuits, and Jack loved horses almost as much as he loved aeroplanes.

He was handsome and he sat a horse superbly. On his coal black charger, 2nd Lieutenant Parsonson looked magnificent with his immaculate riding breeches and Barathea tunic, highly polished riding boots and Sam Browne belt.

His other great advantage in joining the Artillery was that once a week he could fly any of the Hawker Harts or the beautiful Hawker Fury, whereas fellow cadets who had chosen the Air Force found themselves on an instructor's course flying Avro Tutor trainers. However, when war broke out Jack lost no time in transferring to the S.A.A.F.'

No. 3 (S.A.A.F.) Squadron - East Africa 1941-42 - first blood

Posted to No. 3 (S.A.A.F.) Squadron, which was equipped with Curtiss P-36 Mohawks and based on the border of Ethiopia and French Somaliland, Parsonson was credited with the destruction of a Savoia Marchetti 75 on the ground at the Vichy French airfield at Aiscia, Jibouti on 5 October 1941.

No. 2 (S.A.A.F.) Squadron - North Africa 1942 - mounting score

Towards the end of the summer of 1942, Parsonson transferred to No. 2 (S.A.A.F.) Squadron in the Western Desert, flying Kittyhawks, and his guns were soon back in action.

He damaged a Mc. 202 over Alam el Haifa on 29 August; damaged a brace of Me. 109s over Daba on 9 October and destroyed a 109 over the Alamein area on 26 October.

Downed - evasion - Late Arrivals Club

On 1 November 1942, whilst strafing enemy troops and transport, his Kittyhawk was hit by ground fire and he was compelled to make a forced-landing in the Qattara Depression.

An epic 21-mile desert walk ensued before he reached Allied lines two days later, a journey encompassing some hair-raising moments, not least the occasion he unwittingly walked into an enemy minefield. He also suffered from mirages and a number of falls but was eventually picked up by a patrolling jeep of 40 Recce Squadron, S.A.A.F.

Downed - escape

On 10 November 1942, over Tobruk, he faced even greater odds, being attacked head on by four 109s. A desperate combat ensued, the fight beginning at 17,000 feet and quickly spiralling downwards. At 8,000 feet four more 109s joined the fray and his Kittyhawk shuddered under a torrent of cannon fire. Gaping holes appeared in the mainframe and, as he neared deck level, another cannon shell just missed his right shoulder and slammed into the instrument panel, shattering the oil tank. Cannon fire continued to hit his Kittyhawk even as it touched the ground at a speed of 180 m.p.h., 'skimming over the surface like a flat stone thrown across water.'

When the shattered aircraft finally came to a halt, Parsonson threw off his harness and parachute straps and exited the cockpit under fire, making for the cover of a roofless stone hut:

'The German pilots seemed determined to kill him. They were not satisfied with merely shooting him down. After a while the attack ceased and he looked cautiously out of the hut to see what was happening. All eight 109s were still circling like hawks waiting to pounce on their prey!

He crouched down in the hut and after a short while heard the sound of an approaching vehicle. Drawing his revolver he peered over the top of the hut's walls and saw a two-ton truck laden with armed soldiers. It stopped a few yards away and realising the futility of his revolver he stuck it back in his holster, walked into the open and raised his hands in surrender. A very decent young German officer walked up and after looking him up and down for a few moments said: "You must be feeling very tired. The war is over for you. Would you like this egg? Make a hole in each end and suck it. You'll find it very refreshing." He then offered him a cigarette and told him to climb aboard the truck' (*Passion for Flight*, by Peter Bagshawe, refers).



Desert warriors: Parsonson, right, with fellow South African pilots



Following a night in captivity near Fort Capuzzo, Parsonson's journey was hastened by the arrival of British tanks. Taking advantage of the diversion, he leapt from his truck and ran for a gully, the ground around him being kicked up by automatic fire. A game of cat and mouse ensued but at length he was surrounded and recaptured: his guards beat him up with rifle butts and he was warned that if he made another attempt to escape, he would be shot out of hand. His journey then continued, a journey in which he saw Rommel pass on four separate occasions in an open Volkswagen; he was also introduced to a pair of black South African prisoners, 'sterling men who had been captured at Tobruk.'

At length, Parsonson braced himself for another escape attempt. He takes up the story in *A Time to Remember*:

'... We sat in the well of a truck with our backs to the engine just behind the cab. The Sergeant sat on my right and the Sergeant-Major on my left. The rest of the crew - five or six of them - rested further back. The night was very dark and we were nose-to-tail in the long column.

The Sergeant-Major drew his Luger and told me that if I tried to escape he would be happy to shoot me. Twice during the long, boring drive I felt him raise the blanket covering the three of us to peer surreptitiously underneath. I pretended to be dozing.

Just before first light I had a curious feeling, I sensed everyone was fast asleep and that I must get up very slowly, which I did. All that was necessary was to stretch quietly over the Sergeant-Major, put my hand on the side of the truck and vault over it to the ground. The column was moving very slowly so it would be no great feat. ...'

Nobody stirred as he walked quietly down the line of lorries in the opposite direction to which they travelled but, after about 100 yards, 'a frightful din' broke out: his escape had been discovered and he ran for it. Luckily good fortune prevailed and, rather than a Luger bullet, he encountered a friendly Bedouin shepherd. That good fortune was very much apparent when the Bedouin showed Parsonson a letter from Lieutenant-Colonel Carlyle of the Long Range Desert Group, a letter stating the bearer to be a trustworthy man who would assist Allied troops. And so it proved, Parsonson reaching our lines on the following day.

He was sent to H.Q. 4th Armoured Division and, on re-joining his squadron, was quickly back in action. His final notable combat in 2 Squadron was fought on 1 December 1942, when he took a half-share in a Mc. 202.

Command of No. 5 (S.A.A.F.) Squadron - ace status - downed

Early in 1943, Parsonson was appointed to the command of No. 5 (S.A.A.F.) Squadron, and operations continued apace. In his own words, 'We were doing two or three shows a day and I suppose the tension was increasing. Apart from the intensive operations our Kittyhawk 1s were badly worn out and many lame ducks limped home and some could not get home.'

That tension - and the burdens of command - finally came to head in mid-April when Parsonson was invited by his Adjutant and Intelligence Officer to heed some words of advice: to ease their task, he tore off his crowns of rank, thereby allowing them to speak frankly:

'They shuffled a bit more and then said, "You've got a sort of mutiny on your hands. The pilots are very unhappy about you; you go about with a grim look on your face and don't smile anymore ... That evening I made a point of grinning and being cheerful again. I know that underneath I was worried about being hacked for the third time, and this showed that worry can be contagious ...' (*ibid*).

Meanwhile, however, happier times did indeed prevail. Whilst returning from a patrol on 19 April 1943, 5 Squadron sighted a mixed formation of Ju. 52s and S. 79s, with fighter escort. With 4 Squadron dealing with the escort, Parsonson and his fellow pilots dived into the formation of transports and 'shot them to pieces, Junkers and Savoias bursting into flames, crashing and exploding everywhere'. The Squadron's bag amounted to seven destroyed.

'The Massacre of Cap Bon'



On 22 April 1943, Parsonson and his pilots enjoyed even greater success, when they encountered a formation of Me. 323s off Cap Bon. He takes up the story:

‘As we passed over the coast north of Korbous I saw something which I could hardly credit. Out of the morning mists, coming towards Tunis, appeared a balbo of Me. 323s, six-engined transport aircraft in two huge Vs escorted by numerous fighters. These gigantic aeroplanes, capable of carrying unprecedented loads, were below and to our right. I turned the wing down towards them, gave the order to attack and then it was up to each pilot to select his own target. My squadron had the advantage of going first. 4 Squadron followed us while 1 and 2 Squadrons piled into the enemy fighters. Then, on a much larger scale was a repetition of the previous show. The Me. 323s were so large they could not be missed and our heavy .5s wreaked havoc among them. The carnage was horrific as these transports were mainly carrying fuel for the beleaguered Afrika Corps and the remnants of the Luftwaffe. As they were hit a large number burst into flames. When they hit the water the petrol spread and it seemed that the sea itself was alight. All but one of the 323s were despatched ... No. 5 Squadron destroyed 15 transports, 4 Squadron destroyed nine, 2 Squadron shot down one Re. 2001 and 1 Squadron destroyed five aircraft.’

Parsonson - who accounted for two of the giant transports - was awarded an immediate D.S.O.

'Hacked' for a third time

On 30 April 1943, whilst attacking enemy E-Boats, his aircraft was hit by flak and he had to ditch in the sea off Zembra Island:

'Between Tunis and Zembra Island we saw three E-Boats below. There were no other targets so I ordered the two bombed-up squadrons to form echelon right and down we went. All the bombs missed so we continued down to water level to attack with our .5 Brownings. As low as possible I approached from the beam. The shooting was easy for us, but so it was for the defending gunners. The E-Boat was in flames as I passed over and I knew the chaps behind would certainly sink it. I also knew I had been hit in the glycol so told Rod to take the Wing home.

I flew towards Zembra Island knowing very well that I did not have much time before the engine seized. I turned past the island so that I could attempt a landing on the water on the far side of the E-Boats. I circled low and landed with nose well up about a hundred yards from the shore. The big air scoop under the nose of a Kittyhawk made landing on water a very problematical undertaking. I landed lightly, tail well down and the aircraft settled nicely on the water, and only then realised that the canopy was still closed and the radio leads not disconnected. Hastily I opened up the canopy, which fortunately did not jam, pulled off my flying helmet with leads, undid the straps and got out on to the wing root. I ripped off the dinghy and slid into the water and the aircraft sank moments later. I blew up the dinghy, clambered on and saw the cliffs quite close. It did not take long to paddle with my hands to land.

The coast is very rocky just there, but it was easy to climb ashore. Taking the dinghy with me and hiding it carefully, I climbed the steep face of the cliff. I reached a place where there was good concealment and made myself fairly comfortable waiting to see what would happen. I was well hidden when an E-Boat came round the headland. It circled slowly while one of the men on board searched the sea and island through binoculars. There was nothing for them to see. My beautiful new engine Kitty - GLX - was at the bottom of the sea and I was well concealed on the hillside. After a while they returned the way they had come' (*ibid*).

Having found another vantage point, Parsonson witnessed his Wing's return to finish off the damaged E-Boat. He then settled down for the night, after a moment of quiet reflection:

'It was interesting to consider that I had been shot down three times, the first time by the Afrika Corps at El Alamein, the second near Cappucco by the Luftwaffe, and now the third time by the Kreigsmarine. Ground, air and sea, was it unique?' (*ibid*).

Unbeknown to Parsonson, his squadron had organised for a naval gunboat to roar over to Zembra Island to affect his rescue: but he was fast asleep as the gunboat circumnavigated the island with its gallant skipper hailing him by name.

Early on the following morning, Parsonson took to his dinghy, hoping to paddle by hand to the mainland some 12 miles distant. As he closed the shore he came under fire from Italian troops. The game was up and he was carted off to Tunis and thence, in the back of a Ju. 52, to Sicily and Rome. Ideas of escape were never far from his mind but on all occasions his armed escort was very on the ball, not least the two soldiers who guarded him during his subsequent journey by rail to Germany. His destination was Stalag Luft III at Sagan.

The Great Escape

Parsonson soon settled down to life as a P.O.W.; one of his first letters from the outside world was the notification of his award of an immediate D.S.O., with a length of riband enclosed.

He also came to know the camp's more prominent inmates, among them a fellow South African, Roger Bushell, the camp's escape officer, or 'Big X' as he was known to his fellow inmates. For escape was very much on the agenda and the Germans knew it:

'One day there was a great disturbance, masses of German soldiers, armed to the teeth and wearing steel helmets poured into the camp. There was a curious feeling of sinister force and dangerous influences. We were all routed out and formed up on the parade ground where we had our daily roll-call, and we waited for hours. Eventually a German General and his entourage bustled in accompanied by several civilians dressed in sombre clothes. We heard that these were members of the Gestapo. The fat little General harangued us for hours, through an interpreter, while the Gestapo and ferrets poked about through the blocks. They took up the whole day but didn't find anything of consequence' (*ibid*).



Above: Parsonson receives his D.S.O. from H.M. The King, South Africa, 1947

Below: 'Victory roll' – Italy 1945



Meanwhile, Roger Bushell and the camp's escape committee were flat out on three tunnel schemes - 'Tom', 'Dick' and 'Harry'. In the event, 'Tom' was discovered by the Germans and, with soil disposal an ongoing issue, it was decided to push on with 'Harry'. Parsonson was clearly involved in this operation, one source even crediting him with tunnel digging. As a consequence, he was among those given a place in the actual escape on the night of 23-24 March 1944, together with his friend 'Jimmy' Chapel - 'Finally, after a further draw the escape committee decided to tack our two names on the end of the list [of escapers] as we had worked very hard and were very keen' (*ibid*).

The events of that memorable night have been the subject of considerable coverage. Suffice it to say that Parsonson was still gathered with fellow 'escapers-to-be' in Hut 104 when the alarm was sounded. The whole quickly disposed of their maps and compasses in the hut stove and awaited the arrival of the German panic parties:

'Finally, the doors were unbarred and a call for the Senior British Officer to come out was shouted. I glanced around and saw Squadron Leader Griffiths, a New Zealander in the R.A.F. and said to him, "You're the senior officer. You go out!" He replied, "No, you are!" We each lit a cigarette, assuming a nonchalance that neither of us felt, and walked out together.

Outside a mass of armed soldiers stood in a circle around the end of the block with their rifles and sub-machine guns at the ready and wearing steel helmets and greatcoats. They looked formidable. Oberst von Lindeiner, the camp commandant, stood in the middle of the circle flanked by the senior members of his staff. The Oberst was obviously in a towering rage. He rapped out an order. "Geschutz!" On the order, 'Rubberneck', the senior ferret, and Glimitz pulled out their Lugers and pointed them at my chest. I thought that Geschutz meant shoot. I thought my last moment had come and could practically feel the heavy bullets striking me in the chest. Nothing happened for a moment and I thought, "I'm still alive." With that all the kriegies were called out and we were lined up in front of the barrack block. As soon as we were all outside we were marched to near the front gate and told to strip naked. It was a cold day with a bit of snow around. We stood there all day while the Germans searched 104 and did a count of all the prisoners in the compound ...' (*ibid*).

Parsonson's memoir goes on to describe the terrible news of the murder of 50 of his fellow officers, among them two South African pilots known to him, Lieutenants Gous and Stevens: 'The feeling in the camp remained suicidal for some time and some ideas of retaliation were talked about before things returned to normal.'

With the subsequent advance of the Allies in March 1945, Parsonson and his fellow kriegies were force-marched west in atrocious weather. Towards the end of April, his party stopped at a farm 12 miles short of Lubeck, where the German guards began to lose interest in their charges. A few days later there was the sound of vehicles and shouting:

'We rushed back to the road and saw the most wonderful sight ... Montgomery's men had arrived and we were free! A story which we appreciated was told of the first jeep to arrive. A British Lieutenant-Colonel sat beside the driver as they drove slowly in. One of the German guards was standing sloppily with a cigarette in his mouth. The jeep stopped and the Colonel got out, went up to the German and struck him in the mouth with his fist, "How dare you stand there and smoke in front of a British officer!", he roared at the man' (*ibid*).

Parsonson was flown to the U.K. and thence to Italy, where he met up with his old South African comrades in 8 Wing. In due course he was appointed to the acting rank of Lieutenant-Colonel and given command of the Wing, in which capacity he logged many enjoyable hours flying Spitfires over the Italian countryside. Then in November 1945, he was ordered home.

The latter years

Having retired from the S.A.A.F. in 1954, Parsonson became a tobacco farmer in Rhodesia. His old friend, Major-General 'Dick' Clayton, later wrote:

'However, it wasn't even Jack Parsonson's success as a leader that made him such a remarkable character. He had so many qualities, but there was one which, I have always thought, set him apart. This was his extraordinary generosity. As long as I have known him, in war and in peace, it has always been fatal to admire any of his possessions because he would promptly insist on giving it to you.

There was a remarkable example of this attribute years after the war when he was growing tobacco very successfully in Rhodesia. He had long since retired from the S.A.A.F. and had married for a second time. His new wife's first husband, Guy Oliver, had suffered a stroke as a result of a war wound. This left him badly paralysed and quite helpless.



Jack then built a cottage on his farm specially for him to live in and where he could be properly looked after. There, Guy lived happily until he died. It was a notable act of humanity and quite exceptional, and that is why, with all that has gone, I have selected Jack Parsonson as the most memorable character I came to know in the war' (*Thanks for the Memories*, by 'Laddie' Lucas, refers).

Parsonson returned to South Africa in 1981 and died at Hermanus on 16 August 1992; sold with an extensive file of copied research, in addition to a copy of his memoir *A Time to Remember*.

Note:

Parsonson's original Flying Log Book is held in the collection of the S.A.A.F. Museum at Swartkops; it is available for viewing on:

<http://saafvw2pilots2.yolasite.com/jack-parsonson-log-book.php>

45 A fine Second World War Burma front ace's D.F.C. group of seven awarded to Squadron Leader J. N. 'Banger' Yates, Royal Air Force, who claimed a spate of victories in Hurricanes and Spitfires of No. 607 Squadron in the period December 1942 to February 1944

On one occasion his Hurricane 'was badly shot up and himself wounded' but he accounted for one enemy aircraft before making a successful forced-landing back at Chittagong

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1944'; 1939-45 Star; Atlantic Star, clasp, France and Germany; Burma Star; Defence and War Medals 1939-45; General Service Medal 1918-62, 1 clasp, Malaya, G.V.I.R., M.I.D. oak leaf (Ft. Lt. J. N. Yates, R.A.F.), *edge bruise to the last, generally good very fine* (7)

£2,800-3,200

D.F.C. *London Gazette* 28 March 1944:

'This officer has completed a large number of sorties, many of them in the Far East. Throughout these operations he had displayed a high degree of skill and courage, setting a very fine example. On one occasion Flying Officer Yates was wounded and his aircraft sustained severe damage but he flew on to an airfield and effected a safe landing. During an operation in February 1944, he engaged 12 enemy fighters. Flying Officer Yates fought with great skill, however, and destroyed one of the enemy aircraft and afterwards led his section safely to base. This officer has destroyed five enemy aircraft.'



Jack Neville 'Banger' Yates, who was born on 4 April 1921, qualified as a Sergeant Pilot soon after the outbreak of hostilities. His Atlantic Star would suggest early service in a Coastal Command; an Air Ministry press statement of March 1944 refers to sorties flown over Occupied France; copy included.

By March 1942 he was serving on the strength of No. 607 Squadron, the same month in which the unit was embarked for India to join No. 166 Wing at Alipore. It was in this capacity that Yates first saw action as a Hurricane pilot over Burma, not least in a protracted combat over Magwe airfield on 24 December 1942, when he destroyed an Oscar I, took a half-share in another and damaged a third.



On 2 March 1943, the action in which he was wounded in the arm and carried out a forced-landing at Chittagong, he was credited with another Oscar I, in addition to damaging another.

Commissioned Pilot Officer in August 1943, and following 607's conversion to Spitfires, Yates added to his score on 15 January 1944, when he damaged an Oscar II over Maungdaw-Buthidaung; five days later he claimed a confirmed Oscar II in a combat over Tabawchaung.

Finally, in February, he damaged another on the 9th and shot down a 'Zeke' on the 22nd. Following the latter engagement over Akyab aerodrome, where he was met by curtains of flak, he was pursued by several Oscars for 30 miles but he outwitted them and returned safely to base.

He was awarded the D.F.C.

Following his operational tour with 607 Squadron, Yates was posted to 151 O.T.U. at Peshawar, where he trained pilots of the Royal Indian Air Force. He afterwards returned to operational flying, presumably in the North-West Europe operations of 1945.

Having then attained the substantive rank of Flight Lieutenant in the R.A.F. in February 1947, Yates went on to add a mention in despatches to his accolades for 'distinguished service in Malaya' (*London Gazette* 16 March 1951, refers). He was placed on the Retired List as a Squadron Leader in August 1965; sold with copied research.

'In the mid-afternoon [of D-Day] I led Blue Section ... South of Omaha beach, below a shallow, broken layer of cumulus, I glimpsed a Ju. 88 above cloud, diving away fast to the south. Climbing at full throttle I saw the enemy aircraft enter a large isolated cloud above the main layer, and when it reappeared the other side I was closing rapidly. Our aircraft were equipped with the gyro gunsight which eliminated the snap calculations and guesswork required to hit a target aircraft - especially one in a reasonably straight flight path; and it also enabled the guns to be used accurately at a far greater range than before. I was well aware, however, that most pilots were sceptical of the new instrument and preferred to use the conventional type of sight, which was still incorporated on the screen of the new sight. Normally one would open fire at ranges below 250 yards; but I adjusted the gyro sight on to the target at 500 yards with a deflection angle of 45-degrees, positioned the aiming dot on the right-hand engine of the enemy aircraft, and fired a three-second burst. The engine disintegrated, fire broke out, two crew members baled out and the aircraft dived steeply to crash on a roadway, blowing apart on impact ... Supreme Headquarters nominated the Ju. 88 as the first enemy aircraft to be shot down since the invasion began, putting 485 (N.Z.) Squadron at the top of the scoreboard for D-Day. Some days before the invasion I had casually suggested we should run a sweepstake for the first pilot to shoot down an enemy aircraft after the invasion began, and I duly collected a few shillings from the pool. When we later had time to unwind and celebrate, my modest winnings were well short of the cost of the party.'

Squadron Leader J. A. 'Johnnie' Houlton, D.F.C., R.N.Z.A.F., counts the cost of being the first pilot to down an enemy aircraft on D-Day; *Spitfire Strikes*, refers.

The outstanding Second World War fighter ace's D.F.C. group of seven awarded to Squadron Leader J. A. 'Johnnie' Houlton, Royal New Zealand Air Force, who was credited with the first enemy aircraft destroyed over Normandy on D-Day

He opened-up his account in a Spitfire of No. 185 Squadron off Malta in November 1942 - when he severely damaged and probably destroyed a brace of Ju. 52s - and closed it in a Tempest of 274 Squadron over Germany in May 1945, when he destroyed a Do. 217

In the interim - in the period August 1943 to June 1944, whilst operating out of Biggin Hill - he gained ace status in a spate of successful combats over France in Spitfires of 485 (N.Z.) Squadron, victories that no doubt persuaded him to entitle his compelling and forthright autobiography *Spitfire Strike*: he attributed such success - and his survival - to his favoured habit of breaking hard *into* the line of fire rather than try and avoid it

In the summer of 1985, Houlton visited the U.K. to participate in a television documentary 'The Perfect Lady', so entitled because it witnessed him returning to the skies in his old D-Day war horse - Spitfire ML407 - a remarkable survivor which had been refurbished and converted to a two-seater and painted in the same markings and insignia used by him over Normandy 40 years earlier

For coverage of that memorable event and related interviews with Houlton, see:

<https://www.youtube.com/watch?v=gp0Mp3bU7Oc>

<https://www.youtube.com/watch?v=h45IIo98UkU>

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1944'; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45; New Zealand Service Medal 1939-45, *generally good very fine* (7)

£4,000-5,000

D.F.C. *London Gazette* 5 September 1944. The original recommendation states:

'On 11 July 1942, on a 'Rhubarb' to Ostend, he destroyed a locomotive and damaged another. On 27 August 1943, he destroyed a Fw. 190, whilst acting as high cover to Fortresses. On 22 May 1944, he led Red Section on a 'Ranger', attacking and damaging two tanks and troop transport. Since D-Day this officer has destroyed one Ju. 88 and two Me. 109s and shared in the destruction of another Ju. 88.

As will be seen from the particulars above and the details of sorties carried out, this officer has at all times set a fine example to his fellow pilots by his initiative and keenness to come to grips with the enemy.'



John Arthur ‘Johnnie’ Houlton was born in Christchurch, New Zealand on 23 September 1922. After beginning work as a public service cadet, he joined the Royal New Zealand Air Force and, having qualified for his ‘Wings’, he was embarked for England in December 1941.

Following a refresher course, he was posted to No. 485 (N.Z.) Squadron at Kenley in June 1942, but in the following month he volunteered for Malta. He was duly embarked in the carrier H.M.S. *Furious* and flew a Spitfire off her to the besieged island on 11 August.

Malta sojourn - No. 185 Squadron - first blood

Posted to No. 185 Squadron on his arrival, he was quickly taken ill with severe sinus and other ailments caused by local conditions. As he later observed in *Spitfire Strikes*:

‘Fresh water was in short supply and there was no hot water at all; which made hygiene a myth ... while we were half-starved, the mosquitos, sand flies, bed bugs and fleas fed very well.’

Cleared for operations by late October, he was selected with three other pilots to bomb Gela aerodrome in Sicily on 28 November, their Spitfires being fitted with suitable bomb racks. On returning from the raid, eight Ju. 52 transports were spotted heading for North Africa. Houlton takes up the story:

‘I attacked in turn each of the three aircraft on the left of the formation, starting with the rear one. As the 20mm. guns fired only one round I had to do the best I could with the four .303 machine-guns and was surprised by the amount of return fire from the formation. At least some of the aircraft had upper gun turrets, and it also appeared that some irate passengers were using automatic weapons through the windows. The first Ju. 52 dropped below the formation and turned towards Sicily, and the next two were still descending steeply towards the sea when the Me. 109 escort came diving down, and I ducked into a handy cloud ... About one week later a telephone call from Headquarters advised that ‘Y’ Service had confirmed at least one Ju. 52 crashing into the sea’ (*ibid*).

German records that later came to light established the loss of three Ju. 52s from this flight.

Houlton returned to the U.K. at the end of the year on being ordered to join a Search and Rescue Squadron. Instead he was posted to No. 602 Squadron and thence, by special request in late February 1943, back to No. 485 (N.Z.) Squadron.

No. 485 Squadron - successive Spitfire strikes - D-Day’s first ‘kill’

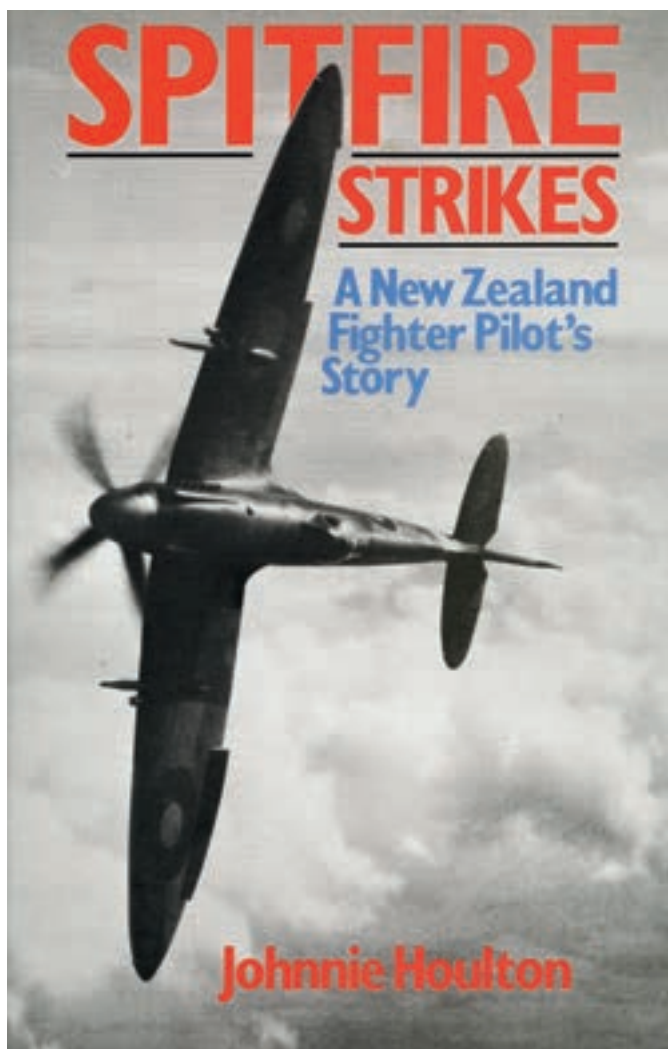
Thus commenced a flurry of cross-Channel sweeps and bomber escort sorties, particularly after the Squadron’s transfer to Biggin Hill in July 1943. In the period leading up to the recommendation for his D.F.C. in June 1944, he flew 100 operations and firmly established himself as a fighter ace.

Commissioned Pilot Officer in August 1943, Houlton gained his first victory over St. Pol on the 27th, when he downed a Fw. 190. He pursued his prey for 30 miles, descending from 27,000 feet to deck level, where the Fw. 190 caught a power line and smashed into the ground. It had been a terrifying encounter, Houlton having nearly blacked out after a new aircraft elevator modification sent his Spitfire in a succession of tight turns:

‘I was virtually cemented in position, as it was physically impossible to lift hands, feet or head against that amount of g, and we just kept careering around in a steep, left-hand descending turn; like winding down a giant, corkscrewing spiral ...’

Two or three weeks later - on 16 September - he took a half-share in another Fw. 190 over Beaumont-le-Roger and damaged a 109. Once again, the pilot of the Fw. 190 proved a worthy opponent, the pair of them leaving vapour trails that resembled ‘a crazy pattern of irregular white arcs and angles’ in their wake - ‘the amount of g we were both pulling in the turns was dragging hard, my own vision hovering between grey-out and black-out.’ Houlton continues:

‘As his turn rate momentarily slackened at the stall in a steep turn, I managed to pull through his flight path to fire a short burst which produced a flurry of bright strikes on the wing-root. As the 190 pilot flicked away into an opposite turn he flew right into Bert’s line of fire, and a short burst smashed the aircraft down into the woods with a great shower of debris’ (*ibid*).



The Squadron was now ordered to Scotland for a rest but it resumed operations out of Hornchurch in February 1944, as part of 2nd Tactical Air Force (T.A.F.). The unit's Spitfires were modified to carry a 500 lb. bomb under the fuselage and during the six weeks leading up to D-Day Houlton flew 11 dive-bombing sorties. On one such outing his bomb hung up but he defied orders and landed safely back at base rather than heading out to sea and baling out. He was reprimanded.

A few days later, as cited, Houlton claimed the first 'kill' obtained by an Allied pilot over Normandy on D-Day, destroying a Ju. 88 and sharing in another. The Spitfire he flew during this sortie - ML407 OU-V - is still flying today in the U.K.; see above. He was awarded the D.F.C.

Two days later, west of Caen, he shot down a 109 which crashed into a wood - 'Just before crashing an object came away but not a parachute' (his combat report refers). He promptly followed up this victory by destroying another 109 in a combat on the 11th, the enemy aircraft catching fire, breaking up and crashing in a cornfield. On this occasion, however, 'At the height of about 600 feet, the pilot was thrown clear and his parachute opened' (*ibid*).

His final encounter over Normandy took place on the 29th, when he damaged a 109 south of Caen.

In late July 1944, Houlton was sent on temporary detachment to the Ministry of Aircraft Production, undertaking a tour to introduce the new Gyro gunsight that his squadron had helped to develop. Relieved to return to operations with 485 Squadron in August 1944 - now part of 2nd T.A.F.'s 135 Wing - he flew to an advanced airfield in France on the last day of the month. Further sorties ensued, but Houlton was finally 'rested' and attended the Fighter Leaders' School and the Central Gunnery School, prior to spending a couple of months as an instructor at a Spitfire O.T.U.



Top: Houlton at the helm of OU-V ML-407 at the time of the Normandy landings.

Bottom: Houlton is re-united with ML-407 in 1985, this time flying as a passenger.



No. 274 Squadron - one final burst

He returned to operations in 135 Wing in Holland in the Spring of 1945, when he joined No. 274 Squadron, a Tempest unit, as a Flight Commander. And it was in this capacity that he claimed his last victory, a Do. 217 shot down south-west of Kiel:

‘One week before Germany capitulated, however, a Dornier bomber flew right underneath me at zero feet, heading in the general direction of Norway. A two-second burst from the four 20mm. guns brought an end to the attempted escape, which meant I had accounted for the last - as well as the first - of the enemy aircraft destroyed by 135 Wing of the R.A.F. 2nd Tactical Air Force’ (*ibid*).

Houlton was promoted to Squadron Leader in July 1945 and returned to New Zealand at the war’s end.

The latter years

From 1952-55 Houlton flew with 41 (T.) Squadron, R.N.Z.A.F. and for the next 10 years he flew on aerial photographic, charter, subsidiary and agricultural operations. In 1965, with Don Hutton, he formed the Agricultural Pilots’ Association of New Zealand, with the object of eliminating an excessive rate of avoidable accidents and stabilising pilots’ conditions of work. From 1976-83, Houlton was in charge of the New Zealand Defence Department’s Field Station on Great Barrier Reef.

As cited above, Houlton returned to the U.K. in 1985, shortly after the occasion of the 40th Anniversary of the Normandy landings, a very special trip for he was re-united with his D-Day Spitfire - ML 407 OU-V - and his surviving ground crew; a memorable flight in the converted two-seater followed and the plain-speaking Houlton enthralled a wide audience in subsequent interviews. The ‘V’ of OU-V stood for ‘Vicki’, ‘the girl I met after returning from Malta, who all the 485 boys were a little in love with, and who became my wife.’

Houlton continues:

‘In July 1985 I was able to fly again in ML 407, in England, during the filming of “The Perfect Lady”, the Spitfire commemorative film produced by T.V.S. This was a very moving experience, made even more memorable by the fact that my old aircraft again carried the markings and insignia of OU-V, precisely as they were in May of 1944’ (*2nd T.A.F. Spitfire - The Story of Spitfire ML 407*, refers).

Houlton had flown his first Spitfire with the letters OU-V from Biggin Hill in the summer of 1943; remarkably, this aircraft also survives to this day in the collection of the Norwegian Air Force Museum.

Undoubtedly a trade-mark ‘Kiwi’ fighter pilot of the very best kind - full of guts and forthright in opinion - the gallant Houlton settled at Whangaparaoa, north of Auckland. He died there in April 1996.

Sold with the recipient’s original R.N.Z.A.F. Pilot’s Flying Log Book, covering the period July 1941 to September 1945, the closing pages with a summary of his ‘kills’; together with a copy of his autobiography *Spitfire Strikes* (John Murray, London, 1985), and *2nd T.A.F. Spitfire - The Story of Spitfire ML 407*, by Hugh Smallwood (Solo Enterprises, Halstead, 1994); two video cassettes commemorating ML 407, entitled ‘The Perfect Lady’ and ‘Absolute Heaven’; and related commemorative stamps and phone card.

47

'Then they got nasty and they raked us. God they gave us a hammering. Where had all the dust come from? I can see it now, it was just like a fog in the aircraft, dust and muck. I remember we were diving and I was suspended in the fuselage, just standing on nothing ...'

Sergeant 'Bert' Turner, a Flight Engineer of No. 196 Squadron, describes the dying throes of Stirling LJ810 ZO-B: severely mauled by Me. 109s over Arnhem, the aircraft was gallantly defended by his Rear Gunner, Flight Sergeant Peter Bode, who managed to down one of the 109s before being killed in his turret by point-blank cannon fire

An outstanding Second World War 'special duties' and Arnhem campaign group of three awarded to Flight Sergeant P. H. Bode, Royal Air Force Volunteer Reserve

His tour of operations as a Rear Gunner in Stirlings of No. 196 Squadron was exceptional in every respect, incorporating as it did numerous 'special duties' operations on behalf of S.O.E. and the S.A.S.: on one such sortie to the Brest peninsula his aircraft's starboard outer engine was blown clean off by flak but pilot and crew continued to their allotted D.Z.

Subsequently heavily engaged in "Market Garden" - they made three successive trips to Arnhem on the 17th, 18th and 19th September 1944 and endured further flak damage - pilot and crew were due for a rest

Fate however intervened and they were ordered to carry out one more re-supply sortie on the 21st. A sitting duck after taking serious flak damage over the D.Z., their Stirling was jumped by 109s and shot down, but not before the gallant Bode had accounted for one of their number: he was killed by retaliatory cannon fire in his rear turret and his pilot likewise shot on the end of his parachute after baling out

1939-45 Star; France and Germany Star; War Medal 1939-45, *extremely fine* (3)

£800-1,000



Peter Harold Bode commenced training as an Air Gunner in June 1943 and, having qualified, was posted to No. 90 Squadron, a Stirling unit. He flew his first operational sorties - a spate of gardening trips - in February 1944 but in the following month he transferred to No. 196 Squadron at Keevil.

No. 196 Squadron - S.O.E. special duties

His new squadron had just converted to 'special duties' operations on behalf of S.O.E. and Bode undertook his first such mission - to the south of France - on the night of the 30th, when he flew as Rear Gunner in Flight Sergeant Oliver's crew. In the following month, however, he transferred to Flight Sergeant Mark Azouz's crew, with whom he would remain employed for the rest of his operational career. Their first S.O.E. operation - another outing to the south of France - was flown on the night of 29-30 April 1944.

Meanwhile, the pending Normandy landings witnessed No. 196 Squadron preparing for vital airborne operations in support of Operation "Tonga". On that occasion Bode and his crew delivered 20 paratroops to their D.Z. on the night of 5-6 June and, a few days later, 17 members of the S.A.S. to an unknown destination.

July witnessed Bode and his crew undertake three further S.O.E. missions to the south of France, sorties that were quickly followed by 'a special mission to Brest' to the "Horace 8" circuit on the night of 2-3 August. On that occasion their Stirling was laden with 24 containers and one 'packet', all of which were delivered to their D.Z. under remarkable circumstances. The recommendation for the recently promoted Warrant Officer Mark Azouz's immediate D.F.C. takes up the story:

'On the night of 2 August 1944, Warrant Officer Azouz was detailed for an S.O.E. operation in the Brest peninsula. On his final run up to the D.Z. his aircraft was hit by flak. The propeller and reduction gear of the starboard outer engine were blown away, the starboard inner propeller and pipe lines were hit and both ailerons damaged. This N.C.O. carried on with the mission and successfully completed the operation.

He returned after dropping on two engines and one failing engine. On reaching base the weather conditions necessitated his being directed to Colerne where he carried out a successful landing without the aircraft being further damaged.

By his skill, courage and consistent devotion to duty, he saved his aircraft and the lives of his crew. Recommended for an immediate D.F.C.'

Two nights later, pilot and crew carried out another special mission to Brittany, followed by a trip to the Geneva area on the 9th, when 20 containers and two 'packages' were delivered to their destination - Bode's log book notes 'packages' of an S.A.S. nature. Two similar sorties were flown on the 24th and 26th, followed by others to Liege on the 28th and a 'major effort' - destination unknown - on the 31st.

September saw Bode's crew detailed to another S.A.S. operation on the 9th, destination Belfort in France, with 24 containers and four 'packages', in addition to an S.O.E. operation to Holland on the 12th, with 18 containers and five 'packages'.

Arnhem - four trips - journey's end

The commencement of Operation "Market Garden" now intervened, 196's Stirlings bearing much of the brunt of successive re-supply operations. Having taken part in the first airdrop on the 17th, Bode and his crew returned to Arnhem on the 18th, towing a re-supply Horsa. On the following day they delivered 24 containers and four panniers, their Stirling being shot-up by flak over the D.Z. They were now due for a rest but owing to horrendous squadron losses they were asked to undertake one further re-supply mission.

And so to the tragic events of the 21st, when the gallant Bode defended his aircraft to the bitter end. He and his crew were running late behind their fellow aircrew, having had to exchange from a faulty aircraft to a reserve aircraft on take-off.

'Bert' Turner, the Flight Engineer, takes up the story:

'We climbed into the spare - L1810 ZO-B - and we were 20-25 minutes late. Off we went, we cut every corner we could think of, but were still late over the target and just as we were coming in the other lads were coming out; they had taken a battering. There were Stirlings lying all over the place but the skipper put the nose down and in we went. We took a battering, we dropped our supplies and four big panniers - we had two airborne bods with us dropping those panniers. Mac McQuiggan was down the back supervising the panniers going out and I was 'second dickie' with the skipper. We turned round and we came out of it, and we were a mess ... We wouldn't get home, that was no

question and the skipper asked Ginger for a course to Brussels. I had got a piece of flak of some kind in my ankle but otherwise there was nothing wrong with me. Everybody else was all right and everybody sounded off ...'

Turner continues:

'I stuck my head out of the astrodome and then turned to the skipper and said, "We're all right now, skipper, there is our escort." I thought them to be Tempests and to this day I don't know how I made the mistake ... they turned out to be Fw. 190s [In fact Me. 109s]. They made a Vic attack from astern. Whether they were sprog pilots I will never know. We couldn't corkscrew or anything. We just had to sit there, take it or get out ... Pete [Bode] opened up and he got the man at the point and they got nasty ... they raked us. God they gave us a hammering ... where had all the dust come from? I can see it now, it was just like a fog in the aircraft, dust and muck ... I remember we were diving and I was suspended in the fuselage, just standing on nothing.

Then the skipper gave the order to get out. As I went down the back I checked on Pete [Bode] but he was dead. McQuiggan didn't want to jump because he thought his parachute wouldn't open because of the Elsanal fluid - which had showered over him after crew's chemical toilet was blown off its mount by flak - but he had to go and that was it, out he went and I followed him through the parachute exit. Just as I went out I remember the chain broke that held the exit door up and it slammed behind me. Luckily the two of us got out all right from the back and Ginger jumped from the front exit. I opened my parachute and a voice shouted to me: "Move over in the sky, I haven't got enough room!" It was Ginger and we shook hands on the way down!

The pilot, Mark Azouz, has kept the aircraft on a southerly course, giving his crew and the two R.A.S.C. despatchers the chance to bale out. He jumped last but was shot on the end of his parachute by the 109s.



The wreckage of Stirling L1810 ZO-B, in which Peter Bode died, manning the rear turret.

The stricken aircraft, which Azouz had left on 'George' the automatic pilot, glided down onto farmland near Niftrik, an eye-witness seeing its propellers plough up the ground - one of the wings hit a row of pollard-willows and sheared off the aircraft, so too the engines which rolled on. The wreckage came to a standstill not far from the front of Schebbelaar Farmhouse. Inside the rear turret - shattered by cannon fire - lay Bode's body.

The remainder of the crew, including the two R.A.S.C. air despatchers, made successful descents; Azouz's Flying Log Book - and his medals - is held in the Jewish Servicemen's Museum, London.

The son of James and Rose Elizabeth Bode of Ward End, Birmingham, Peter Bode was 21 years of age. Originally buried in a field at Niftrik, his remains were moved to in Wijchen Roman Catholic Cemetery after the war, where he rests alongside another R.A.F. Arnhem casualty, Flight Sergeant W. H. Skewes.

Sold with the recipient's original R.A.F. Navigator's, Air Bomber's and Air Gunner's Flying Log Book (Form 1767 type), covering the period June 1943 to September 1944, with red ink R.A.F. Central Depository and 'Death Presumed' stamps, together with post-war letters from immediate family; also sold with a quantity of copied research, including an article from *Flypast* magazine - 'Stirling Service over Arnhem' - upon which the latter part of the above footnote has been based.

48 *'One of Bassett's introductions to operational flying was hair-raising. On 30 November 1943, Shulemson was piloting one of five aircraft from his squadron which were attacking a convoy off Sogne fjord with 25lb. rockets when his Beaufighter was hit in the starboard wing and fuselage by 30mm. shells fired by an M-class minesweeper. Shulemson had trimmed his aircraft nose-heavy for the attack and one of the shells severed the control wire. He could not pull his aircraft out of the dive until Bassett rushed forward and helped him to heave back the control column. They flew back to Wick with some difficulty. The same shell killed their homing pigeon, rather unpleasantly, a bird that Bassett liked and had dubbed 'Binder'. These pigeons had been known to save the lives of downed airmen and the Canadians awarded poor Binder a mock D.F.C. in a mock ceremony that evening.'*

The Strike Wings, by Roy Conyers Nesbit, refers.

A particularly fine Second World War Coastal Command D.F.C. group of five awarded to Flight Lieutenant P. R. Bassett, Royal Air Force Volunteer Reserve, a long-served Navigator in Beaufighters of No. 404 'Buffalo' Squadron who carried out a spate of spectacular anti-shiping strikes in 1943-44

His story - and that of his pilot Flight Lieutenant S. S. 'Slippery Sid' Shulemson, D.S.O., D.F.C. - is recounted in the pages of *The Strike Wings*, a story imbued with dogged determination and high valour: on one occasion they somehow survived a 20-minute combat in which their aircraft was left 'riddled with cannon and machine-gun holes'



Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1945', in its *Royal Mint* case of issue; 1939-45 Star; Atlantic Star, clasp, France and Germany; Defence and War medals, M.I.D. oak leaf, *good very fine* (5)

£2,400-2,800

D.F.C. *London Gazette* 6 February 1945. The original recommendation states:

'During the whole of his operational flying, Flight Lieutenant Bassett has been navigator to Flight Lieutenant Shulemson, D.S.O., and with him has completed 45 sorties and a total of 179 operational hours, including no less than 12 successful anti-shiping strikes on the Norwegian, Dutch and Bay of Biscay coasts.

His direction of his pilot on these strikes has contributed materially to the success of these operations. His has frequently been the responsibility of navigating the Squadron, and on occasions the whole Wing, very often in difficult weather conditions - a task he has always carried out with the greatest efficiency. He has further on many occasions secured most valuable photographs of the target permitting accurate identification and providing proof of damage inflicted on it.

On 26 January 1944, Flight Lieutenant Shulemson attacked a single-engined fighter which itself was attacking another aircraft of the formation, whereupon the fighter turned its attention to Flight Lieutenant Shulemson's aircraft. During the ensuing combat which lasted 20 minutes, Flight Lieutenant Bassett so skilfully directed his pilot in evasive action that both aircraft were enabled to return to safely to base, without injury to the members of either crew and with the minimum of damage to their aircraft.

During the whole of his tour of operations, now completed, this Navigator has shown outstanding devotion to duty, and his courage in the face of the enemy has been of the highest order. I highly recommend him for the award of the Distinguished Flying Cross.'



Peter Raymond Bassett qualified as a Navigator in Canada and joined No. 404 (R.C.A.F.) Squadron in October 1943, after attending an O.T.U. at Catfoss, Yorkshire. As related in *The Strike Wings*, his journey to an operational footing had been blessed by a stroke of good luck:

'During October [1943] Shulemson was assigned an English navigator, a 22-year-old ex-bank clerk from Surrey, Flying Officer Peter R. Bassett. Although it was the policy of the R.C.A.F. to appoint their own nationals to their squadrons, there was a shortage of navigators who were also trained as wireless operators. By rights, Bassett should not have been flying at all, for his eyesight was below the high standard required by the R.A.F. He had joined the R.A.F. in February 1941 and had trained as a ground wireless operator at Blackpool and Yatesbury, but in the Spring of 1942 he tried again to remuster as aircrew. In the course of his medical examination, the optician was called out of the room, perhaps rather conveniently, for Bassett leapt to his feet and memorised the second and third lines from the bottom of the chart. He passed, and was posted to Canada, where he took his air navigator's course at Poer Albert in Ontario and his general reconnaissance course at Prince Edward Island. On his return home he was posted to No. 404 Squadron.'



The book cover painting for *The Strike Wings*, by Frank Wootton; it is based on a real ship-busting action in which Peter Bassett was present.

A Coastal Command unit, 404 'Buffalo' Squadron was based at Wick in Scotland, from whence it carried out escort duties and anti-shipping strikes, more often than not off the Norwegian coast. Teaming-up with Flying Officer S. S. 'Slippery Sid' Shulemson as his pilot, Bassett flew his first operational sortie in October 1943; the Squadron's Beaufighters had recently been equipped with rocket projectiles (R.P.s).

On the 22 November, in another anti-shipping strike off the Norwegian coast, Bassett and Shulemson attacked three enemy M.Vs with rockets. Their next sortie, flown on the 30th - as cited above - resulted in much flak damage and the demise of their carrier pigeon 'Binder'.

On 10 December 1943, No. 404's Beaufighters were detailed to escort M.T.B. 684 of the Royal Norwegian Navy on its return trip from a special mission to Sogne fjord. Having located the M.T.B., Shulemson and Bassett ran into a Ju. 88. The latter enthusiastically engaged it from his cupola with the .303 belt-fed Browning until Shulemson managed to manoeuvre their Beaufighter onto the Ju. 88's tail and obtain some cannon shell hits. The enemy aircraft then disappeared into cloud and pilot and Navigator resumed their sortie.

An unequal contest of 20 minutes duration: 'riddled with cannon and machine-gun holes'

On 26 January 1944, six of 404's Beaufighters - and six from No. 144 Squadron as anti-flak escort - took off from Wick to their favoured hunting ground of Stadlandet. Shulemson and Bassett led the way, the aircraft skimming just above the waves in a large vic formation. An enemy convoy having been sighted at 1132 hours, Shulemson gave the order to attack, 404's rockets being delivered with devastating results: severe damage was inflicted on the submarine chaser *UJ 1702*, the minesweeper *M. 154* and the flak ship *Vp. 5908*. The action over, the Beaufighters turned at mast height and broke away north. Shulemson, however, headed south, to get photographs of one of his earlier victims, a beached merchantman.

By the time he rejoined his homeward bound formation, it was under attack from four Me. 109s, two of which had fastened on to the tail of a 144 Squadron Beaufighter flown by Flying Officer B. A. Sansom: their cannon fire was ripping holes in the fuselage and wings. As Wing Leader, Shulemson did not hesitate in going to Samson's rescue. One of the 109s broke off its attack but the other turned on Shulemson as he engaged it from 600 yards. *The Strike Wings* takes up the story:

'Then began a grim and unequal duel. Shulemson flew in as tight a circle as possible, with the Messerschmitt trying to turn inside him and close on the tail of the Beaufighter. Each time the German lined up for the attack, Bassett shouted a warning and Shulemson flipped his Beaufighter around, so that the circling began in the other direction. At one point, Bassett was able to fire a short burst from his .303 Browning, without apparent effect. He could see the yellow nose and the black crosses on the Messerschmitt; it was an Me. 109G - called the 'Gustav' by the Luftwaffe pilots. There was heavy cloud at 4,000 feet. Shulemson managed to climb and enter a rain cloud, but when he flew out again the Me. 109 was still there. The duel began again.

Shulemson had applied himself attentively on an air firing course only eleven days before, brushing up the skill acquired on his previous training. This was called a 'Fighter Affiliation' course, during which the Beaufighter pilots fired at drogues towed by single-engined fighters. Once he had hit the wire of the drogue, snapping it. Now his knowledge and skill paid off. During the encounter, he was able to evade the Messerschmitt continually, although the German managed to fire six bursts at the Beaufighter, hitting the tail wheel and rear fuselage. Some bullets slammed into the armoured doors behind Bassett. Eventually the German pilot must have used up his fuel or his ammunition, for he turned back for Norway ... They came in gingerly to the approach and landing at Wick, not knowing quite what to expect from the damaged tail wheel. All was well apart from the bumpy effect from the damaged tail wheel. They were the last to land. The other aircrew, who had been eating their eggs and bacon, hurried out to the runway to greet them. Men who saved the lives of their comrades deserved honour and respect ...'

Shulemson was awarded the D.S.O., the recommendation describing his Beaufighter as being 'riddled with cannon and machine-gun holes'.

Shipbusters

Over the coming weeks, pilot and Navigator would return to the Norwegian coast on several further occasions but, with the exception of the usual curtains of flak, 'nothing at all [was sighted] except seagulls'. This period of frustration ended with 404's move south in readiness for the Normandy landings. On D-Day itself, with Bassett acting as the Squadron's Lead Navigator, 404 carried out a spectacular strike against three enemy destroyers in the Bay of Biscay. The Beaufighters achieved complete surprise, attacking out of the sun, and two of the German destroyers were severely damaged by cannon fire and rocket projectiles.

Several more 'Rovers' were completed in the same month, heavy flak being encountered in a strike on the 27th. In July, the Squadron joined the strength of the Davidstow Moor Strike Wing in Cornwall and attacked enemy shipping off the Dutch coast.

It was however in August that the Squadron's success rate rapidly escalated, commencing with a strike on four M-class minesweepers in Bourgneuf Bay, near the Loire estuary, on the 8th: all four enemy vessels were sunk. On the 13th, off Royan, near the Gironde estuary, Bassett was present in yet another notable action, this time against a brace of large *Sperrbrechers*, both of which were left ablaze and in a sinking condition by the time of 404's departure.

Moving north to support the famous Banff Wing in September-October 1944, the Squadron agenda of anti-shipping strikes continued apace, Bassett being present in a major action against 10 enemy vessels off Egero on 9 October.



404 Squadron get stuck-in: real footage from an attack on a *Sperrbrecher*, off Royan, near the Gironde estuary, 13 August 1944

In November, and having moved to R.A.F. Dallachy, 404 damaged or sunk half a dozen enemy vessels over two or three weeks - Bassett was present in one such strike in Sula fjord on the 27th, when two enemy ships were left ablaze in the Squadron's wake.

Tour expired in December, he was recommended for the D.F.C. and mentioned in despatches (*London Gazette* 1 June 1945, refers). He saw no further operational flying and one of his final duties was to navigate a Beaufighter in the Battle of Britain fly-past parade on 15 September 1945.

Sold with the recipient's original R.A.F. Observer's and Air Gunner's Flying Log Book (Form 1767 type), covering the period October 1943 to February 1946 and with opening endorsement, 'Previous log book destroyed by fire on 20th October 1943', this followed by a summary of previous flights (164 hours by day; 43 hours by night).

49

The great feat of airmanship performed by Squadron Leader Mussells is amply endorsed by a comment made by Sir Roy Dobson of A. V. Roe & Company Limited. When he saw photographs of the Lancaster and reported on the damage, he remarked, 'How the machine got home at all is entirely beyond us here ...'

The recommendation for an immediate D.S.O. to Squadron Leader C. H. Mussells, No. 405 (R.C.A.F) Squadron, refers.

The outstanding Path Finder Force pilot's D.S.O., D.F.C. and Korean War O.B.E. group of thirteen awarded to Brigadier-General C. H. Mussells, Royal Canadian Air Force

Having already won a D.F.C. for his gallant work in No. 405 (R.C.A.F.) Squadron - the only Canadian unit to serve in the Path Finder Force - he added an immediate D.S.O. to his accolades following a spectacular encounter with a rocket-powered Me. 163 over Leipzig on the night of 10-11 April 1945: the enemy fighter blew away his Lancaster's rear turret and starboard rudder. The stricken bomber rapidly fell 4,000 feet, Mussells having to exert all his strength to lash back the flying column with a length of rope to keep the nose of the aircraft up. He then undertook one of the most epic flights in the annals of Bomber Command history - minus his rear gunner and with his mid-upper gunner severely wounded

On reaching the U.K. - and rapidly losing altitude - he ordered his crew to bale out. He subsequently carried out a 'masterly landing' without flaps - although 'the tail would not go down and the aircraft did four very big bounces before finally coming to a rest'

Distinguished Service Order, G.V.I.R., silver-gilt and enamel, the reverse of the suspension bar officially dated '1945'; The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 2nd type breast badge, silver-gilt; Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1945'; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence Medal 1939-45, silver; Canadian Voluntary Service Medal 1939-45, with overseas clasp; War Medal 1939-45, silver; Korea 1950-53, silver (19523 Mussells C.H.), officially inscribed; U.N. Korea 1950-54 (19523 Mussells, C.H.), officially inscribed; Coronation 1953; Canadian Confederation Medal 1967; Canadian Forces Decoration, G.V.I.R., 2nd issue, the reverse of the suspension bar officially inscribed, 'W./C. C. H. Mussells', mounted court-style as worn, *the reverse centre of the D.S.O. removed for mounting purposes, otherwise generally very fine or better* (13)

To be sold with the recipient's Path Finder Force (P.F.F.) badge and Canadian 'Operational Wings', together with a silver medal of the Mission for Assistance to the Allied Armies, the reverse inscribed 'Group Captain C. H. Mussells, R.C.A.F., Paris, le 8 Mai 1967'

£4,000-5,000

D.S.O. *London Gazette* 17 July 1945. The original recommendation states;

'On 10 April 1945, this officer was pilot of an aircraft detailed to make a daylight attack against Leipzig. Whilst orbiting the target to complete a second run the aircraft was attacked by an enemy fighter. The rear turret and the starboard rudder were completely shot away, the port rudder shattered and both elevators damaged to such an extent that they offered no control surface. The Mid-upper Gunner was severely wounded in the combat.

The aircraft lost speed suddenly and, almost completely out of control, dived some 4,000 feet. Squadron Leader Mussells attempting to pull out of the dive found the trimming controls completely useless, but with considerable difficulty - and with his full strength - eventually pulled out and the control column then had to be lashed by rope to keep the nose of the aircraft up. The aircraft could only turn to port but by using the ailerons could be eased to starboard, the constant tendency to turn to port still persisted.

By his sound judgment and skilful airmanship, Squadron Mussells regained partial control of his aircraft, and set course for base. For the first hour of the return journey he flew at 13,000 feet, crossed the Belgian coast at 10,000 feet and eventually crossed the English coast at 5,000 feet, when he instructed his crew, with the exception of the wounded Mid-upper Gunner, to bale out. He then carried out a masterly landing at Woodbridge without flaps, and with the control column still lashed back. On landing the tail would not go down and the aircraft did four very big bounces before finally coming to a rest.

The great feat of airmanship performed by Squadron Leader Mussells is amply endorsed by a comment made by Sir Roy Dobson of A.V. Roe & Company Limited. When he saw photographs of the Lancaster and reported on the damage, he remarked, 'How the machine got home at all is entirely beyond us here.'



Squadron Leader Mussells showed complete disregard for his personal safety and a high sense of duty in bringing the aircraft back to this country, so that his crew, except the wounded gunner, could bale out in home territory, and further in attempting a most hazardous landing which was the only practical means, if successful, of enabling his wounded crew member to receive adequate medical assistance.

This officer's perseverance in the face of great odds, together with his exceptional skill and resources, has set an inspiring example, and I strongly recommend him for the immediate award of the Distinguished Service Order.'

O.B.E. *London Gazette* 5 June 1952. The original recommendation states:

'Wing Commander Mussells has commanded No. 426 (Transport) Squadron, R.C.A.F., on duty with the United Nations forces on the Korean airlift since the commencement of the operation on 19 July 1950. Throughout these operations Wing Commander Mussells' exceptional leadership has been reflected in the excellent achievements of the unit. His organisational ability, devotion to duty, enthusiasm and example, has given him a well co-ordinated and effective unit which has surpassed in all respects the commitments assigned to it.

For his outstanding efforts in support of the United Nations' policies, it is most strongly recommended that Wing Commander Mussells be an Additional Member of the Most Excellent Order of the British Empire (O.B.E.).'

D.F.C. *London Gazette* 17 June 1945. The original recommendation states:

'Squadron Leader Mussells has completed attacks on heavily defended enemy targets such as Kiel, Dortmund and many others. At all times he has displayed a fine fighting spirit and has proved himself an officer of outstanding ability, whose cool determination, cheerfulness and devotion to duty have been an inspiration to his squadron.'

Campbell Haliburton Mussells was born in Montreal on 20 June 1920 and was educated at Westmount High School and McGill University.

Enlisting in the Royal Canadian Air Force in December 1939, he was commissioned Pilot Officer in January 1940 on being selected for pilot training. Three years later, and having served as an instructor at Trenton, he was embarked for the U.K. where he attended the Empire Central Flying School.

He appears to have commenced his operational career in No. 426 (R.C.A.F.) Squadron in September 1944, in which capacity he participated in sorties to Frankfurt and Kiel. But he subsequently transferred to No. 405 (R.C.A.F.) Squadron, a Path Finder Force (P.F.F.) unit operating in Lancasters out of Gransden Lodge in Bedfordshire.

Path Finder Force

A busy tour of operations ensued, Mussells and his crew being detailed to a succession of heavily-defenced targets in Germany in the period leading up to April 1945.

Their targets included Cologne and Hamburg - both cities on three separate occasions - in addition to Dusseldorf, Essen, Frankfurt; so, too, the Urft Dam in early December 1944 and, in February 1945, the first of the 'firestorm' raids on Dresden.

Recommended for his D.F.C. after 30 operational sorties in the period September 1944 to March 1945, Mussells then carried out further sorties to Hamburg and Kiel before being detailed to a daylight strike against Leipzig on 11 April 1944. This was his 35th - and last - operational trip of the war; undoubtedly his most memorable, too.

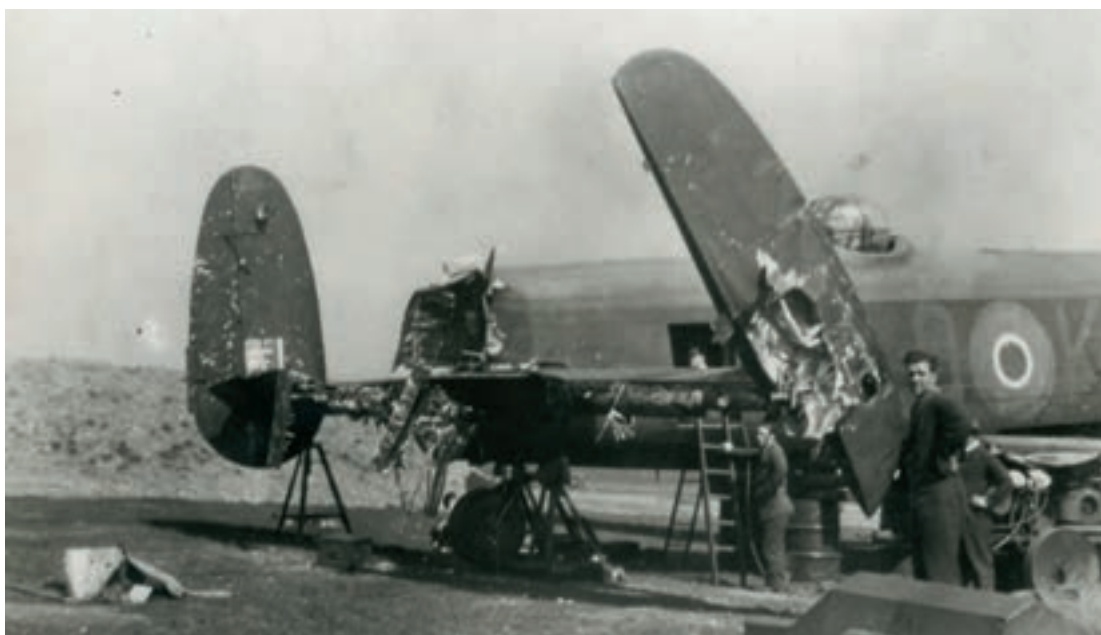
Taking-off from Gransden Lodge, Bedfordshire in Lancaster III 'K' ME 315 at 2.43 p.m., he breached and attacked his target before being jumped by a rocket-powered Me. 163. As described above, his aircraft was all but mortally damaged and his epic flight back to England ranks among one of finest on record.

His wounded Mid-upper Gunner - Pilot Officer R. T. Dale - survived his ordeal but the Rear Gunner - Flight Lieutenant M. L. Mellstrom died in his turret. His remains were recovered by British P.O.Ws and buried at the cemetery of the Luthren Evangelical Church at Engelsdorf on 13 April 1945. They were later exhumed and moved to the Berlin War Cemetery.



Top: a rocket-powered Me. 163.

Below: the severe damage inflicted on Campbell Mussells' Lancaster by one such Me. 163.



In the period immediately after the war, Mussells successfully completed the R.C.A.F. Staff College course and served as C.O. of the R.C.A.F. Station at Winnipeg. He was invested with his D.S.O. and D.F.C. in a ceremony held at Montreal on 25 November 1949.

Korea - O.B.E. - and beyond

He subsequently played a key role in the Korean War airlift as Wing Commander in command of No. 426 (Transport) Squadron.

The Squadron's Canadair North Star aircraft flew 600 Operation "Hawk" trips, carrying 13,000 men and 7,000,000lbs. of freight and mail across the North Pacific between Vancouver and Tokyo. As described in an article in the *Legion Magazine*, Mussells' skills as a pilot were once more called upon:



Mussells and his crew; the unfortunate rear gunner who was killed in the action with the Me. 163 likely among them.

‘Operation “Hawk” was accomplished with no fatalities but there were some close calls and more than a few incidents. On 15 September 1950, Wing Commander C. H. Mussells, C.O. of No. 426 Squadron, departed Chord from Elmendorf with American soldiers and anti-tank ammunition. Both were urgently needed in Korea, so the aircraft had been permitted an overload clearance.

Three hours after take-off, one of the Merlin engines began overheating through the coolant system. Mussells shut down the engine, feathered the propeller and prepared to return to McChord. Then a second engine on the same wing overheated. It was also shut down. There was now no question about getting to McChord and Mussells prepared for an emergency landing at Sandspit on Moresby Island.

To lighten the aircraft, Mussells dumped excess fuel. Some passengers mistook the misty gasoline trail for smoke, panicked and crowded to the back of the fuselage, as if would have offered safety. This complicated the process of trimming the aircraft for landing. A crewman ordered everyone back to their seats but the soldiers could not have been reassured as the North Star flew over a crashed U.S.A.F. aircraft, its tail sticking out of the water during the final approach to Sandspit. Happily, Mussells landed safely.

On 19 April 1951, a North Star piloted by Flight Lieutenant J. A. Watt was on a route-training flight to an unfamiliar field - Ashiya - located between Osaka and Kobe, Japan. He was cleared by Ashiya tower to descend from 4,000 to 3,000 feet. At 3,400 feet the aircraft hit trees atop a hill that was not even indicated on the airfield map. No one was injured but the aircraft sustained considerable damage to its nose, oil cooler and exterior radio aerials. The pitot head was also wiped out and with the airspeed indicator. The aircraft also lost the use of an engine.

Fortunately, the passenger included three of the most experienced North Star captains in the R.C.A.F.: Wing Commanders C. H. Mussells and J. K. MacDonald, and Flying Officer Robert Edwards. After assessing the damage, Mussells ordered MacDonald and Edwards to complete the landing, which they did.’

Mussells was awarded the O.B.E., the only such award to R.C.A.F. personnel for “Hawk”; he added the Coronation Medal to his accolades in 1953 whilst serving as Group Captain, Air Transport Command.

His subsequent commands and appointments included a spell on the Canadian Joint Staff in London in the 1960s, as Director-General of Personnel Services of Canadian Forces Abroad and then as Commandant of National Defence College at Kingston. He retired as a Brigadier-General in 1974; sold with a file of copied research.

- 50 The uniforms appertaining to Wing Commander G. M. Brisbane, D.S.O., D.F.C., D.F.M., Royal Air Force



comprising the recipient's woollen balaklava and scarf, as worn by him on operations in Whitleys at the beginning of war, the latter with name tag 'G. M. Brisbane'; and his R.A.F. uniform, comprising tunic, complete with rank insignia, Observer's brevet, medal ribands and his P.F.F. badge; trousers, shirt and peaked cap, *generally good very fine*

£80-120

Guy Maxwell Brisbane served with Royal Air Force during the Second War. In recognition of his superb record as a navigator and bomb-aimer he held temporary command of No. 10 Squadron in 1943-44. It was a highly unusual appointment for one bereft of 'Wings'. A veteran of two tours of duty - amounting to more than 60 sorties and 300 hours of operational flying - Brisbane's gallant record encompassed much flak damage and membership of the Caterpillar Club. It is apt his unusual career was reflected in his exceptional combination of awards, comprising the D.S.O. (*London Gazette* 22 September 1944, refers), D.F.C. (*London Gazette* 2 September 1941, refers) and D.F.M. (*London Gazette* 22 October 1940, refers). Just 14 members of aircrew were likewise honoured in the last war.

51 A Second World War period Bomber Command flying clock



Aircraft Instrument-board clock, 76mm, Type Mk IIIB No. 5305/3B by *S. Smith & Sons (MA) Ltd, London*, Ref. No. 6A/839, as fitted to Stirling, Hampden, Wellington & Lancaster bombers, *Jaeger* movement, bearing A.M. crown cipher to back cover and number '5305', black-faced eight-day movement, 24-hour chapter ring with inset 'Time of Trip' dial and sweep stop-seconds timer, luminous numerals & hands, *generally very fine*

£40-60

Movement runs when wound, but remains untested for accurate timekeeping.

52 'The R.A.F. Bomber Command Profile Collection', an album containing the profiles and autographs of 26 distinguished bomber pilots from the Second World War

They comprise: Victor Azzaro, M.B.E., D.F.C.; Ken Batchelor, C.B.E., D.F.C.; Sir Michael Beetham, G.C.B., C.B.E., D.F.C., A.F.C.; John Benison, D.F.C.; Don Bennett, C.B., C.B.E., D.S.O.; Sir Ivor Broom, K.C.B., C.B.E., D.S.O., D.F.C., A.F.C.; Douglas Cameron, D.F.M.; Leonard Cheshire, V.C., O.M., D.S.O., D.F.C.; John Costello, D.F.C., D.F.M.; Danny Daniel, D.F.C.; Roland Hammersley, D.F.M.; Sir Lewis Hodges, K.C.B., C.B.E., D.S.O., D.F.C.; Norman Jackson, V.C.; Sir Wallace Kyle, G.C.B., K.C.V.O., C.B.E., D.S.O., D.F.C.; Roderick Learoyd, V.C.; T.G. Mahaddie, D.S.O., D.F.C., A.F.C.; Sir Harold Martin, K.C.B., D.S.O., D.F.C., A.F.C.; W. S. Parker, D.F.C.; Roy Ralston, D.S.O., A.F.C., D.F.M.; Bill Reid, V.C.; John Searby, D.S.O., D.F.C.; D. J. Shannon, D.S.O., D.F.C.; J. B. Tait, D.S.O., D.F.C., A.D.C.; Leonard Trent, V.C., D.F.C., A.D.C.; Derek Tulloch, D.F.C., D.F.M.; and Sir Augustus Walker, G.C.B., C.B.E., D.S.O., D.F.C., A.F.C., with introduction by Air Chief Marshal Sir Kenneth Williamson, G.C.B., A.F.C., A.D.C., *in good condition*

£60-80

- 53 **‘The R.C.A.F. Fighter Ace and Bomber Aircrew Profile Collection’, an album containing the profiles and autographs of distinguished Canadian aircrew from World War Two**

They comprise: James D. Somerville, D.S.O, D.F.C.; R. J. Lane, D.S.O., D.F.C.; Paul Davoud, D.S.O., O.B.E., D.F.C.; Hugh Godefroy, D.S.O., D.F.C.; J. A. Rae, D.F.C.; A. R. MacKenzie, D.F.C., C.D.; Robert K. Hayward, D.S.O., D.F.C.; Robert G. Middlemiss, D.F.C., C.D.; Arthur de Breyne; Don Laubman, D.F.C.; Hartland Finley, D.F.C.; Harry Dowding, D.F.C.; Larry Robillard, D.F.C., C.D.; Richard Rohmer, C.M.M., D.F.C.; Walter Conrad, D.F.C.; Leonard J. Birchall, O.B.E., D.F.C., C.D.; J. Danforth Browne, D.F.C., Irving F. Kennedy, D.F.C.; Charles M. Magwood, D.F.C.; B. D. Russel, D.S.O., D.F.C.; Joseph A. O. Levesque, D.F.C.; Robert K. Mackett, D.F.C.; J. V. Watts, D.S.O., D.F.C., C.D.; Lorne M. Cameron, D.F.C.; Murray Peden, Q.C., D.F.C.; V. C. Woodward, D.F.C; Albert U. Houle, D.F.C.; Dennis G. Malloy, D.F.C., C.D.; J. F. Edwards, D.F.C., D.F.M.; Frederick W. Evans, D.F.C.; Wilfred J. Banks, D.F.C.; Arthur H. Sager, D.F.C.; and Robert C. Fumerton, D.F.C., A.F.C., *in good condition*

£40-60

- 54 **A rare Second World War ‘V-2 incident’ B.E.M. group of three awarded to Leading Aircraftman P. Crowley, Royal Air Force Regiment**

British Empire Medal, G.V.I.R., Military Division (1406476 L.A.C. Patrick Crowley, R.A.F. Rgt.), officially engraved naming, in its card box of issue; Defence and War Medals 1939-45, *small edge bruise to the first, otherwise extremely fine* (3)

£500-600

B.E.M. *London Gazette* 27 April 1945:

‘After the explosion of a bomb in January 1945, this airman, assisted by a Flight Sergeant, crawled beneath a huge piece of reinforced concrete which had fallen on top of an officer. The concrete was precariously supported by loose bricks and rubble and was in imminent danger of crushing Leading Aircraftman Crowley as he worked beneath it. Failing to extricate the officer at the first attempt, this airman made a further effort by burrowing under the concrete from the opposite side. The officer was later found to have died whilst the rescue attempts were being made and was extricated by a heavy rescue party, who cut through the concrete. Leading Aircraftman Crowley made persistent and gallant efforts to rescue the officer although he had set himself an impossible task. His services were outstanding, even amongst the acts of gallantry displayed in connection with this incident.’

Patrick Crowley was in Brighton, Sussex on 1 January 1909 and served briefly as a boy recruit in the Suffolk Regiment in 1925-26. Details of his subsequent pre-war employment remain unknown but we do have a record of his gallantry in rescuing a child from drowning:

‘For having on 25 May 1937 gone to the rescue of a child who was in imminent danger of drowning in the Grand Union Canal at Paddington W., and whose life he gallantly saved’ (Minutes of the Royal Humane Society Committee meeting held in London, 13 July 1937, refer).

Crowley was awarded the Society’s Honorary Testimonial inscribed on parchment.

In May 1941, he enlisted in the Royal Air Force and was trained as a ground gunner on Bofors, his early postings including the Anti-Aircraft Flights at Northolt and Hendon. Having then been enrolled in the newly founded R.A.F. Regiment in early 1942, he remained employed in the U.K. in various ‘Defence Flights’ and was serving in No. 2727 L.A.A. Squadron at R.A.F. Stapleford Tawney in Essex by late 1944.

On 20 November 1944, the base was hit by a V-2 rocket, which left a 60-foot crater on the airfield. A second V-2 hit occurred on 23 January 1945, causing much greater devastation, killing 17 personnel and wounding another 50. It was on this occasion that Crowley won his B.E.M. No. 2727 L.A.A. Squadron’s O.R.B. takes up story:

‘At 1545 on Tuesday 23 January 1945, a V2 descended on the Station and completely destroyed the Main Stores and No. 2 Hanger. Many casualties were sustained by Station H.Q. and No. 2839 Squadron personnel. 1251997 Cpl. Thomas and 1305243 L.A.C. Wilson were at the time delivering equipment to the Main Stores; they were both injured and admitted to St. Margaret’s Hospital, and the 51cwt. Truck in use at the time was completely destroyed.

At the time of the incident, gun drill was in progress in No. 1 Hanger, under the direction of Flight Lieutenant Nuttall, and in spite of the fact both sides of the hanger were blown out and much glass fell from the roof, no casualties were sustained.

Realising the explosion had occurred in the vicinity of No. 2 hanger, Flight Lieutenant Nuttall immediately proceeded there with all available personnel and commenced rescue work.

The actions of the following personnel were brought to the notice of Higher Authority, with a view to special recognition: Flight Lieutenant E. W. Nuttall; 1355031 Flight Sergeant Mullins; 1406476 L.A.C. Crowley and 1355137 L.A.C. Rudge.'

Of those named, Flight Lieutenant Nuttall was mentioned in despatches (*London Gazette* 14 June 1945, refers), and Crowley awarded the B.E.M.

He served briefly in No. 2769 Squadron from September 1945 and was released from the Service at No. 1 R.A.F. Regiment Depot in February 1946. He died in Manchester in May 1959.

Sold with the following original documentation:

(i)
Buckingham forwarding message for the B.E.M. in the name of 'Leading Aircraftman Patrick Crowley, B.E.M., Royal Air Force Regiment'; together with a congratulatory letter from Air Marshal Sir Roderic Hill, K.C.B., M.C., A.F.C., dated 12 May 1945.

(ii)
Royal Humane Society's Honorary Testimonial, inscribed on parchment; as per above act of gallantry in May 1937, in its red scroll box.

(iii)
Old stamped copies of his birth and death certificates and an 'In memoriam' card.

55 **A Second World War Greek operations B.E.M. group of five awarded to Corporal A. M. Runcie, Royal Air Force Volunteer Reserve**

British Empire Medal, Military Division, G.VI.R. (1348806 Cpl. Alexander M. Runcie, R.A.F.V.R.), officially impressed naming; 1939-45 Star; Italy Star; Defence and War Medals 1939-45, M.I.D. oak leaf, *extremely fine* (5)

£280-320

B.E.M. *London Gazette* 1 January 1946.

Alexander Marshall Runcie was decorated for his services at Air H.Q., Greece (*T.N.A. AIR 2 / 9285*, refers). The list of those submitted for like recognition on the same occasion was sent to Sir William Brown, K.C.B., K.C.M.G., C.B.E., from the Treasury Chambers in Great George Street, London S.W.1; Sir William had recently headed up the Home Security services. Air H.Q., Greece was established in September 1944 and was closely involved in anti-ELAS operations. It was disbanded in January 1947. Runcie had earlier been mentioned in despatches (*London Gazette* 14 June 1945, refers).

56 *'I still have a notebook dictated by her which contains the pianist's survival kit of technique - full of practical and sound advice, tempered and honed by her great experience as a teacher. War service in the Women's Auxiliary Air Force brought her the award of the B.E.M. of which she was very proud.'*

Royal College of Music Magazine, Vol. 79, No. 3 (1983), 108., refers.

A rare Second World War B.E.M. group of three awarded to Flight Sergeant H. M. Klein, Women's Auxiliary Air Force, who served at R.A.F. Medmenham as a Photographic Interpreter

British Empire Medal, Military Division, G.VI.R., 1st issue (422406 Fl./Sgt. Hilda M. Klein W.A.A.F.); Defence and War Medals 1939-45, *extremely fine* (3)

£500-600

B.E.M. *London Gazette* 1 January 1946.

Hilda Minnie Klein was born in October 1896 at 42 Alfred Street, Bow, London. Her father Alfred Lipman Klein was a jewellery warehouse supervisor. A talented pianist, Klein entered the Royal College of Music on 23 September 1915 and studied there for 19 terms. She won numerous prizes, became an Associated Board examiner and held a teaching post until the late 1960s.

Klein enlisted in the Women's Auxiliary Air Force at Harrogate on 30 September 1940. Promoted to Corporal on 24 January 1941, she was trained as a Photographic Interpreter (P.I.) and transferred to R.A.F. Medmenham in Buckinghamshire on 17 April 1942. The station was the R.A.F.'s Central Interpretation Unit, responsible for analysing air photographs and producing reports of enemy positions. The unit issued target maps to No. 617 Squadron prior to the Dambusters' Raid, and kept close tabs upon the *Tirpitz* in her Norwegian lair. Klein would have made detailed models of airfields, naval bases and missile sites, gleaned accurate information for the landings in North Africa, Italy and Normandy. Churchill was a regular visitor for his daughter Sarah was a Section Commander at Medmenham, and Klein would no doubt have crossed their paths. Promoted Flight Sergeant on 1 June 1942, she was discharged on 14 September 1945 and died at Hove, Sussex, on 7 June 1981.

Sold with original boxes of issuance, the campaign medals addressed to 'Miss H. M. Klein, Hopkinson House, 88 Vauxhall Bridge Road, Victoria, S.W.1', congratulatory letter upon the award of the B.E.M., related riband bars and a copy of *Women of Intelligence: Winning the Second World War with Air Photos*, by Christine Halsall.

57

An unusual Second World War campaign group of four awarded to Flying Officer E. Priestley, Royal Air Force, onetime attached Fleet Air Arm, who was one of just a handful of British airmen to witness active service during the Spanish Civil War

France and Germany Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Royal Air Force L.S. & G.C., G.V.I.R. (Fg. Off. E. Priestley, R.A.F.), mounted as worn, *good very fine* (4)

£300-350

Edward Priestley was born at Medway, Kent on 3 May 1911. Educated at the Sheerness Technical School, he enlisted in the Royal Air Force in August 1927 as an Apprentice at R.A.F. Halton. Having then served as an Aircraftman with No. 2 Squadron, he was trained as a pilot and gained his 'Wings' at R.A.F. Grantham.

Attached to the Torpedo Development Unit at R.A.F. Gosport in 1934-36, he joined No. 711 (Catapult) Squadron, Fleet Air Arm, aboard H.M.S. *London* in the latter year, and it was in this capacity that he witnessed active service during the Spanish Civil War 1936-39. Among other feats - in response to German-led bombing raids mounted in support of Franco - the *London* evacuated endangered British citizens, Embassy staff and nuns from Barcelona to the sanctuary of Marseilles. On one occasion the ship herself came under attack in Valencia harbour, when bombs fell close-by destroying the jetty; her crew were again called to battle stations during the hunt for the gun-running Captain D. 'Potato' Jones.

On the commencement of hostilities in September 1939, Priestley took up a post for the training of Fleet Air Arm Mechanics and was mentioned in the despatches for his good work (*London Gazette* 23 February 1943, refers). Commissioned Pilot Officer in December 1943, he would appear to have made a fleeting visit to North-West Europe and was promoted to Flying Officer. He was awarded his L.S. & G.C. Medal in 1947.

Four tapes of excellent Oral History, made in May 1980 and available via the Imperial War Museum (<https://www.iwm.org.uk/collections/item/object/80004601>), give a terrific first-hand account of Priestley's career; sold with scarce inter-war R.A.F. pilot's 'Wings' and a riband bar, together with copied research.

- 58 **Five: Wing Commander W. L. Bateman, Royal Air Force, who commanded R.A.F. Hawkinge in 1942**
- 1939-45 Star; Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (Wg. Cdr. W. L. Bateman. R.A.F.), *nearly extremely fine* (5) £300-350
- William Lemuel Bateman** was commissioned Pilot Officer on graduating from the R.A.F. College, Cranwell in July 1926. Having then served in No. 30 and No. 100 Squadrons, he was advanced to Flight Lieutenant in May 1931. He next served in No. 201 Squadron, a flying boat unit, but was posted to No. 23 (Fighter) Squadron at Biggin Hill in 1932.
- Having then transferred to the R.A.F. Reserve of Officers in January 1937, he was recalled in the rank of Squadron Leader on the outbreak of hostilities in September 1939 and is known to have commanded R.A.F. Hawkinge as a Wing Commander in the period January-April 1942; worthy of further research.
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- 59 **Three: Warrant Officer H. F. Smith, Royal Air Force, who flew on Air Sea Rescue (A.S.R.) missions in Warwicks of No. 280 Squadron in 1944-46, in addition to undertaking a 'special patrol' to return Clement Attlee from the Potsdam Conference in August 1945**
- 1939-45 Star; Atlantic Star; War Medal 1939-45, *good very fine and unusual* (3) £300-350
- H. F. Smith**, a native of Redbourn, near St. Albans, Hertfordshire, commenced flying training in August 1943, initially for duties as an Air Gunner but latterly as a Wireless Operator.
- Posted to No. 280 Squadron, an Air Sea Rescue unit operating in Warwick aircraft, in October 1944, he went on to participate in numerous search missions in the period leading up to the end of hostilities. Several of them were of a successful nature with resultant Catalina or High Speed Launch pick-ups. Cases in point included a sortie flown on New Year's Day 1945, 'With Fighter Escort ... Diverted to dinghy with 6 survivors. Dropped boat (survivors landed)', and another on 3 February 1945, 'Diverted to posn. of distressed A./C. Sighted 2 dinghies - 7 survivors dropped Lindholme - Sent for help. All picked up safely by Catalina.'
- He also flew a patrol in March 1945 'covering the Allied airborne landings over Rhine', in addition to a V.I.P. flight of 2 August: 'Special Patrol - Mr. Attlee returning from Potsdam'. Smith flew his final operational patrol on 17 May 1946, when a schooner was found and taken in tow by launch.
- Sold with the recipient's original R.A.F. Air Gunner's and Wireless Operator's Flying Log Book, covering the period August 1943 to May 1946; together with an Innoculation Certificate and his identity discs.
-
- 60 **Three: Wing Officer I. M. Bryan, Women's Auxiliary Air Force**
- Defence and War Medals 1939-45, with M.I.D. oak leaf; Air Efficiency Award, G.VI.R, 1st type (Act. Sqn. Off. I. M. Bryan. W.A.A.F.), *good very fine* (3) £350-400
- Isobel Maud Bryan** (née Wilkinson) was born in Gloucester in December 1898. She trained as a clerk, specialising in shorthand and book-keeping, and married William H. Bryan at St. Giles in Middlesex on 12 June 1926.
- Bryan enlisted into the W.A.A.F. as an Airwoman on 20 March 1939, becoming a Section Leader on 30 September. On 1 January 1941 Bryan was discharged to a commission in the W.A.A.F, serving at the Harrow Depot as an Assistant Section Officer - being duly mentioned in despatches (*London Gazette* 11 June 1942 refers). She was promoted to Flight Officer in January 1943.
- Bryan completed the 102 Advanced Admin Course at R.A.F. Stannington in September 1944, receiving the Air Efficiency Award on 8 May 1947. She transferred to the Secretarial Branch of the W.A.A.F. that December, becoming W.R.A.F. Administrative Officer at R.A.F. Ampert in Hampshire. Discharged as a Wing Officer, Bryan died in Cheltenham on 14 October 1958; sold with copied service record and research.

- 61 A scarce post-war M.B.E. group of four awarded to Squadron Leader J. E. Walton, Royal Air Force, who flew operationally in Lincolns of No. 214 Squadron during the Mau Mau troubles



The Most Excellent Order of the British Empire (M.B.E.), Military Division, Member's 2nd type breast badge; Defence and War Medals 1939-45; Africa General Service 1902-56, 1 clasp, Kenya (Flt. Lt. J. E. Walton, R.A.F.), mounted as worn, together with a set of related miniature dress medals, *good very fine* (8)

£600-800

M.B.E. *London Gazette* 12 June 1958.

James E. Walton entered the Royal Air Force as a Halton apprentice in September 1942 and remained employed in the U.K. throughout the war, latterly as A.C. 1 at No. 322 Maintenance Unit.

Qualifying as a Navigator in November 1951, and commissioned Pilot Officer in the same month, he was posted to No. 214 Squadron, an Avro Lincoln bomber unit stationed at R.A.F. Upwood. Having then been advanced to Flying Officer and qualified as an Observer, he served in No. 148 Squadron at Upwood in the period August 1952 to November 1953.

Returning to No. 214 Squadron, he was among the unit's aircrew selected to operate six Avro Lincolns in anti-terrorist operations against the Mau Mau in June 1954, the whole flying to their destination via Idris and Khartoum. Walton subsequently completed 12 bombing sorties in the period June-July 1954, in addition to photographic reconnaissance missions (Medal & clasp).

On returning to the U.K. he was advanced to Flight Lieutenant and qualified as a Radar Operator (Combat). He subsequently served in No. 15 Squadron at Cottesmore from October 1959 to April 1961 but his flying career ended in the mid-1960s when his medical category was down-graded. He remained employed on ground duties until his retirement as a Squadron Leader in February 1976.

Sold with a quantity of original documentation, comprising:

- (i)
The recipient's R.A.F. Navigator's, Air Bomber's, Air Gunner's, Flight Engineer's Flying Log Books (both Form 1767 types), covering the periods January 1950 to December 1959, and January 1960 to July 1965.



(ii)
M.B.E. warrant, dated 12 June 1958, together with related Statutes and Buckingham Palace investiture letter, dated 15 October 1958.

(iii)
Commission warrant for the rank of Flight Lieutenant, dated 10 April 1956, and Halton School of Technical Training certificate as a Fitter II (Airframes), September 1942.

(iv)
Five volumes of training notes and several career photographs.

SINGLE CAMPAIGN MEDALS

- 62 Naval General Service 1793-1840, 1 clasp, Syria (**William Welch.**), *light contact marks, edge bruising, very fine* £500-600
William Welch is confirmed as a unique name on the published rolls serving as an Ordinary Seaman aboard H.M.S. *Powerful*, under the command of Commodore Charles Napier.
- 63 Military General Service 1793-1814, 1 clasp, Egypt (**J. Ellis, Troop Qr. Mr., 22nd Lt. Dragns.**), *suspension claw re-affixed, very fine* £600-700
John Ellis enlisted in the 22nd Light Dragoons in March 1794 and was advanced to Sergeant in April 1796. He subsequently served in Captain Sinclair's Troop in the Egypt operations of March-September 1801, in which period he was appointed Troop Quarter-Master. Placed on half-pay as a Quarter-Master, the Register of Services of Officers (T.N.A. WO 25/757) states that he was 'desirous to serve in any situation His Majesty may think proper'. Ellis settled in Exeter, Devon, where he was married in July 1811; sold with copied muster details and research.
- 64 A scarce Military General Service Medal awarded to Private P. Haines, 59th Foot, who was wounded during the storming of Fort Cornelis on 26 August 1811



- Military General Service 1793-1814, 1 clasp, Java (P. Haines, 59th. Foot.), *good very fine* £1,000-1,200
 Provenance:
 Sotheby's, November 1910.
 Glendining's, March 1927.
 Spink, 1976.

Patrick Haines was born at Fethard, County Tipperary, c.1789. A labourer by trade, he enlisted in the 59th Foot in October 1807. Haines served with the Regiment in Java and was wounded at the storming of Fort Cornelis on 26 August 1811. He was discharged in November 1815, after 8 years and 44 days with the Colours.

- 65 Military General Service 1793-1814, 1 clasp, Vittoria (**Wm. Bailey, Royal Horse Arty.**), *edge bruise and light contact marks, very fine* £700-900
- 66 Military General Service 1793-1814, 3 clasps, Salamanca, Vittoria, Toulouse (**James Parker, Serjeant, 5th Dragoon Guards**), *minor contact marks and edge nicks, better than very fine* £700-900
James Parker was born at Portadown, Co. Armagh and enlisted in the 5th Dragoon Guards in June 1804, aged 18 years. He subsequently witnessed active service in Captain Osbourne's Troop and was present at Salamanca, Vittoria and Toulouse. He was discharged on account of poor eyesight at Canterbury in June 1829; sold with copied service record.



x67 Military General Service 1793-1814, 5 clasps, Pyrenees, Nivelle, Nive, Orthes, Toulouse (**Maurice O'Connor, 88th Foot.**), *nearly extremely fine* £1,100-1,300

Maurice O'Connor enlisted in the 88th Foot in April 1812 at Limerick. He served with the 1st Battalion in the Peninsular and is noted as being sick and absent from December 1813-March 1814. Volunteering for the 23rd Foot in March 1817, he is confirmed as having deserted in November 1818, with no trace of having returned; sold with copied research and muster rolls.



68 Alexander Davison's Medal for the Nile 1798, bronze-gilt, the reverse attractively engraved in running script '**John Sabbage Bellerophon**', *very fine* £500-600

John Sabbage was born in London during 1776. He volunteered for the Royal Navy at Portsmouth and served aboard *Bellerophon* from December 1793 until April 1800. During this time he would see action on the 'Glorious First of June', at the Battle of the Nile and with Vice-Admiral Cornwallis's Squadron in the Bay of Biscay. During the first action, she would play an important role, as part of the Flying Squadron, engaging the 110-gun *Révolutionnaire* to open the Battle. Her topmast would be severely damaged whilst fighting alone and ahead of the fleet, before later seeing action following the *Queen Charlotte* into action. Her captain, Admiral Sir Thomas Pasley, lost his leg as the result of a cannonball, famously commenting to two concerned Seamen:

'Thank you, but never mind my leg; take care of my Flag.'

The ship suffered casualties of 4 killed and approximately 30 wounded.

In 1798, the *Bellerophon* would see spectacular action at the Battle of the Nile, under the command of Captain H. D’Esterre Darby. She would be eighth ship in the line, somehow coming to rest alongside the French flagship *L’Orient*. With a history of engaging larger vessels, this time the 120-gun ship opened up and inflicted devastating damage in the opening shots of the action. Broad-sides smashed her boats, destroyed a number of her guns and the rigging was slashed. French Marines quickly poured musket fire into the upper decks - 70 of the crew were casualties within minutes. Darby himself was unconscious as the result of a head wound. In the next hour, the command would pass no less than four times, as one after another the officer’s were cut down. In a sorry state, *Bellerophon’s* mizzenmast and mainmast collapsed. Fires had broken out upon both ships by 9pm, by which point 13-year old Midshipman J. Hindmarsh had command of the ship. Attempting to remove his charge from certain destruction, he attempted to hoist the spritsail, resulting only in the collapse of the foremast. She now began to drift from the action, in turn allowing the *Swiftsure* to close on *L’Orient*, eventually pouring activity on the now raging fires which resulted in the immense explosion of the French flagship. By the close of play, a British victory was secured. *Bellerophon* had suffered 56 killed and 140 wounded.

He served aboard *Alligator* as Able Seaman from May 1800, being advanced Quarter Gunner in July 1802 and discharged in May 1803.

Sabbage did not claim his Naval General Service Medal, which in all likelihood might have been a 4-clasp award, with clasps ‘1 June 1794’, ‘17 June 1795’, ‘Nile’ and ‘Egypt’; sold with copied muster rolls.

- 69 Alexander Davison’s Medal for the Nile 1798, bronze-gilt, the reverse engraved ‘**James Boulter Minotaur**’, *edge a little rubbed, probably from a mount, minor verdigris, otherwise very fine* £500-600

James Boulter (or Bolter) volunteered for service in the Royal Navy at Plymouth in September 1796. He served aboard *Minotaur*, under the command of Captain T. Louis, during the Battle of the Nile. *Minotaur* would share in the surrender of *Aquillon* before joining the attack on *Franklin*, suffering 23 killed and 64 wounded. Boulter did not claim his Naval General Service Medal; sold with copied muster rolls.



- 70 Alexander Davison’s Medal for the Nile 1798, bronze-gilt, the reverse attractively engraved ‘**Fredk. Morrish of the Alexander 74 Guns.**’, *good very fine* £400-500

Frederick Morrish was born at Plymouth in 1775, volunteering for the Royal Navy in September 1796. He served as a Landsman aboard *Alexander*, under the command of Captain A. Ball, during the Battle of the Nile. She was the second ship to fire during the battle, engaging and sharing in the destruction the French flagship *L’Orient*. Besides this she sunk three French vessels before being forced to withdraw as a result of a fire.

Paid off in August 1802, Morrish served as a Cooper at the Victualling Office at the Deptford Dockyard, a post which he held for a further 23 years, whilst living at Greenwich.

Morrish claimed his Naval General Service Medal with clasp ‘Nile’; sold with copied muster rolls.

- 71 Alexander Davison's Medal for the Nile 1798, bronze-gilt, the reverse engraved, '**Thomas Cooper**', pierced with ring suspension, *contact marks, nearly very fine* £280-320
 A unique name to a rating.
Thomas Cooper was born in London and enlisted in the Royal Navy at Dover in August 1794, serving aboard *Royal William* and *London* before joining the 74-gun *Zealous* in 1797. He would serve aboard her, under the command of Captain S. Hood at the Battle of the Nile. *Zealous* had been in a race with *Goliath* to be the first to fire upon the French, successfully navigating into Aboukir Harbour to attack *Guerrier*. Despite being in the thick of the action, and being struck by French shot, she emerged remarkably unscathed - suffering just one man killed and 7 wounded. Cooper did not claim his Naval General Service Medal; sold with copied muster rolls and research.
- 72 Alexander Davison's Medal for the Nile 1798, the reverse engraved in running script '**Wm. Cook. H.M.S. Goliath.**', *good very fine* £400-500
William Cook, a native of Woolwich, was born in 1775. Initially serving aboard *Edgar*, he joined 74-gun *Goliath* as a Landsman in February 1796. Cook would first see action at the Battle of Cape St. Vincent under Captain C. H. Knowles and at the Battle of the Nile under Captain T. Foley. It was at the Nile that Foley's tactical move to lead four ships between the shore and the French ships was credited with cementing the British victory. *Goliath* inflicted heavy damage on the *Guerriere* and assisted in the defeat of the *Conquérant*, herself losing most of her rigging and suffering 60 casualties.
 Cook claimed his Naval General Service Medal with clasps 'St. Vincent' and 'Nile', which is recorded as having been sold at Glendining's in 1926; sold with copied muster rolls.
- 73 Alexander Davison's Medal for the Nile 1798, bronze, fitted with white metal ring suspension, the reverse engraved '**M. Kirby The Thesius** [sic]', *very fine* £400-500
Michael Kirby was born in Bethnal Green during 1767. He joined *Theseus* as an Ordinary Seaman in January 1796 from *Royal William*. Kirby would have been present at the Battle of Santa Cruz, 22 July 1797 under the command of Horatio Nelson, who suffered the famous musket ball shot which resulted in the amputation of his right arm.
 She would be under the command of Captain R. W. Miller at the Battle of the Nile, during which she forced the abandonment of the *Artémise* and took the surrender of the drifting *Heureux* and *Mercure*.
 Kirby next saw action at the Siege of Acre in 1799. During the preparations for the bombardment, a fire was ignited upon the deck which was packed with ammunition for the attack. Captain Miller was killed instantly, together with 25 other men, and the resultant fires and secondary explosions killed another 10 seaman, destroyed the poop and quarter decks and toppled the main mast.
 Discharged to *Heldin* in December 1800, Kirby was admitted to Deal Hospital in February 1801, with his final entry upon the muster rolls being aboard *Ruby* in January 1802.
 Kirby did not claim his Naval General Service Medal, which in all likelihood would have been a 2-clasp award for 'Nile' and 'Acre 20 May 1799'; sold with copied muster rolls.
- 74 Alexander Davison's Medal for the Nile 1798, bronze-gilt, pierced with double-ring suspension, the reverse engraved '**Jo. Lemon Defence**', *polished and edge wear overall as sometime mounted, fine* £180-220
John Lemmon, a native of Greenock, Scotland, was 'pressed' into service in February 1795. He served as an Able Seaman aboard *Defence* at the Battle of Nile, under the command of Captain J. Peyton. She would engage *Peuple Souverain*, losing her own fore topmast in the process, before sharing in the surrender of *Franklin* with *Swiftsure*. Lemmon did not claim his Naval General Service Medal; sold with copied muster rolls.
- 75 Alexander Davison's Medal for the Nile 1798, the reverse engraved '**Ambrose Southwood**', *worn and corroded overall, fine* £120-160
Ambrose Southwood, a native of Devon, served aboard *Culloden* under the command of Captain T. Troubridge at the Battle of the Nile. Having been assigned to tow a captured French merchant vessel prior to the engagement, she attempted to re-join the British fleet but ran aground upon the shoal on the entrance to Aboukir Bay. Having been freed, the vessel was rudderless and the seriously damaged hull was taking in vast quantities of water.

Southwood was serving in *Cambrian* during 1807 when he was married at Portsmouth, however he did not claim his Naval General Service Medal; sold with a quantity of copied muster rolls and research.

- x76 Alexander Davison's Medal for The Nile 1798, bronze, fitted with later ring suspension, *light contact marks, very fine* £180-220
- 77 Honourable East India Company Medal for Seringapatam 1799, bronze, 48mm, Soho Mint, with clip and split ring suspension, *edge bruising, therefore very fine* £280-320
- Provenance:
Baldwins, December 1935.



- 78 Honourable East India Company Medal for Seringapatam 1799, 48mm, pewter, Soho Mint, fitted with fine loop and split ring suspension, *nearly extremely fine and scarce in this state* £240-280
- 79 Army of India 1793-1826, 1 clasp, Bhurtpoor (**R. Thompson, 11th Lt. Dragns.**), short-hyphen reverse, officially impressed naming, *edge bruising, nearly very fine* £800-1,000
- Robert Thompson** was born just outside Norwich and enlisted in 11th Light Dragoons in July 1821, aged 18 years. He subsequently served for 15 years in India and was present in the Bhurtpoor operations (Medal & clasp). Thompson was discharged at Dublin in October 1845 on account of suffering from 'a pain in the lower loin and frequent attacks of vertigo'; sold with copied service record.
- 80 Army of India 1799-1826, 1 clasp, Bhurtpoor (**W. Kiely, 59th Foot.**), short-hyphen reverse, officially impressed naming, *minor contact marks, good very fine* £700-900
- 184 'Bhurtpoor' clasps to the 59th (2nd Nottinghamshire) Regiment.
- x81 Hanoverian Waterloo 1815 (**Soldat Johann Seeger, Landwehr Bat. Verden**), with original steel clip and ring suspension, *clip loose, polished, pawnbroker's mark after naming, very fine* £240-280
- x82 Hanoverian Waterloo 1815 (**Sergeant Christoph Fricke, Landwehr Bat. Salzgitter**), *replacement clip and suspension, polished, nearly very fine* £180-220
- x83 Nassau Waterloo 1815, silver, unnamed as issued, fitted with additional rings for suspension, *nearly very fine*, together with a Wellington Blücher Medal, silver, 37mm (2) £160-200
- 84 Ghuznee 1839 (**Sergeant Henry Bottle Her M's 16th Lancers**), engraved in running script to the reverse field, *good very fine* £300-400

- x85 China 1840-42 (**William Savage, Gunner, Madras Artillery**), *contact marks and edge wear, nearly very fine* £400-500
- The Madras Artillery were present at the Battle of Chinkingang on 21 July 1842, when their five 6-pounders assembled on the eastern banks were hotly engaged.

- 86 Defence of Jellalabad 1842, Mural Crown (**Pt. Wm. Jordan, XIII P.A.L.I.**), with old integral loop and wire suspension bar, regimentally impressed naming, *contact marks and edge bruising, otherwise good fine* £400-500

William Jordan was born in Lorgan, Monaghan, and originally enlisted in the 20th Regiment in February 1822. Having then served variously at Calabah, Cauranore and Poona, and gained advancement to Corporal, he exchanged into the 13th Foot as a Private in October 1836. He subsequently served throughout the campaigns of 1838-42, the whole summarised in his discharge papers in the following terms:

‘Present at the storming of Ghuznee in July 1839; the forts of Tootumdurra and Julgar in Kohistan in 1840; several engagements in the forcing of the passes from Cabul to Jellalabad in 1841 and in the defence of the latter fortress in 1841-42; present in the engagement at Jellalabad on 7 July 1842, at Jugdulluk Pass on 8 September, Tezin on 13 September and the recapture of Cabul on 15 September 1842.’

In terms of promotion, Jordan experienced a few ups and downs in his career, at one time reaching the rank of Sergeant, but finally being discharged as a Corporal in November 1845, in consequence of ‘infirmity from age and service combined with fever contracted in Scinde.’ Sold with copied muster roll extracts and research.



- 87 Defence of Jellalabad 1842, 2nd ‘Flying Victory’ type (**Jas. Byrne 13th Regt.**), officially impressed naming, fitted with correct type German silver straight-bar suspension, *nearly extremely fine, rare* £1,400-1,800
- Provenance:
Ex-A. A. Purves collection, Christie’s, November 1992 (Lot 15).

James Byrne confirmed as one of just 37 recipients of this Medal, see *Jellalabad Medal; ‘Flying Victory’ type*, by Patrick Street (*The Orders and Medals Research Society Journal*, August 1989, refers).

- 88 Candahar Ghuznee Cabul 1842 (**Serjt. Wm. Jordon, H.M. 40th Regt.**), with original steel clip and bar suspension, contemporary engraved naming, *very fine* £400-500

William Jordon was born in the parish of St. Michael’s, Coventry and enlisted in the 40th Foot in January 1827, aged 18 years. In his subsequent career of 20 years with the Colours, he served for 18 months in Van Dieman’s Land, 11 years in the East Indies and for three years in the Scinde and Afghanistan, in which latter theatre of operations he qualified for the above described Medal. He was, too, present at the battle of Maharajpooor in December 1843. Jordon was advanced to Corporal in March 1840 and to Sergeant in October 1841 and, but for the intervention of the Commander-in-

Chief in July 1846 when he appeared before a District Court Martial, may well have been reduced to Private - instead, as a result of his previous good character and lengthy service, he was permitted to retain his stripes in lieu of stoppages. Jordan was medically discharged in January 1848 in consequence of 'labouring under chronic rheumatism and hepatitis originating on foreign service caused by climate'; sold with copied research and muster extracts.



- 89 Ghuznee Cabul 1842 (**John Halle, 41st Regt**), correctly engraved in fine running script, with original steel clip and split ring suspension, *edge nicks, very fine* £500-600
Provenance:
Spink, May 1972.
- 90 Cabul 1842 (**No. 1089 Robt. Wood: Pt. HMs. 31st. Regimt.**), contemporarily engraved in upper and lower serif capitals, additionally engraved 'C' in the lower reverse field, with original steel clip and split ring suspension, *good very fine* £400-500
- 91 Cabul 1842, unnamed, fitted with wide silver scroll suspension, *very fine* £280-320
- 92 Scinde 1843, for Meeanee and Hyderabad (**Lieut. C.P. Leeson.**), engraved in serif capitals, with contemporary silver clip and silver straight bar suspension, *nearly very fine* £700-900
Provenance:
Glendining's, March 1974.

Charles Ponsonby Leeson was born in Dublin in January 1810, third and youngest son of the Hon. John Leeson, a gentleman of Jersey. Educated by Dr. Thompkins at Boulougne he entered the East India Company upon the recommendation of Sir Robert Preston in January 1829. Posted as Ensign to the 7th Bombay Native Infantry in July 1829, he transferred to the 25th Native Infantry in 1834, and was promoted to Lieutenant in November 1837. Leeson was appointed Brigade Major at Poona in December 1838.

Intriguingly his name features as having been declared bankrupt and residing as a prisoner in the gaol of Bombay during June 1840. His debts cleared - or possibly pardoned - Leeson served as a Baggage Master during the Scinde campaign, including the Battle of Meeanee, 17 February 1843 (Medal upon roll under 'Staff').

An Acting Superintendent of Hyderabad Police from 19 February - September 1843, he would later qualify as both a Hindustani and Mahratta Interpreter and serve as Paymaster of Pensioners at Poona.

His military career ended somewhat unhappily, the result of scandal attaching to his conduct in the taking of an Indian concubine, an ex-prostitute whose role in searching the women of the Talpur zenana to prevent jewels from escaping the clutches of the Prize Agents endeared her to none, whereby ‘...the business of the concubine coming belatedly to the General’s notice, a hint was given to Leeson to resign.’ (*Sir Charles Napier and Sind*, H. T. Lambrick, Oxford, 1952).

Leeson died unmarried in July 1852. His two elder brothers also served in India, Joseph Leeson, the eldest, saw action in the first Afghan War at Cabul and Istalif, and afterwards headed Shah Shuja’s 1st Cavalry Regiment, known locally as Leeson’s Horse. He subsequently served in the first Sikh War as a Captain in the 2nd Irregular Cavalry. The second brother, John Sackville Leeson served with distinction during the second Sikh War as Brigadier-General, commanding Bombay Artillery; sold with copied research.

x93 Scinde 1843, for Meeanee Hyderabad 1843 (**Pte. Wm. Holmes. H.M.22nd. Regt.**), original [rusted] steel clip and suspension, *light corrosion to suspension, otherwise good very fine* £300-350

94 Maharajpooor Star 1843 (**Private Henry Wardle HM 16th Lancers**), *balls to Star tips and suspension sometime refurbished, with resultant light scratches over naming, nearly very fine* £140-180

x95 Sutej 1845-46, for Moodkee 1845, 1 clasp, Ferozeshuhur (**Gunner G: J: Kennedy 3rd Brigade H: Ay.**), additionally engraved ‘Moodkee’ prior to and ‘Ferozeshah’ [sic] after naming, *one or two light edge bruises, otherwise very fine* £340-380

96 Sutej 1845-46, for Moodkee, 2 clasps, Ferozeshuhur, Sobraon (**Henry Coles, 3rd Lt. Dragns.**), *minor contact wear and a little polished, nearly very fine* £400-500

Henry Coles enlisted in the 3rd Light Dragoons in January 1839 and was embarked for India at the year’s end. He subsequently saw action in the First Sikh War and was wounded at Moodkee on 18 December 1845. He was also present at Ferozeshuhur and Sobraon (Medal & 2 clasps). Regimental musters record that he died on 16 September 1849; sold with copied research.

97 South Africa 1834-53 (**J. Brown, 7th Dragn. Gds.**), *later re-affixed suspension and traces of ex-swivel-mounting, severe bruise at 6 o’clock, good fine* £80-120

Joshua Brown enlisted in the 7th Dragoon Guards at Westminster in May 1829, aged 20 years. He subsequently witnessed active service in South Africa in 1846-47 (Medal) and was discharged as medically unfit for further duty in May 1853; sold with copied service papers.

98 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (**Serjt. J. White. 1st Bn. 60th R. Rifles.**), *suspension post re-pinned, flaw above crown, edge bruising, very fine* £280-320

x99 *Family group:*

The New Zealand Medal awarded to Captain H. Goldsmith, Waikato Militia, a gallivanting commander who was frequently under fire and on one occasion had his horse shot under him

New Zealand 1845-66, reverse dated 1861-66 (Capt. H. G. Smith. 1st. Waikato Mila.), officially impressed naming, note surname, *minor neat solder repair to left side of claw, good very fine and rare*

The British War Medal awarded to Gunner H. D. Goldsmith, New Zealand Expeditionary Force, grandson of Captain H. Goldsmith

British War Medal 1914-20 (79900 Gnr. H. D. Gold-Smith N.Z.E.F.), *nearly extremely fine (2)* £800-1,000

Henry Goldsmith had previously served in the Victorian Volunteer Engineers and listed his profession as ‘soldier’ when enlisting in the New Zealand Militia at Melbourne on 1 September 1863. Immediately commissioned, the 1st Battalion departed on 12 September and were soon in action, attached to the Imperial Commissariat Transport Corps.

At Mauku on 23 October 1863, Lieutenant John Perceval of the 1st Battalion led a force against Maoris who had been spotted shooting cattle in the valley between Bald Hills and Titi Hill. Pressing into the valley, the small detachment of 13 men accounted for 30 Maoris before being rushed and overpowered. An early morning reconnaissance the following day found Perceval and six of his men stripped and laid out in a row: they had all been tomahawked and a white haversack on a stick had been erected to mark their location.



Goldsmith later served under General Cameron and came under fire during the raid on Rangiaowhia, 21 February 1864 and at the battle of Orakau, 31 March-2 April 1864. The battle witnessed the final stand of Rewi Maniapoto and around 200 of his warriors - together with an estimated 100 women and children - and took place in their redoubt formed in a peach grove. Colonial advances and attacks were bravely beaten off by the warriors who held their nerve, only opening fire when the troops had closed to around 100 feet. The desperate defenders were soon running low on supplies, ammunition and reinforcements had no chance of breaking through. Despite being offered the chance to surrender, the Maoris gave their now infamous reply:

‘E hoa, ka whawhai tonu matou, Ake! Ake! Ake!’
[Friend, we will fight on forever, forever and forever!]

At 3.30 p.m. on 2 April, the majority of the defenders escaped the redoubt and took the Colonials by surprise. The Maoris then split into smaller groups and attempted to scarp into the countryside, quickly pursued by cavalry and Forest Rangers. An estimated 160 were killed, with the Colonials taking 67 casualties. For his own part, Goldsmith had his ‘horse shot in the shoulder’ (his Medal application, refers); the whole event was later immortalised in Hayward’s 1925 film ‘Rewi’s Last Stand’.

Goldsmith later commanded an attack upon Irihanga whilst commanding Omanawa in January 1867, in which action Sergeant-Major Emus was mortally wounded. Goldsmith’s Medal was issued in 1871; sold together with copied research and correspondence.

- | | | |
|------|---|----------|
| x100 | New Zealand 1845-66, reverse dated 1863 to 1866 (917. Thos. Bestick, 2nd Bn. 18th Ryl. Irish Regt.), <i>unit officially corrected, minor edge bruising, toned, very fine</i> | £300-350 |
| x101 | New Zealand 1845-66, reverse dated 1864 (547 R. Jackson, 40th Regt.), officially impressed naming, <i>very fine</i>

33 New Zealand Medals with ‘1864’ reverse to the 40th Regiment.

Richard Jackson was born at Walsall and was a bed head maker by trade. He enlisted in the 40th Regiment at Liverpool in September 1860 and was discharged by purchase in June 1871; sold with copied muster rolls and research. | £300-400 |
| x102 | New Zealand 1845-66, reverse dated 1864 to 1866 (Lieut. J. A. G. F. Seewell, 4th Battn. Militia Trn.), <i>polished, very fine</i> | £300-350 |

- x103 New Zealand 1845-66, reverse dated 1866 (**3434 William Clifford, 4th Batn. Milit. Trn.**), officially impressed naming, *very fine* £300-350
- William Clifford** enlisted in the Military Train in October 1860 at Shorncliffe, Kent. He served with the 4th Battalion in New Zealand from 19 April 1866 and was promoted Corporal in January 1867; sold with copied muster rolls and research.
- x104 New Zealand 1845-66, undated reverse (**J. Newland, Taranaki Vol.**), locally engraved naming, *good very fine* £300-350



John Newland was the scion of original New Plymouth settlers, his family having arrived in New Zealand in 1841; related papers and journals are held in the Taranaki Museum.

Together with his three brothers, John served with the Taranaki Volunteers, completing seven years' service as a Private in the Rifle Volunteers from 1860. Heavily engaged during the latter year, he saw action at Waireka on 25 March, Mahatahi on 6 November and Kaihiki on 11 November. He went on to serve during the operations at Kaitake on 24 March 1864, besides other actions on the west coast.

The brothers served under the Prussian adventurer Gustavus von Tempsky, who had noted them as 'quite, quite mad, not fit to be in charge of men'. An intrepid leader, von Tempsky was a flamboyant and fearless soldier who was killed in action during a daring attack at Te Ngutu-o-te-Manu on 7 September 1868.

John Newland's Medal was issued on 12 July 1872; sold with a copied portrait photograph and a quantity of research.



x105 New Zealand 1845-66, undated reverse (Cnt. D. McArthur, A.C.), locally engraved naming, *edge nick, good very fine*

£300-350

David McArthur was born in Leith, Scotland in 1844. He served in the 7th Division, Armed Constabulary, attached to the 3rd Waikato Militia from 1863-66 and was present at Ngatapa.



x106 New Zealand 1845-66, reverse undated (Wm. Satchell. Auckd. Mila.), reverse centre additionally and attractively engraved 'Wm. Satchell Sergt. No.8 Compy. 3 Waikato Regt. Auckland. New Zealand', *onetime swivel-mounted, the claw re-affixed and neatly plugged at 6 o'clock, otherwise very fine*

£180-220

107 Baltic 1854-55, engraved 'G. L. Griffin', *good very fine*

£100-140

Two men upon the roll for H.M.S. *Bulldog*, the wooden steam-powered paddle sloop launched in 1845.

108 Baltic 1854-55, unnamed as issued, *claw repaired, traces of lacquer, nearly very fine*

£70-90

109

‘He was our father and friend, and watched over the Regiment and its wants in a manner that gained for him the adoration of his men; and never did I see a more genuine grief among a body of men than that seen in the 57th Regiment.

The poor old Colonel and the memory of his many acts of kindness, of his unflinching courage at the head of his own “Die-Hards”. His glorious death will long be a theme in the 57th Regiment.

Such are the feelings of the Regiment - they have lost their best friend; but I have lost, if possible, more than any of them, for I never experienced such kindness as he invariably showed to me and my welfare.

He lost no opportunity in advancing me in my profession and not only did he look after my temporal but my spiritual welfare; and if ever a man died a Christian he did.

I spoke to him a few minutes before he fell; the last words I heard him say were “Now, Colonel Ware, you mind the right, I will take the left, and Major Inglis the centre.”

This was said amid a shower of missiles of every kind, and he was then as cool and collected as if on parade.

Poor Colonel! It was the last order I heard him give, and the last time I saw him alive. He could not have suffered much pain from the nature of his wound.’

Sergeant-Major G. Cumming, 57th Regiment, in a poignant letter to the Colonel’s widow after his gallant end at the Great Redan in June 1855 (*Reading Mercury*, 18 August 1855, refers).

The important commanding officer’s Crimea Medal awarded to Lieutenant-Colonel Thomas Shadforth, 57th Foot

He was killed in action during the first attack on the Grand Redan at Sebastopol in June 1855, whilst gallantly leading his beloved “Die-Hards”: it was something of a family habit for his father had commanded them in their celebrated stand at Albuera

Following his gallant end, Queen Victoria took it upon herself to ensure the future security of Thomas’s family by granting his widow and children a royal cottage in Hampton Court Park, with an annual pension of £200

Crimea 1854-56, 1 clasp, Sebastopol (Lieut. Col. T. Shadforth. 57th. Regt.), officially impressed naming, *minor edge nicks, otherwise good very fine*, mounted upon original riband and fixings as worn by his widow and four daughters

£1,800-2,200

Thomas Shadforth was the second son of Lieutenant-Colonel Thomas Shadforth, who had been wounded in the Peninsula whilst commanding the 57th Foot in their celebrated action at Albuera. Following in his gallant father’s footsteps, young Thomas was appointed an Ensign in the 57th Foot in 1825. He sailed for Sydney aboard the *Minstrel* in the same year, in the company of his elder brother, Henry, a fellow officer of the “Die-Hards”.

When the 57th were ordered to India in 1828, their father, then 60, resigned his commission and settled in New South Wales. He subsequently purchased the 640-acre Ravenswood Estate, Mulgoa, and became ‘a leader in the commercial and social life of Sydney for the next thirty years.’

Journey’s end

In common with his father, Thomas eventually rose to the command of the old 57th and he commanded the Regiment in the Crimea. As reported in the *Hampshire Advertiser* on 18 August 1855, he wrote to his wife and children on the eve of the first attack on the Grand Redan. It is a deeply moving letter, beset with all the hallmarks of a ‘facer’:

‘My own beloved Wife and dearly beloved Children. At one o’clock tomorrow morning I head the 57th to storm the Redan.

It is, as I feel, an awfully perilous moment to me, but I place myself in the hands of our gracious God, without whose Will a sparrow cannot fall to the ground. I place my whole trust in him.

Should I fall in the performance of my duty, I fully rely in the precious blood of our Saviour, shed for sinner that I may be saved through Him.



Lieutenant-Colonel Thomas Shadforth and fellow officers in the Crimea; by Roger Fenton.

Pardon and forgive me, my beloved ones, for anything I may have said or done to cause you one moment's unhappiness. Unto God I commend my body and soul; which are his; and should it be His Will that I fall in the performance of my duty, in the defence of my Queen and country, I most humbly say,

“Thy will be done.”

God bless and protect you; and my last prayer will be, that He, of His infinite goodness, may preserve me to you. God bless you, my beloved Eliza, and my dearest children; and if we meet not again in this world, may we all meet in the mansion of our Heavenly Father, through Jesus Christ.

God bless and protect you; and ever believe me. Your affectionate husband and loving father.’

The following day the “Die-Hards” suffered losses of 22 killed and 35 wounded. Shadforth - as one suspects he well-knew from his final letter - was among those killed, falling at the head of his men.

Queen Victoria granted his widow and children the use of a royal cottage in Hampton Court Park, in addition to an annual pension of £200.

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| 110 | Crimea 1854-56, 1 clasp, Sebastopol (Rd. Curtis. Ord.), officially impressed naming, <i>traces of solder to claw, edge nicks, very fine</i> | £180-220 |
| | Richard Curtis served as Ordinary Seaman aboard H.M.S. <i>London</i> ; sold with copied roll verification. | |
| 111 | Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (Pte. Patrick Byrne, 4th Dn. Gds.), contemporary engraved naming, <i>traces of repair to right of suspension claw, minor edge bruising and polished, otherwise very fine</i> | £400-500 |

Provenance:
Ex Glendining's, 7 December 1988 (Lot 182).

Patrick Byrne enlisted in the 4th Dragoon Guards in August 1846 but deserted in May 1848. Imprisoned for two months on re-joining, he again deserted in September 1849 and was imprisoned for four months. Of his subsequent part in the Crimea, he is clearly shown as ‘effective’ on the regimental musters for the period October-December 1854, so he is a likely participant in the famous charge of the Heavy Brigade at Balaklava.

Appointed Shoering-Smith in February 1860, Byrne resigned his appointment in October 1871, intending to find like employment in his home town of Portlinton. He applied for an increase in his pension in 1904, aged 78; sold with copied research.

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| 112 | Turkish Crimea 1855, Sardinian issue, pierced with ring suspension, <i>polished, good fine</i> | £30-40 |
| 113 | Turkish Crimea 1855, erased naming, <i>die-type indiscernible as a consequence of being heavily polished, fine</i> | £20-30 |
| 114 | A fine storming party Officer's India General Service 1854-95 Medal awarded to Lieutenant H. J. R. Low, 40th Bengal Native Infantry | |



India General Service 1854-95, 1 clasp, Pegu (Lieut. Hy. J. R. Low. 40th Regt. N.I.), *very fine* £300-400

Henry John Revell Low was commissioned Ensign in the 40th Bengal Native Infantry in 1851, promoted Lieutenant in 1853, and served with them during the Pegu operations. Low was present with the two Companies of 40th Bengal Native Infantry who served in the centre of the First Raiding Brigade which landed at Rangoon in April 1853, flanked by the 18th Royal Irish to their right and 51st Light Infantry to the left.

Low would also have performed valuable service at the storming of the Great Dagon Pagoda. A fiercely protected bastion, the spectacular 14th century pagoda was defended by cannon over its three main tiers, in addition to being protected by a brick and mud rampart. The force chosen to storm the Pagoda comprised two Companies of the 40th Bengal Native Infantry, two Companies of the 18th (Royal Irish) Regiment and a detachment of the 80th Foot. An approach march having been made before dawn through jungle, the ranks of the storming party readied themselves for the attack. James Jones's *History of the South Staffordshire Regiment (1705-1923)* takes up the story:

‘The distance to be covered in the advance to the eastern entrance of the Pagoda was 800 yards. The troops crossed steadily under a heavy fire from the walls crowded with the enemy. When the storming party reached the Pagoda steps, a rush was made for the upper terrace, and a deafening cheer told that the Pagoda was won. The enemy evacuated the place in great confusion, and were severely handled by the troops and the fire from the steamers on the river.’

Low retired to England in June 1853.

Reference sources:

- Bruce, George, *The Burma Wars 1824-1886* (Hart-Davis, MacGibbon, London, 1973).
 Jones, James P., *A History of the South Staffordshire Regiment (1705-1923)* (Whitehead Brothers, Wolverhampton, 1923).
 Parritt, Brigadier Brian, *A Dangerous Game, British Colonial Warfare on the Sub-Continent 1854-95* (Loose End Publishing, 2010).

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| x115 | India General Service 1854-95, 1 clasp, Pegu (Danl. Rannahan, 1st Eur. Bengal Fusrs.), <i>contact marks, very fine</i> , with ornate silver top riband bar | £200-240 |
| 116 | India General Service 1854-95, 1 clasp, Persia (Thos. Smith, 14th Lt. Dragoons), <i>officially re-impresed naming, pawn broker's mark after unit, very fine</i> | £100-120 |
| <p>Thomas Smith was born at Bursley, Gloucestershire and enlisted in the 14th Light Dragoons in April 1838, aged 17 years. In his subsequent career of 26 years with the Colours, he witnessed considerable active service. His part in the Persia operations aside (Medal & clasp), he was also present in the Punjab campaign 1848-49, including the battles of Chilianwala and Goojerat (Medal & 2 clasps), and in the Indian Mutiny, including operations in Central India under General Sir Hugh Rose (Medal & clasp). A recipient of the Army L.S. & G.C. Medal, he was discharged in August 1865; sold with copied service record.</p> | | |
| 117 | India General Service 1854-95, 1 clasp, Persia (W. Bround, 64th Foot.), <i>minor edge bruise, nearly extremely fine</i> | £300-350 |
| 118 | India General Service 1854-95, 1 clasp, North West Frontier (No. 2438 Pte. A. Pye, 2nd Middx. Regt.), renamed, <i>very fine</i> | £40-50 |
| 119 | India General Service 1854-95, 1 clasp, Umbeyla (813 J. McNamara H.Ms. 101st. Regt.), <i>light contact marks and edge bruising, otherwise good very fine</i> | £220-240 |



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| 120 | India General Service 1854-95, 1 clasp, Bhootan (Capt. R.B. Mackenzie 11th N.I.), <i>minor edge bruise, otherwise nearly extremely fine</i> | £380-420 |
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Roderick Boyd Mackenzie was born at Saugor, India in 1835, the son of Captain K. F. Mackenzie, 64th Bengal Native Infantry. Educated by the Reverend R. Moir of Canonmill's House, Edinburgh, he was nominated as a Cadet in the Bengal Infantry in 1856 and posted as Ensign in the 69th Bengal Infantry later the same year. Promoted Lieutenant in 1857, his Regiment were disarmed at Mooltan, and as a consequence of this he was posted to the 6th Bengal Irregular Cavalry in 1858. Appointed Acting Barrack Master at Amritsar, Kangra, and Dhamsala in 1859, he was placed on the cadre of the late 12th Bengal Native Infantry, which had mutinied at Nowgong and Jhansi. Posted Captain with the 11th Bengal Native Infantry in 1865 he served with them during the Bhootan Campaign. Invalided home due to illness, Mackenzie died on furlough in Cheltenham in October 1867.

- 121 India General Service 1854-95, 1 clasp, Perak (**H. Northmore. Ord: 2. Cl: H.M.S. "Modeste".**), *nearly extremely fine* £200-240



Henry Edwin Northmore was born in Plymouth on 9 November 1857 and entered the Royal Navy as a Boy 2nd Class in January 1873. Advanced to Ordinary Seaman during his time aboard the *Modeste* in the Perak operations, he was invalided ashore from *Britannia* in 1889 and died before the year's end; sold with copied research.

- 122 India General Service 1854-95, 1 clasp, Perak (**160, Sergt. J. Furnish, 1/3rd Foot.**), *minor edge bruising and contact marks, otherwise good very fine* £200-250
- 123 India General Service 1854-95, 1 clasp, Jowaki 1877-8 (**2380 Bugler Geo. Wade. 51st Foot.**), *extremely fine* £220-240
- 124 India General Service 1854-95, 1 clasp, Burma 1885-7, bronze issue (**439 Bearer Cheekaty Gungaloo Transprt. Dept. Madras.**), *light contact marks, very fine* £50-70
- x125 India General Service 1854-95, bronze, 1 clasp, Burma 1887-89 (**264 Sweeper Beharu Army Hosp. Native Corps**), *left side of clasp sprung, contact marks, fine* £50-70
- 126 India General Service 1854-95, 1 clasp, Hazara 1888 (**202 Pte. J. Mulberry, 1st Bn. Suff. R.**), *good very fine* £140-180
- 127 India General Service 1854-95, 1 clasp, Sikkim 1888 (**573 Pte. B. Bailey 2nd Bn. Derby. R.**), *edge bruise, suspension slack, nearly very fine* £100-140
- 128 India General Service 1854-95, 1 clasp, Chin-Lushai 1889-90 (**1223 Pte. J. Henny 1st. Bn. K.O. Sco. Bord.**), *good very fine* £120-160
- 129 India General Service 1854-95, 1 clasp, Burma 1889-92 (**1030 Pte. W. Hill 2d Bn. Leic. R.**), *good very fine* £120-160

- 130 *'Personally I look upon the whole business as one of the most creditable things to the British Army which has ever occurred, and without invidious comparison quite as creditable as the Birkenhead, for in the latter, if we are to believe the pictures, the men were at least all on deck, whilst on the Warren Hastings they were between decks, and...quite unable to see what was going on.'*

An officer present later writing of the loss of the *Warren Hastings*.

The India General Service Medal awarded to Private J. Cooper, King's Royal Rifle Corps

India General Service 1854-95, 1 clasp, Lushai 1889-92 (6149 Pte. J. Cooper, 4/K.R.R.C.), an official replacement in engraved capitals, as issued to those who lost their medals in the *Warren Hastings*, edge bruising and contact marks, nearly very fine

£200-240

One of 103 such awards issued to the K.R.R.C., Cooper having served in 'A' Company of the 4th Battalion. He subsequently qualified for the India General Service 1895-1902 for 'Relief of Chitral 1895', and the Queen's South Africa Medal with clasps for 'Cape Colony', 'Relief of Ladysmith' and 'Tugela Heights', and was among those members of his regiment present at the loss of the *Warren Hastings* in January 1897: - An account by Lieut.-Colonel M. Forestier-Walker at Mauritius on 28th January 1897 takes up the story:

'On 6 January 1897, the *Warren Hastings*, commanded by Commander G. E. Holland, D.S.O., Royal Indian Marine, sailed from Cape Town for Mauritius. The passengers principally consisted of a half battalion of the King's Royal Rifle Corps, half a battalion of the York and Lancaster Regiment and detachments of the Middlesex Regiment. A good passage was had until the morning of the 13th, when the glass fell and the wind shifted to the south. Despite reduced visibility there was no cause for concern and that night the troops went untroubled to bed. At about 2.20 am on the 14th, a violent shudder was felt throughout the ship. Orders were given for the K.R.R.C. to fall in on the port side and the York and Lancasters on the starboard side. Through the torrential rain tropical ship's officers perceived that the vessel was aground and that it was possible to disembark by ropes on to the rocky coast of what later turned out to be the island of Reunion. At 4.15am the ship began to heel to starboard. Twenty minutes later the electric lights went out. Thus by 5.00 am those men on the starboard side, some in total darkness, were standing knee deep in water. The list gradually increased until the captain himself thought the ship would turn over.

Nevertheless the discipline for which the British soldier is famed prevailed, and the disembarkation was accomplished without a single fatality. The only lives lost during the whole episode were those of two natives who ran amok and jumped overboard.'

Officers and men in various states of undress were subsequently conveyed to Mauritius, 120 miles away, in a British India ship, the *Lalpoora*. Upon arrival on the 18 January all the officers were received by the Governor, Sir Charles King Harman. The dinner given that night at his residence, Reduit, was by all accounts 'a curious sight.'

Reference sources:

The Wreck of the R.I.M.S. 'Warren Hastings' and Medals to the 1st King's Royal Rifle Corps; A new naming style?, by I. L. Mortenson, The Orders and Medals Research Society of America Journal, Spring 1991

The India General Service Medal of 1854 to the 4th King's Royal Rifle Corps, by Langridge and Mortenson, Medal News (*Token Publishing, December 1993/January 1994 double-issue*).

- 131 India General Service 1854-95, 1 clasp, Samana 1891 (Lieut. L. N. Leeds 5th Punjab. Cavy.), toned, extremely fine

£350-400

Lionel Nelson Leeds was born in 1867, a grandson of Sir J. E. Leeds, 2nd Bt. Commissioned Lieutenant in the Border Regiment in 1886, he transferred to the Indian Staff Corps in 1887, and was attached to the 5th Punjab Cavalry. A Squadron Officer from 1890, he served during the Samana campaign before being appointed Assistant Commandant and seconded as 2nd in Command of the Bhamo Battalion Burma Military Police in 1893. Returning to the 5th Punjab Cavalry in 1895, he was District Recruitment Officer for Rawalpindi, 1896. He died of heart disease later the same year (*Army & Navy Gazette*, 8 August 1896, refers).



- 132 India General Service 1854-95, 1 clasp, N.E. Frontier 1891 (**Lt. C. McM. Davis, 18th Bl. Infy.**), *extremely fine* £280-320

Charles McMullin Davis was born on 17 December 1868, the son of Lieutenant-Colonel Alfred T. Davis, late Bengal Army. After service in the Militia he was commissioned in the Royal Sussex Regiment on 10 November 1888. Promoted Lieutenant in February 1891, he was posted to the Indian Staff Corps in April 1891. Davis served with the 18th Bengal Native Infantry which numbered 364 Officers and men as part of the Cachar column during the operations on the North East Frontier (Medal & clasp). He died at Delhi on 16 December 1895.

- 133 India General Service 1854-95, 1 clasp, Hazara 1891 (**WF 1688 Private Samuel Godsell 1st. Bn. Royal Welsh Fusrs.**), *good very fine* £140-180



- 134 India General Service 1854-95, 1 clasp, Chin Hills 1892-93 (**1956 Pte. R. Rogers 1st Bn. Norfolk Regt.**), *very fine* £400-500

200 'Chin Hills 1892-3' clasps to unit.

- 135 India General Service 1854-95, 1 clasp, Waziristan 1894-5 (**3822 Pte. J. Honeyman 2d. Bn. Border Regt.**), *very fine* £100-140
- 136 India General Service 1854-95, 2 clasps, Burma 1885-7, Burma 1887-89 (**6154 Pte. G. Lacey, 1st Bn. Rif. Brig.**), *scratches over naming, suspension somewhat slack, very fine* £140-180
- x137 India General Service 1854-95, 2 clasps, N.E. Frontier 1891, Burma 1887-89 (**1532 Sepoy Tile Thapa 44th. Bl. Infy.**), *good very fine* £120-140
 In 1903 the 44th Bengal Light Infantry became the 1st Battalion, 8th Gurkha Rifles.
- 138 Indian Mutiny 1857-59, no clasp (**Bombr. Rd. Horneybrook, 1st Tp. 3rd Bde. He. Arty.**), *polished obverse, nearly very fine* £140-160
Richard Horneybrook was born in Limerick, Ireland and enlisted in the Indian Artillery in December 1851. Advanced to Bombardier in 1st Troop of the 3rd Brigade Horse Artillery in September 1856, he was present at the action at Jhelum in June 1857 (Medal). Having then attained the rank of Sergeant, he lost his stripes at a Court Martial hearing in October 1861. Horneybrook was discharged in June 1871; sold with copied service record.
- 139 Indian Mutiny 1857-59, 1 clasp, Lucknow (**Qr. Mr. Serjt. Hy. Baskerville, 7th Hussrs.**), *better than very fine* £250-300
Henry Baskerville was born in Staffordshire and enlisted in the 7th Hussars in March 1845, aged 20 years. Embarked for India and appointed Quarter-Master Sergeant in November 1856, he was subsequently present in the Lucknow operations (Medal & clasp). Baskerville was discharged at Netley in August 1867, suffering from dementia. He is buried in St. John The Baptist Church, Tixall, Staffordshire; sold with copied service record.



- 140 Indian Mutiny 1857-59, 1 clasp, Lucknow (**J. Daubeny. 34th Regt.**), in its original named card box of issue, the lid further inscribed 'Dead', *virtually as issued* £400-500
James Daubeny 'died in hospital' on 22 September 1858 (T.N.A. WO 100/37 refers).

Sold by Order of a Direct Descendant

141 *'We soon left the road and deployed in line on the plain, & advanced in skirmishing order over uneven ground, when the men struck out at quick step. We halted for a short time when the men were ordered to lie down.*

Poor Haig was in the act of doing so when a round shot passed through his body. I was close by at the time and heard the horrid crash and saw him [struck down].

He was the first man I had seen killed & knowing him as I did, and having spoken to him recently, it quite shocked me. This kind of fighting went on for five hours until the enemy was driven from the Alumbagh.'

Assistant Surgeon Francis Collins on the heat of action at Lucknow.

The important Indian Mutiny Medal awarded to Assistant Surgeon F. Collins, 5th (Northumberland) Fusiliers

A hero of the siege of Lucknow his devotion to the wounded earned universal praise, a chapter of challenging active service recalled throughout his vivid hand-written account of the Mutiny

Indian Mutiny Medal 1857-59, 2 clasps, Relief of Lucknow, Lucknow (Staff Assistant Surgeon F. Collins, 5th Fusiliers), *suspension sometime re-affixed, otherwise good very fine*, mounted as worn upon a silver *Phillips, Cockspur Street* claw buckle

Housed in an attractive glazed wooden frame, 170mm. x 250mm., the medal accompanied by his 5th Northumberland Fusiliers officer's busby badge, 53mm. and his officer's sword-belt buckle, 52mm. x 73mm.

£1,400-1,800

Francis Collins was born at Kirkman Bank in Knaresborough, near Harrogate, on 13 December 1832. Educated at St. Peter's, York, he studied Medicine at Edinburgh University and graduated in August 1854.

Commissioned Assistant Surgeon in the 5th Foot (Northumberland Fusiliers) on 1 September 1854, Collins sailed to Mauritius to join the regiment five days later. The 5th sailed for China aboard H.M.S. *Simoon* on 19 June 1857, but upon reaching Singapore, and on account of the impending news from India, they were diverted to Calcutta, arriving there on 4 July. Collins confirmed these developments in a letter to a friend:

'I write to you in a great hurry. We arrived here [Singapore] on Friday 19th on our way to Hong Kong, when we received orders to journey with all haste to Calcutta instead, in order that we may have a stab at the Sepoys, several Regts. having mutinied in Bengal.'

Collins was to perform a vital role in the trials to come.

The Siege of Lucknow

The princely state of Oudh, which straddled the Ganges in the north of India, had been made a British protectorate in 1816. Oudh became known as 'the nursery of Sepoys', since it supplied the East India Company's Bengal Army with around two-thirds of its native troops. On 7 February 1856 Lord Dalhousie, Governor-General of India, ordered the deposition of the King of Oudh, Nawab Wajid Ali Shah, on the grounds of alleged misrule. Despite travelling to London and pleading his case with Queen Victoria, the kingdom was soon annexed by the British. This brazen occupation caused the Sepoys of Oudh to mutiny at Meerut on 10 May 1857. The uprising spread to Lucknow, Oudh's capital, on 30 May.

Sir Henry Lawrence, as Chief Commissioner of Oudh, ordered the construction of a perimeter around the Governor's Residency at Lucknow on 23 May. The resultant enclosure, covering 60 acres of ground, was to be defended by a garrison of only 1,538 British and Indian soldiers, including the bulk of the 32nd Regiment of Foot, with 160 civilian volunteers. Within the garrison were about 1,300 non-combatants, including hundreds of women and children. While the 32nd Foot were initially able to drive the mutineers from Lucknow, the rest of Oudh fell into rebel hands following mutinies of Sepoy regiments at Sitapur, Faizabad and Daryabad in early June.

On 30 June, a rebel force of about 5,000 infantry, 800 horse and at least 12 artillery pieces descended on Oudh's capital. Its commander, Barkat Ahmad, adopted a strong defensive position near the



village of Chinhut, eight miles north of the city. Lawrence's Intelligence Department, unaware of the true strength of Ahmad's force, rashly advised an attack. The disastrous engagement that followed greatly reduced the British force and enabled many of Lawrence's Sepoys to defect to the mutineers. A general rout ensued. Lucknow's defenders streamed back to the Residency compound which the mutineers quickly surrounded. The siege began in earnest.

Lawrence was killed by a rebel shell which exploded in his Residency quarters on 2 July. Colonel John Inglis of the 32nd Regiment succeeded as commander of the garrison, having been instructed by Lawrence on his deathbed to 'never surrender'. The Residency garrison repulsed every assault by the mutineers, whose numbers had swelled to 8,000, for the next twelve weeks. This was despite an outbreak of cholera and incessant sniper fire from buildings in rebel control.

The First Relief

On 6 July, the 5th Fusiliers sailed from Calcutta to Chinsurah to be outfitted for active service. Ten days later they embarked for Allahabad onboard the river steamer *Benares*, sailing up the Ganges. The 5th formed part of Sir James Outram's column which united with a beleaguered force under General Havelock at Cawnpore in early September. The combined force numbered just over 3,000 men, nearly four-fifths of whom were British regular infantry. On 18 September, the vanguard of this force crossed the Ganges and made for Lucknow. Collins, keeping a diary of these events, recorded:

'On Saturday, the 19th, we left Cawnpore with the idea that no time should be lost in reaching Lucknow, but that we should be too late to relieve our unfortunate countrymen. We were roused from our sleep at 2:30 by the rivillée [sic.] & were soon all dressed and having breakfast.

We marched to the bridge of boats built about two miles off for the purpose of our crossing ... The 5th Fusiliers, Madras Fusiliers & 84th Foot with Major's Syre's Battery formed the 1st Brigade, commanded by Brigadier-General Neill. When the whole force, numbering some 2,500, had crossed and taken up their positions, a few companies were sent out from different Regiments to skirmish in a large tract of hilly ground where the enemy was.

The enemy was playing upon us with a heavy fire from a battery exactly opposite us, not more than 600 or 700 yards distant, I should say. I was on horseback with Major Simmons, standing to the right of the line, when the first shot came over our heads with a tremendous hiss.'

Collins' diary reveals that the Havelock-Outram force was continually opposed as it marched through hostile Oudh to Lucknow. The rebel force besieging Lucknow had swelled to 15,000, and was entrenched in strong positions encircling the Residency. On Sunday 22 September, Collins wrote that he 'could distinctly hear the firing at Lucknow', and felt 'more than ever anxious for the safety of the survivors.' His diary takes up the story with a costly engagement:

'We were marching first in column of sections prior to leaving the road, when a round shot came ricocheting along the ditch to the left of the road; then came a second whizzing close over our heads, which killed a Captain of the 90th, and wounded officers close behind us; then another followed in close succession.

We soon left the road and deployed in line on the plain, & advanced in skirmishing order over uneven ground, when the men struck out at quick step. We halted for a short time when the men were ordered to lie down.

Poor Haig was in the act of doing so when a round shot passed through his body. I was close by at the time and heard the horrid crash and saw him [struck down]. He was the first man I had seen killed & knowing him as I did, and having spoken to him recently, it quite shocked me.

This kind of fighting went on for five hours until the enemy was driven from the Alumbagh.'

Collins then describes the relief of the Residency on 25 September, noting in great detail the part played by the 5th. Collins advanced towards rebel-occupied houses at the head of two companies, both of which were decimated by musketry and grapeshot. He was standing beside Sir James Outram when the famous order was cried: '5th - Charge the Guns!'

They duly did so, as Collins continues:

'[Major] Simmons immediately gave the order to advance on the guns. About a hundred yards further was a looped house inside a low walled garden, the wall was also loop-holed from which they kept up a sharp fire of musketry.

The men fired a volley against the walls with the folorn hope that some stray bullet might enter the loopholes and kill the cowards sheltered behind.

We lost that day 600 killed and wounded & 48 officers.'

The relieving force charged 'a gauntlet of bullets' until they reached the Residency compound, whose grateful defenders welcomed them with fervent 'Bless You's'. The casualties sustained by Havelock's force were so great, however, that the combined British forces were too weak to break out of the city. Lucknow's garrison had been augmented, rather than relieved. The siege continued, and Collins' medical training was in great demand. His diary records:

'The hospitals here are miserable, staff deficient, no food for sick men, no clothing; and the consequence is that many poor fellows, who could probably recover with proper treatment and nutritious food, die off from sheer filth and starvation.

Very few amputation cases have recovered; you will be shocked with the bill of mortality within the trenches of Lucknow when it reaches you. I am afraid to say how many in case I should exaggerate, but I know it is something tremendous.

The 5th, out of 13 officers, lost two killed, two dead of wounds, and three wounded; one of the latter though not seriously wounded, is now dying, the doctors say for want of proper nourishment. It is a sad state of things and you may imagine with what anxiety we are looking for reinforcements.'

The hospital at Lucknow would have been under continual bombardment from rebel-held buildings overlooking the Residency perimeter, and Edwardes writes that many of Collins' patients who were near to recovery were shot in their beds by snipers (Edwardes 1973, 89). It was not until 17 November that the Residency was finally relieved, or rather evacuated, with the arrival of Sir Colin Campbell's army. Collins' diary continues right up to the eventual capture of Lucknow city on 21 March 1858, his handwriting becoming noticeably neater and more legible as his ordeal drew to a close. After the Mutiny, Collins' commanding officer wrote to him:

'We shall always remember your zealous and indefatigable attention to your medical duties, particularly during the arduous and trying circumstances of the late Indian campaign; and I have great pleasure in bearing testimony to the excellent manner in which, under constant exposure and difficulty, you performed all the duties of your profession.'

After the Mutiny

Collins left India on 16 November 1858, having been invalided, and returned to Mauritius. There he married Olympe Amélie Wiehé, with whom he was to have seven children. He then had a distinguished medical career in several branches of the Army. He was Assistant Surgeon to the Rifle Depot Battalion at Winchester from October 1859, before being transferred to the 18th Hussars in April 1860 and to the Royal Military College, Sandhurst in September 1860.



He was appointed Surgeon Major in 1864 and Staff Surgeon in 1867 and spent two years in Gibraltar before joining Netley Hospital as an Invaliding Medical Officer in 1870. He ended his army career as Assistant Head of Statistical Branch of the A.H.D. Whitehall Yard. His final posting was as Resident Medical Officer to Charterhouse School, a position he held from 1880-1884. He retired to Lyme Regis and died in 1925.

Sold with a quantity of original documentation, this of significant regimental and campaign importance, comprising:

(i)

A remarkable leather-bound pocket diary kept during the first relief and subsequent siege of Lucknow, with vivid descriptions of his service in the Residency compound and its hospital. Three bound volumes of copied letters written by Collins to his family during the Indian Mutiny, entitled 'Letters Home, Written during the Suppression of the Sepoy Rebellion, 1857 to 1858'.

(ii)

A first edition of '1857' by Perceval Landon, published on the 50th Anniversary of the Indian Mutiny, inscribed to the recipient's son.

(iii)

Four commission warrants, comprising appointment as Assistant Surgeon, dated 1 September 1854; confirmation as Assistant Surgeon, dated 5 August 1859; appointment to Royal Military College Sandhurst as Assistant Surgeon, dated 21 September 1860; appointment as Surgeon, dated 9 March 1867.

(iv)

University of Edinburgh Medical School graduation certificate, dated 1st August 1854, and Edinburgh Medical Society certificate, 1853, both housed in their original tropical metal container designed to prevent deterioration in the tropics.

(v)

Further related medical certificates, comprising Royal College of Surgeons Diploma in Midwifery, 21 July 1854; Royal College of Surgeons medical examination certificate.

(vi)

St. George's Gazette, the regimental newspaper of the Northumberland Fusiliers, including a detailed obituary.

(vii)

A folder containing copied research on Collins, as well as a certificate of his marriage to Olympe Amélie Wiehé at St. James's Cathedral, Mauritius on 12 January 1859, and a booklet of testimonials written about Collins by his former comrades which he submitted to Charterhouse on applying for the position of Resident Medical Officer in 1880.

Please see Lot 423 for the recipient's miniature dress medal and a portrait miniature.

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| 142 | <p>Indian Mutiny 1857-59, 3 clasps, Lucknow, Relief of Lucknow, Delhi (Jas. Cox, 9th Lancers), <i>better than very fine</i></p> <p>James Cox enlisted in the 9th Lancers in March 1853 and was embarked for India that July. He was subsequently present with his regiment before Delhi in May-June 1857 and, as part of Brigadier Walpole's Brigade, was present in the subsequent Lucknow operations (Medal & 3 clasps). He was embarked for England in September 1859 and was discharged at Aldershot in May 1861; sold with copied muster details.</p> | £500-600 |
| 143 | <p>China 1857-60, 2 clasps, Taku Forts 1860, Peking 1860 (Jas. Devlin, 1st Dragn. Gds.), officially impressed naming, <i>re-affixed claw and bent suspension post, edge bruising, polished, fine or better</i></p> <p>James Devlin was born at Kirkmichael, near Crosshill, Ayrshire and enlisted in the 1st Dragoon Guards in April 1855, aged 18 years. In his subsequent career of 21 years with the Colours, he served in Turkey and India, in addition to his part in the Second China War, when he was present at the Taku Forts and relief of Peking in 1860 (Medal & 2 clasps). He was discharged in May 1876; sold with copied service record.</p> | £180-220 |

144 *'Mute is our dear comrade in death, his cares and his battles and strife have come to an end in this world suddenly closed with his life.*

Departed from everything dear - wife, children and comrades as well; but we trust in the goodness of God with the just he will evermore dwell.

The good and the just, we are told, sleep calm, like a babe at the breast, until the great trumpet shall call the quick and the dead from their rest.

Oh may we all meet there that day, our comrades, in brotherly love, with our Redeemer's kind welcome, to inhabit the Kingdom above.'

A poem read by Sergeant-Major James Pilgrims, 33rd Foot, at the burial of Corporal C. Kifford, D.C.M.



The Abyssinia 1867-68 Medal awarded to Corporal C. Kifford, D.C.M., 33rd (Duke of Wellington's) Foot, the recipient of one of just 7 D.C.M.'s for the campaign

Abyssinia 1867-68 (275 Corpl. C. Kifford, 33rd D.W. Regt.), *suspension refitted, polished, contact marks, fine*, with silver floral *Barton* top riband bar

£600-800

D.C.M. *London Gazette* 1868:

'For services at the Assault on Magdala, Abyssinia.'

Charles Kifford was born near Watford, Hertfordshire in July 1839. An agricultural labourer by trade, he enlisted in the 33rd Foot (Duke of Wellington's Regiment) at St. Albans on 15 February 1858.

Theodore's Abyssinia

Abyssinia at this time was ruled by the self-made king Theodore. A Christian fanatic claiming descent from Solomon, he sought British military assistance for his self-styled crusade against Islam. The British, though nominally supportive of Christian evangelism, had no desire after the Indian Mutiny to be perceived as anti-Muslim. The multi-faith British Empire could only be maintained through religious tolerance; the British Government chose to ignore Theodore's request. Since he had written personally to Queen Victoria, Theodore felt deeply offended and incarcerated two British envoys and several missionaries in his hill-fortress of Magdala. In total, Theodore imprisoned 59 British and European hostages between 1864 and 1868.

Lord Stanley, the British Foreign Secretary, had made several diplomatic attempts to secure the prisoners' release. In April 1867 he offered Theodore British arms and machinery in exchange for the hand-over of prisoners at Massawa, a British outpost on the Red Sea. British public opinion, swayed by lurid stories in the press of Theodore's cruelty to prisoners, forced the Government's hand. Stanley had given Theodore three months to respond to his offer, but when this deadline passed military action seemed the only honourable course.

With Suez Canal still under construction, the military expedition would sail from India with the 33rd Foot formed part of the 12,000-strong force assembled by Lieutenant-General Sir Robert Napier at Bombay. The force comprised four regular British battalions - from the 4th, 26th, 33rd and 45th Foot - and 10 native infantry regiments, mostly from the Bombay Presidency. Napier's force contained a brigade of native cavalry and a considerable artillery arm, including a battery of 9-pounders, two mountain batteries, two 8-inch mortars and a rocket troop formed from the Naval Brigade. The logistical matter of supply, which had caused Britain such embarrassment during the Crimean War, was given every consideration: Napier assembled 25,000 pack animals, railway tracks, water pipes, and vast quantities of tinned food.

Napier's army embarked on 150 transport ships and gradually landed at Annesley Bay on the Red Sea, the 33rd arriving in early December. The 33rd were greeted by a scene strongly reminiscent of the Kalamata Bay disembarkation in the Crimean War. The 25,000 pack animals were already landed, but no thought had been given to their sustenance and they were running around the beach uncontrollably.

Magdala lay 381 miles to the south.

The Advance on Magdala - D.C.M.

Throughout the winter, the 33rd were engaged in constructing roads to facilitate the advance - a tiresome and thankless task. No wonder then at Dildi in late March that a number of the Privates refused to march up a sheer cliff - Kifford may well have assisted in restoring the order.

It would be 4th Foot who were the first to engage Theodore's army at Arogi, just outside Magdala, on 10 April, as a result of the poor display at Dildi. Theodore, watching the British advance from his fortress, saw an opportunity to annihilate the enemy's vanguard and baggage train. Instead, his largely spear-armed warriors charged against the troops - now armed with 'Snider' breech-loading rifles capable of firing eight rounds a minute - and suffered 2,000 casualties. Theodore's remaining warriors fled into the countryside, leaving him with a small band of loyal retainers. When the bulk of Napier's army arrived with its 8-inch mortars, Magdala's capitulation seemed inevitable.

Theodore now opened negotiations, with Napier demanding the king's immediate surrender and release of prisoners. Theodore agreed to the latter: he gave the prisoners mules and sent them towards Napier's camp, where they were received with great rejoicing. Theodore would not, however, surrender his own person to the enemy. He held out until Napier launched a final assault on the fortress on 13 April. This assault was led by the 33rd Foot, the Naval Rocket Troop in support.

The 33rd advanced up the Islamgi plateau towards a rocky outcrop, 300 feet high, above which lay the fortress of Magdala. Sending ahead four companies in skirmish order to give covering fire, the remaining six companies under Major Cooper began picking their way up the narrow cliff path towards Magdala's main gate. When the gate was reached, it was discovered that the sappers detailed to blow it had forgotten their bags of powder. The 33rd were under fire and suffering casualties, but quick-thinking Major Simmons ordered three companies to swing right and attempt to scale the walls. Hacking through a defensive abatis of thorn bushes, a small party of the 33rd managed to mount the wall and open the gate from the inside. They were led by Private Bergin and Drummer Manger, who both received V.C.s for this action. As the 33rd streamed through the gate they

encountered a corpse with a bullet-hole to the head. Next to the body was an ornate pistol bestowed as a gift by Queen Victoria in 1864, inscribed 'Theodorus, Emperor of Abyssinia'. The 33rd had found Theodore: he had chosen suicide instead of capture. The Abyssinian campaign was over.

Kifford was awarded the D.C.M.

Journey's end

Having been promoted upon his return home, Kifford transferred to the 6th West Yorkshire Militia with the rank of Colour-Sergeant. An able sprinter, he competed in the Militia games and won the 100m. race in both 1877 and 1878. Discharged in February 1879, and having had never been entered the defaulters' book, Kifford was also in receipt of the L.S. & G.C. Medal. Residing at Halifax he died on 13 March 1886 and was buried at Pellon Church with full military honours; sold with copied research.

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| 145 | Abyssinia 1867-68 (J. Martin, Boy. 1 Cl. H.M.S. Daphne.), <i>suspension slightly bent, better than very fine</i> | £200-240 |
| 146 | Abyssinia 1867-68 (1399 A. Sorahan, 3rd Dragn. Gds.), <i>re-affixed suspension, polished, edge bruising, good fine</i>
Andrew Sorahan was born in Co. Meath, Ireland and enlisted in the 3rd Dragoon Guards in March 1856, direct from the Royal Meath Militia, aged 18 years. In his subsequent career of 21 years with the Colours, he served in the East Indies and was present in the Abyssinia operations of 1867-68 (Medal). He was discharged at Dublin in April 1877; sold with copied service record. | £180-220 |
| x147 | Abyssinia 1867-68 (768 J. Neil 1st. Battn. 4th. The K.O.R. Regt.), <i>good very fine</i> | £240-280 |
| x148 | Ashantee 1873-74, no clasp (809 Pte. W. Gale, 1st. W.I. Regt 1873-4), <i>replacement suspension, traces of lacquer, nearly very fine</i> | £80-100 |
| 149 | South Africa 1877-79, 1 clasp, 1879 (2139 Pte. J. Blencoe, 1st Dn. Gds.), <i>edge nicks, good very fine</i>
James Blencoe is confirmed on the medal roll as a recipient of the above Medal & clasp (T.N.A. WO 100 46, refers). | £500-600 |
| 150 | Afghanistan 1878-80, no clasp (1588 Pte. G. Hart, 15th Hussrs.), <i>one or two edge bruises, otherwise good very fine</i>
George Henry Hart was born in Derby and originally enlisted in the 15th Hussars at Canterbury on 8 April 1878, aged 19 years. He transferred to the Army Reserve after three years and 363 days service, but subsequently joined the 19th Hussars for a further four years; he transferred to the Army Reserve in April 1894, on the termination of his engagement.

During his time with the Colours, he served in India, South Africa and Egypt, his records noting his participation in operations in the Third Afghan War in 1879-80 (Medal), and in the First Anglo-Boer War in 1881. Hart died in 1915; sold with photocopied research, including of marriage certificate and paperwork relating to his funeral, and the right of his wife to be buried in the consecrated ground of the Nottingham Road Cemetery, Derby.

Also sold with a quantity of original documentation, comprising the recipient's Army Form B. 128, Parchment Certificate of Discharge in the name of 'Private G. Hart, 19th Regiment of Hussars', dated 2 April 1890; and his Army Form D. 444, Sec. D. 1st Class Army Reserve Parchment Certificate of Discharge in the name of 'No. 2298 Private George Hart', Canterbury, 2 April 1894. | £120-140 |
| 151 | Afghanistan 1878-80, no clasp (346. Pte. Wm. Jones. 63rd Regt.), <i>minor edge nicks, very fine</i> | £80-120 |
| 152 | Afghanistan 1878-80, no clasp (5927/L. Gunr. J. Smyth. F/2nd. Bde. R.A.), <i>polished and traces of lacquer, nearly very fine</i> | £80-120 |
| x153 | Kabul to Kandahar Star 1880, unnamed, <i>very fine</i> | £100-140 |
| x154 | Cape of Good Hope General Service 1880-97, 1 clasp, Basutoland (Tpr. M. Terry. Landrey's L. Hse.), <i>polished, very fine</i> | £160-180 |

- 155 Egypt and Sudan 1882-89, dated reverse, 5 clasps, Tel-el-Kebir, Suakin 1884, El-Teb-Tamaai, The Nile 1884-85, Kirbekan (**2003 Pte. W. Hood, 19th Hussars**), *contact marks and edge bruising, otherwise good fine* £400-500
- William Hood** was born in Fulham, London and enlisted in the 19th Hussars in May 1879, aged 18 years. He subsequently served in Egypt and the Sudan in the period August 1882 to June 1886 and was present in all the operations and actions represented by his Medal & 5 clasps. He transferred to the Army Reserve in May 1891; sold with copied service record and medal roll verification.
- 156 Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (**Driver Ramdin Doma Bo: Comt. Dept./Transport**), *contact marks, nearly very fine* £50-70



- 157 **The Egypt & Sudan Medal awarded to Private H. Spencer, Rifle Brigade, who fought in the Mounted Infantry Camel Regiment at Abu Klea**
- Egypt and Sudan 1882-89, undated reverse, 2 clasps, The Nile 1884-85, Abu Klea (2628 Pte. H. Spencer, 3/Rif. Bde.), *minor edge bruising and pitting, otherwise very fine* £700-800
- One officer and 25 other ranks of the 3rd Battalion, Rifle Brigade served in the Mounted Infantry Camel Regiment in Nile operations of 1884-85, of whom the officer and 22 other ranks were present at Abu Klea; sold with copied roll verification.
- 158 Egypt and Sudan 1882-89, undated reverse, 2 clasps, Suakin 1885, Tofrek (**1575 Pte. W. Glover, 20th Husrs.**), *good very fine* £140-180
- Walter Glover** was born in Middlesbrough and enlisted in the 20th Hussars in June 1878, aged 19 years. He subsequently served in Egypt and the Sudan in the period February 1885 to November 1886 and was present in the Suakin operations, including the action at Tofrek (Medal & 2 clasps). Glover was transferred to the Army Reserve in November 1886, his habits and conduct being described as, 'irregular, bad and intemperate'; sold with copied service record.
- 159 East and West Africa Medal 1887-1900, 1 clasp, Witu 1890 (**C. Lyons Sto. H.M.S. Brisk.**), *edge bruising, very fine* £240-280
- 119 'Witu 1890' clasps awarded to H.M.S. *Brisk*.
- Charles Lyons** was born at Whitechapel, London, in March 1866. Enlisting as a Stoker 2nd Class in August 1885, his service record reveals that he went on to serve in 19 ships and shore bases over an eleven year period. His conduct varied from 'very good' aboard *Devastation* to 'fair' and less than satisfactory at a number of other establishments and ships; four times he was sent to the cells, with one example noting 'run' and 90 days' hard labour. He was invalided from the service on 23 January 1896; sold with copied service record.

- 160 East and West Africa 1887-1900, 1 clasp, Gambia 1894 (**W. Booley, Bos'n R.N., H.M.S. Satellite.**), *edge bruising, very fine* £180-220
- x161 East and West Africa 1887-1900, 1 clasp, Benin River 1894 (**Lieut: F. W. King. 1: W.I. Regt.**), *light contact marks, very fine* £300-350
- x162 East and West Africa 1887-1900, 3 clasps, 1892, 1893-94, Sierra Leone 1898-99 (**182. Pte. W. J. Baker. 1/W.I. Rgt.**), *crude clasp rivets, good very fine* £300-350

The 1892 clasp was granted for expeditions against the Tambi and Toniataba in Sierra Leone and the Jebu in Nigeria. Lance-Corporal William James Gordon, of the 1st Battalion, West India Regiment was awarded the Victoria Cross for his gallant deeds in the Toniataba expedition; further clasps were awarded to Baker for expeditions against the Sofas and services in the 'hut tax' war.

- x163 *'The behaviour of the volunteers, under all circumstances, was worthy of every praise. Their work was hard and trying, rendered all the more difficult by their having to sleep in the new earthworks in a tropical country. Most of them suffered from fever in consequence. Still they did their duty without a grumble, and never once questioned the authority of their officers. I appreciated their valuable assistance, and shall ever remember them with gratitude and pleasure. Their loyalty made everything so much easier and saved the lives of every one in the Belingwe garrison.*

Where all did so well, it would indeed be invidious to mention names, but I cannot pass without mentioning Mr. A. J. Wilson, the late Quartermaster of the Belingwe Garrison, as all the fever-stricken men will remember. Before we had a doctor, Mr. Wilson's presence was seldom absent from the hospital, and to him all of us are indebted for many kindnesses.'

With the Belingwe Field Force, by Major T. D. Laing, refers.

The British South Africa Company's Medal awarded to Lieutenant Quarter-Master A. J. Wilson, Belingwe Field Force, a prominent member of the short-lived and hotly engaged corps



- British South Africa Company's Medal 1890-97, for Rhodesia 1896, no clasp (Lieut. Qr. Mr. A. J. Wilson. "E" Troop Belingwe Column), *claw tightened and edge nicks, very fine* £350-400

A. J. Wilson was of Scottish descent and served with distinction during the Matabele Rebellion. His service is taken up by Major T. D. Laing in *With the Belingwe Field Force*:

‘The first intimation we, at Belingwe had of any real danger from a rebellious rising of the natives in Rhodesia was on the morning of the 26th of March, 1896.

About 7.30 a.m., whilst at breakfast, Mr. A. J. Wilson and myself were surprised by a visit from Mr. S. N. G. Jackson, the Acting Native Commissioner at Belingwe, who appeared rather excited. After having been asked to take a seat, he explained to us that he had just received, by a native police runner, a letter from Mr. Fynn, Acting Native Commissioner at Inseza, which he handed to me.’

The letter broke news of the Rebellion. Wilson was despatched to warn the men of the Garrison to ready their rifles. By April, a number of skirmishes had occurred around the Garrison, with Trooper V. C. Beaty-Pownall being wounded by an accidental gunshot wound on 19 April. Despite close treatment by Wilson and an attempted amputation, Beaty-Pownall could not be saved.

Wilson next would have seen action with ‘E’ Troop. Laing continues:

‘Whilst the men were having breakfast (on the 7th), the rebels showed up very boldly on the most prominent parts of the hill and shouted down to us all sorts of defiant abuse.

As ‘E’ Troop, under Captain Stoddart, had been pent up in Belingwe for over six weeks, it was only natural that they were anxious to have a brush with the enemy. I sent Captain Stoddart and his men round the south end of the mountain, with instructions to storm the kraals and drive the rebels out of the position on that side. Captain Frankland was sent off with a few mounted men to watch the operations and send in reports as they proceeded. Lieutenant Beisly was sent with ‘B’ Troop mounted half-way up and about five hundred yards away from the east flank of the hill, to cut off any rebels who might retreat to the bush-covered slopes of the Bungwe hills, which ran parallel to, and about three miles east of, Mazezeteze’s. Lieutenant Howe with twenty Cape boys was sent to cut off the retreat on the north end of the position.

As soon as ‘E’ Troop disappeared round the southern end of the field, the seven-pounder was sent out and Sergeant Perry commenced to shell the positions where the most of the rebels were to be seen. The shells soon made them take cover, and very shortly after a sharp rattle of musketry announced that ‘E’ Troop was engaged. This lasted for about a quarter of an hour and then a large column of smoke rising from the side of the hill, on which ‘E’ Troop were at work, showed that the first kraal had been taken and destroyed. This again was followed by a few more clouds of smoke and then the rebels could be seen retreating toward the north end of their position assisted on their way by an occasional shell from the seven-pounder. Information was sent round that the southern portion of the hill had been cleared, and that Captain Stoddart was advancing to attack the northern portion, where the rebels had all located themselves and were compelled to stay and fight it out, seeing that the base of the hill was surrounded by a line of Cape boy skirmishers. The rattle of rifle fire announced the attack of this portion of the enemy’s position. Shortly after midday Captain Frankland rode in and reported that the rebels had all been driven into the northern end of the hill, and that without the aid of the seven-pounder it would be impossible to take them out of the position. One man, Trooper Woest, had been shot dead, and was still lying close up to the caves. The gun detachment were sent forward at once, and Sergeant Perry shelled the caves in rotation, until the rebels were shifted from one to another of them, and finally went to earth. Trooper Woest’s body was then recovered. A linguist tried to get into conversation with the rebels, offering them their lives and liberty if they surrendered. After many vain endeavours the attempt was given up as the rebels never replied. It was now almost sundown and the troops were ordered back to the laager - ‘E’ Troop very much fagged with their hard day’s work.’

Later that month, Wilson was charged with leading a column to re-supply the Force, leading the wagons and the detachment of 11 men safely, returning with supplies and despatches. He had travelled along the road between Belingwe and Inseza, meeting Laing at ‘Finger Kop’, east of Inseza. He resigned his commission on 7 September 1897 and would have likely been on parade later that month to hear Earl Grey address the recently-disbanded Belingwe Field Force:

‘Men of the Belingwe Field Force, this is the second time I have had the pleasure of addressing you, and thanking you on behalf of the Company which I represent, for the gallant conduct you have displayed in the field on all occasions during the rebellion. I stand by what I have already said to you, men, when I first had the pleasure of meeting you, when you passed through here on your way to the Matojx Mountains; that if every district had stuck together and defied the rebels as you did, the rebellion would never have reached the dimensions it did. You are being disbanded, and to me this is a sure sign that the rebellion is at an end; the force of this fact is brought home forcibly to me,

when I see your old commanding officer, standing here without his uniform, and you can retire proudly on laurels that have been bravely won. You have made your district of Belingwe famous, and the white men respected by natives in every part of it. You will now adjourn with me to the Chartered Hotel where we will drink to the future prosperity of Rhodesia and success to its inhabitants in years to come.'

Earl Grey then called for three cheers for the Belingwe Field Force; a call which was responded to heartily by the bystanders, a large number of whom had gathered to see the Corps disband. The men took some light refreshment and handed in all their equipment, and were dismissed; and thus, after a short but brilliant career, the Belingwe Field Force was no more.

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| 164 | India General Service 1895-1902, 1 clasp, Relief of Chitral 1895 (2743 Pte. W. McMorran 2d. Bn. K.O. Sco. Bord.), <i>light contact marks and edge wear, very fine</i> | £120-160 |
| x165 | India General Service 1895-1902, 1 clasp, Relief of Chitral 1895 (809 Driver Haji Ahmad Jeypoie I.J.F. Corps), <i>edge bruise, very fine or better</i> | £80-100 |
| x166 | India General Service 1895-1902, bronze, 1 clasp, Relief of Chitral 1895 (47 Multr. Bulish, Cam'l Transpt. Dept.), <i>contact marks, good fine</i> | £30-50 |
| x167 | India General Service 1895-1902, bronze, 1 clasp, Punjab Frontier 1897-98 (Muleteer Ram. Dayal, 10th Bl. Lcrs.), <i>contact marks and edge bruising, good fine</i> | £20-30 |



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| 168 | India General Service 1895-1902, 1 clasp, Waziristan 1901-2 (Capt. C. B. Byers, S. & T. Corps), <i>good very fine</i> | £240-280 |
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Cyril Bertram Byers was born in Dum Dum, India, on 1 November 1869. After attending the Royal Military College he entered the Army in May 1889 as a 2nd Lieutenant in the Lincolnshire Regiment. Promoted to Lieutenant in March 1892, he was transferred to the Indian Army at his own request in May 1892, serving with the Bengal Staff Corps in the Supply and Transport section. Promoted to Captain in May 1900, he was present in the Waziristan Expedition 1901-02.

Married to Isabel Kenny, daughter of Colonel E. C. Kenny at All Saints, South Acton on 19 August 1902, Byers was promoted Major in May 1907 and Lieutenant-Colonel in May 1915. He retired from the service on 19 December 1921.

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| x169 | India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Relief of Chitral 1895 (Surgn. Capt. G. Y. C. Hunter, I.M.S.), <i>good very fine</i> | £240-280 |
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- 170 India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (**4133 Pte. W. Rowe, 4th Dragoon Gds.**), *good very fine* £140-160
- William Charles Rowe** was born in Chatham, Kent and enlisted in the 4th Dragoon Guards direct from the 3rd Battalion, East Kent Regiment in August 1893, aged 19 years. Embarked for India in September 1894, he served in operations on the Punjab Frontier and in the Tirah Field Force 1897-98 (Medal & 2 clasps) and was advanced to Lance-Corporal in April 1898. He later served in South Africa in the period 1904-06 and was discharged as a Sergeant in May of the latter year; sold with copied service record.
- x171 India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-8, Tirah 1897-98 (**86488 Gnr. G. A. Brown. No. 7. Mtn. By. R:A.**), *contact marks, edge wear, nearly very fine* £70-90
- 172 India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (**5159 Pte. M. Firth. 2nd. Bn. York. Regt.**), *suspension slack, edge bruising, very fine* £80-120
- 173 India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Samana 1897 (**5015 Pte. J. Bernard 2nd Bn. Ryl. Ir. Regt.**), *good very fine* £160-200
- J. Bernard** died whilst in service on 9th April 1898; clasps confirmed upon roll.
- x174 India General Service 1895-1902, 3 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (**3868 Pte. J. Eldridge 1st. Bn. North'n Regt.**), *suspension a little slack, very fine* £180-220
- John Eldridge** was born at Deptford, London in June 1872. A painter, standing at 5 foot 6 inches and with a distinctive monobrow, he enlisted in the Northamptonshire Regiment in December 1892. Serving with the 1st Battalion after the Samana expedition, the Northamptons marched with the 2nd Division of the Tirah Field Force, entering the Afridi Tirah on 31 October 1897. On 9 November, the Battalion formed part of a reconnaissance in force to the crest of the Saran Sar, under the command of Brigadier-General Westmacott. In his subsequent despatch, General Sir W. S. A. Lockhart reported:
- ‘During the advance but few of the enemy showed themselves, but in the retirement, which began at 2 p.m., the Northamptonshire Regiment forming the rear-guard was closely pressed. Its movement from the crest into the valley, which was much delayed by the steepness of the descent and by the number of wounded men who had to be carried by their comrades, was covered by the guns, the flanks being held by the two Sikh regiments [15th & 36th]. Eventually a portion of the Northamptonshire Regiment became entangled in a deep ravine, where they were fired into at close quarters by the tribesmen. The 36th Sikhs were sent back to extricate them, but evening was coming on, and before assistance could be rendered a party consisting of an officer [2nd Lieutenant MacIntyre] and 12 men was cut off and shot down. Had the Battalion kept to the high ground where its flanks were protected by the two Sikh regiments, its loss would probably have been small; but unfortunately a route was chosen which offered every tactical advantage to the enemy, the result being that some of our troops became isolated, and were then attacked in overwhelming numbers.’
- Immediately on hearing of the serious nature of the incident, Sir William Lockhart at once ordered a military court of enquiry into what formed one of the costliest incidents in the Tirah Expedition. ‘They sold their lives dearly,’ said one contemporary account, ‘and, surrounded by a pitiless foe, they fought with undaunted courage to the end. When a force went out next morning the bodies of the boy officer and the whole of the party were found together. They bore testimony to the severity of the unequal struggle. Poor MacIntyre had two bullet wounds, one through the head and the other through the arm. Not a man of the little band but had one or more bullet wounds, many having been shot through the head. The bodies had been stripped, and many of them had been hacked about with swords; but feelings of relief possessed all when it was found that there had been no mutilation of the horrible character elsewhere practised by our frontier foe. It was a sad, a heart-rending spectacle.’
- Lucky indeed to have escaped, Eldridge was discharged on 16 January 1911, in receipt of his Medal with 3 clasps; sold with copied roll extract and discharge papers.

- 175 Queen's South Africa 1899-1902, no clasp (**R. Whillock, A.B., H.M.S. Dwarf.**), *suspension re-affixed, otherwise good very fine*

£140-180

Richard Whillock was born in Birmingham on 12 January 1879 and entered the Royal Navy as a Boy 2nd Class in February 1894. Advanced to Able Seaman in March 1898, he witnessed active service off South Africa in the gunboat *Dwarf* in 1902 and qualified for the Queen's South Africa Medal, one of 176 awards to the ship.

Discharged in March 1905, he joined the Royal Fleet Reserve and was recalled on the outbreak of hostilities in August 1914. Quickly joining the pre-dreadnought battleship H.M.S. *Ocean*, he was present in her at the bombardment of the Dardanelles forts and indeed on the occasion of her loss on 18 March 1915 when, going to the assistance of the stricken *Irresistible*, she struck a mine and sank.

Whillock found himself in the drink for a second time when the old battleship H.M.S. *Cornwallis* was torpedoed and sunk east of Malta by the *U-32* on 9 January 1917. Having then been demobilised on 31 May 1917, he was re-rated as an Acting Leading Seaman (D.A.M.S.) based at *President III* and it was in this capacity that he was killed in action on 20 October 1917, when serving aboard the steamship *Algarve*, the ship being sunk by a German submarine 15 miles W.S.W. of Portland Bill on 20 October 1917. His previous luck had finally run out.

Whillock, who left a widow, Leah Whillock of Birmingham, is commemorated on the Plymouth Naval Memorial; sold with copied service record and research.

- 176 **The Boer War Medal awarded to Private W. Ogle, 1st Battalion, Scots Guards, who was killed in action at the battle of Belmont on 23 November 1899**



- Queen's South Africa 1899-1902, 1 clasp, Belmont (8941 Pte. W. Ogle, Scots Gds.), *good very fine*

£500-600

The officers and men of the 1st Battalion, Scots Guards were heavily engaged at Belmont on 23 November 1899, Lord Methuen reporting that 'they carried out their instructions to the letter, and gained the heights at the point of the bayonet.' As a consequence, the battalion's losses were severe, being 10 men killed and three officers and 34 men wounded. Colonel Paget and three of his officers were highly praised by Lord Methuen and General Colville.

William Ogle is commemorated on the Household Cavalry and Guards memorial in Holy Trinity, Windsor. He left a widow, Sarah Anne Ogle, a shirt maker, and a 2-year old daughter, Elizabeth Violet, who were living in Pomeroy Street, Camberwell, London at the time of his death; sold with copied medal roll verification and census information.

- 177 Queen's South Africa 1899-1902, 1 clasp, Elandslaagte (97 Tpr: **F. F. Collins. Imp: Lt. Horse**), *minor edge bruise, very fine* £250-300
- Frank Frederick Collins** was born on 1 January 1873 and attended Elizabeth College, Guernsey, 1884-1886; his name appears on the 'Guernsey in South Africa' roll, published on 28 July 1900. He is noted as being seriously wounded at Elandslaagte, resulting in the loss of his left leg; sold with copied research.
- x178 Queen's South Africa 1899-1902, 1 clasp, Transvaal (4273 Tpr: **H. K. Clarke, 7th N. Z'land M.R.**), *good very fine* £120-140
- x179 Queen's South Africa 1899-1902, 2 clasps, Transvaal, Laing's Nek (3704 Pte. **E. F. Daniell, Vol. Co. K.R.R.C.**), clasps loose on riband, *good very fine* £100-120
- Edward Daniell** died of disease at Mooi River on 29 June 1900; he was one of 29 soldiers of the 13th Middlesex Rifle Volunteers to be attached to the 1st Special Service Company of the K.R.R.C.
- x180 Queen's South Africa 1899-1902, 2 clasps, Defence of Kimberley, Paardeberg (72 Tpr: **C. W. Stevens. Kimberley Lt. Horse**), *very fine* £180-220
- 181 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Paardeberg, Johannesburg (4396 Pte. **H. Brooks, 2nd. Hampshire Regt.**), *polished, claw crudely re-affixed, fine* £30-50
- 182 Queen's South Africa 1899-1902, 3 clasps, Orange Free State, Transvaal, Laing's Nek (1534 Pte **E. Windsor, Wt: York: Regt.**), *good very fine* £70-90
- Enos Windsor** was born at Knaresborough near Harrogate in June 1874. He joined the 3rd (Militia) Battalion, West Yorkshire Regiment on 23 June 1890 and married Annie Temple of Bilton, West Riding in 1891. The 3rd Battalion sent service companies to South Africa on 6 April 1900, Windsor serving in both the Orange River Colony and the Transvaal. He died at Knaresborough in 1946; sold with copied service record and roll confirmation.
- x183 Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (2102 Pte. **G. W. Vaughan, 2nd E. Surrey Regt.**), *edge bruise, very fine or better* £70-90
- 184 Queen's South Africa 1899-1902, 6 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, South Africa 1901 (2755. Pte. **J. Kirkman. 14/Hrs.**), *rivet between first and second clasps replaced, edge bruising, very fine* £70-90
- x185 *'It is scarcely necessary for me to allude at any length to the work done by 'Q' Battery during the present war. You are not likely to forget the Sannah's Post affair, when the little force to which we were attached was completely surprised in the early hours of the morning. As at Kusbab, in 1857, the effectiveness of the fire of the guns, and the heroism and steadiness shown by all ranks of the battery, helped in no small degree to extricate the force from the dangerous position in which it was placed'*
- Lord Roberts' speech upon presenting Medals to 'Q' Battery at Woolwich on 13 January 1902
- The Queen's South Africa Medal awarded to Gunner H. Knibbs, 'Q' Battery, Royal Horse Artillery, who was entered in the ballot for the 'Sannah's Post' V.C.**
- Queen's South Africa 1899-1902, 7 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen, South Africa 1901 (70829 Gnr. **H. Knibbs, Q. B. R.H.A.**) mounted as worn, *nearly extremely fine* £600-800
- Harry Knibbs** was born at Aylesbury, Buckinghamshire in 1869. Enlisting in the Royal Horse Artillery at Woolwich on 5 February 1889, he served with 'Q' Battery, Royal Horse Artillery in South Africa. As a result of De Wet's ambush of General Broadwood's Brigade at Korn Spruit (Sannah's Post) on 31 March 1900, 'Q' Battery Royal Horse Artillery behaved with great gallantry and managed to save four of its guns from an apparently hopeless situation. The conduct of the battery was praised by Brigadier-General Broadwood in his report on the action. As a result of this report, Lord Roberts took the unusual step of ordering the battery to ballot for the Victoria Cross, to choose one officer, one non-commissioned officer, one gunner and one driver to receive the coveted award, there being no other fair way to choose four from so many who performed so heroically on that day. As a result, Major Edmund John Phipps-Hornby, Sergeant Charles Edward Haydon Parker, Gunner Isaac Lodge, and Driver Horace Henry Glascock were each awarded the Victoria Cross.

Living in his native Buckinghamshire, Knibbs is noted as the Akeley Cricket Captain and church violinist (*Buckingham Advertiser and Free Press*, 4 May 1929 and 21 October 1933, refers). He died at Bognor Regis on 14 September 1956; sold with copied service records, death certificate and research.

- x186 China 1900, 1 clasp, Relief of Peking (**E. Frost, Sto. H.M.S. Centurion**), *heavy pitting and wear overall, fine* £140-180
- x187 China 1900, 1 clasp, Relief of Peking (**260 Dvr. Badardin. J.C.P. District**), officially re-engraved naming, *very fine* £120-160
- x188 Africa General Service 1902-56, 1 clasp, Somaliland 1920 (**44 Cpl. Adan Ahamed. Som. C.C.**), *bent suspension bar, edge bruising and contact marks, good fine* £60-80
Somaliland Camel Corps.
- 189 Africa General Service 1902-56, 1 clasp, Kenya (**23218711 Fus. F. Cooper. R.N.F.**), *minor edge bruising, polished, very fine* £50-60
- 190 Africa General Service 1902-56, 1 clasp, Kenya (**EA. 18125381 Pte. Nelson Kithuka. E.A.A.S.C.**), *official correction to first name, otherwise very fine* £50-70
- x191 Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jidballi (**2323 Pte. E. Onslow, 4th K.R.R.C.**), *edge bruising and polished, good fine* £180-220
Edward Onslow was born at Stoke-on-Trent, Staffordshire in June 1881 and enlisted in the King's Royal Rifle Corps in December 1899, aged 18 years.

Drafted to the 4th Battalion, he was one of 140 men chosen to form the 19th Mounted Infantry Company for service in South Africa in April 1901; later to become No. 2 Company, 25th Mounted Infantry. They were initially employed in Colonel G. E. Benson's Column and suffered heavy casualties at Brakenlaagte in October 1901 (Queen's Medal & 4 clasps).

Onslow next witnessed active service in the Somaliland operations of 1903-04, including the action at Jidballi, once again as a Mounted Infantryman (Medal & 2 clasps). He returned home in July 1904 and was placed on the Army Reserve in November 1906.

Called-up in August 1914, he served briefly in the 6th (Special Reserve) Battalion, K.R.R.C. but was discharged by a medical board at the end of the year. Notwithstanding his medical problems, he then enlisted in the Army Service Corps and went to France in 621 Motor Transport Company in April 1915. He was again discharged as medically unfit in February 1916 and died in July 1919; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.
- x192 Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jidballi (**66 Sarwan Tarakai. Baluch C.C.**), *suspension a little slack, nearly very fine* £100-120
Baluch Camel Corps.
- 193 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**10333 Pte. W. Stewart 1st Bn Sea Highrs.**), *suspension a little slack, good very fine* £60-80
William Stewart arrived in France with the 1st Battalion, Seaforth Highlanders on 12 October 1914, and was killed in action on 9 May 1915. He is commemorated on the Le Touret Memorial; sold with copied MIC
- x194 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**65 Barghir Darosha. 51st Camel Corps**), *test mark to edge, suspension slack, otherwise very fine* £30-40
- 195 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**6233 Pte. W. Bottomley, 1st W. Y. Regt.**), *nearly extremely fine* £50-70
- 196 India General Service 1908-35, 1 clasp, Abor 1911-12 (**148 Naik Saraj Din 26th Mule Corps**), *very fine* £120-160

- 197 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**10281 Pte. J. Anderton. L'Pool. R.**), *nearly very fine* £40-60
- James Anderton** served with the Liverpool Regiment in the Asiatic Theatre from April 1915, during operations against the Mohmands, Bunerwals and Swatis. The engagement near Hafiz Kor resulted in the award of the Victoria Cross to Corporal C. Hull, 21st Lancers for his gallantry in saving the life of an officer on 5 September 1915; sold with copied research and *MIC*.
- 198 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**114 Rfmm Manbahadur Gurung, 1-4 Grks.**), *worn overall, fine* £20-30
- 199 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**998 Makarjang Limbu, 2/10/Gks.**), *officially corrected in places, polished, good fine* £20-30
- x200 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**834 L - NK. Faktra. 53 Camel Cps.**), *nearly very fine* £20-30
- x201 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**1021 Silladar Jhanda, 54 Camel Cps.**), *traces of lacquer, nearly very fine* £20-30
- x202 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**280 Sarwan Bahadur Ali, 5 Govt. Camel Corps**), *good fine* £20-30
- x203 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**1015 Sarwan Partap Singh. 8 Patiala C. Cps.**), *nearly very fine* £20-30
- x204 India General Service 1908-35, 1 clasp, Mashud 1919-20 (**850 Sarwan Taja Khan, 53 Camel Cps.**), *suspension slack, otherwise good very fine* £30-40
- 205 India General Service 1908-35, 1 clasp, Waziristan 1919-21 (**Capt. F. R. Pattison, S. & T. C.**), *minor edge bruises, very fine* £40-60
- The recipient claimed his awards having retired to Salisbury, Southern Rhodesia. He was also entitled to the British War Medal; sold with copied *MIC*.
- 206 India General Service 1908-35, 1 clasp, Waziristan 1919-21 (**Lieut. C. F. Evans, S&T.C.**), *minor edge bruising, very fine* £70-90
- Charles Frederick Evans** was born in 1892 and commissioned 2nd Lieutenant in the Indian Army in July 1917. Promoted Lieutenant on 6 July 1918, he served with the Supply and Transport Corps in Waziristan 1919-21.
- 207 India General Service 1908-35, 1 clasp, Malabar 1921-22 (**5718991 Pte. J. Price. Dorset. R.**), *good very fine* £50-70
- x208 India General Service 1908-35, 1 clasp, Waziristan 1921-24 (**1156 Sill. Bakhsha Singh, 54 S. C.C.**), *very fine* £20-30
- x209 India General Service 1908-35, 1 clasp, Waziristan 1921-24 (**9956 S Rwn. Fadir Mohd, 43 Gr. C.C.**), *good fine* £20-30
- 210 India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (**6005844 Pte. F. Appleby. Essex R.**), *nearly very fine* £40-60
- x211 India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (**Jemadar Ajaib Shah, 33rd A. T. Company**), *very fine* £20-30
- 212 India General Service 1908-35, 1 clasp, Burma 1930-32 (**6282275 Pte. A. R. Wraight. The Buffs.**), *nearly extremely fine* £70-90
- 213 India General Service 1908-35, 1 clasp, Burma 1930-32 (**3521818 Pte. L. Ketley., Manch. R.**), *test marks on rim, otherwise good very fine* £50-70
- 214 India General Service 1908-35, 1 clasp, Mohmand 1933 (**794877 Gnr. J. Green, R.A.**), *very fine* £40-60

- 215 India General Service 1908-35, 1 clasp, North West Frontier 1935 (**4608549 Pte. A. E. B. Mansell. D.W.R.**), *good fine* £40-60
- x216 India General Service 1908-35, 2 clasps, Mahsud 1919-20, Waziristan 1919-21 (**101 C-D. Noor Moh D, 57 Silladar C. Cps.**), *very fine* £20-30
- 217 India General Service 1908-35, 2 clasps, Waziristan 1919-21, Waziristan 1921-24 (**6077595 Pte. H. Axten, The Queen's R.**), *good very fine* £60-80
Herbert Gordon Axten, a native of North Finchley, served with the 8th Battalion, Royal West Surrey Regiment during the Great War (British War and Victory Medals). Taken a Prisoner of War, he was returned via Dover on 3 December 1918. Axten later saw active service during the operations in Waziristan, clasps confirmed upon *MIC*; sold with copied POW returns and research.
- 218 1914 Star, with clasp (**MS-4465 Pte. W. Edsall. A.S.C.**), *good very fine* £20-30
William Edsall arrived in France on 13 August 1914; sold with copied *MIC*.
- 219 1914-15 Star (**M2-101455, Pte. E. Griffiths, A.S.C.**); together with a Silver War Badge, the reverse impressed '**B. 19019**', *good very fine (2)* £20-30
William Shadrach Wood enlisted in the Royal Army Service Corps on 11 December 1915 and was discharged on account of wounds on 23 October 1918; the SWB roll refers.
- 220 British War Medal 1914-20 (**427 Pte. H. Coquelin, R. Guernsey L.I.**), *good very fine* £120-150
Henri Coquelin was killed in action on 13 April 1918, aged 19, whilst serving with the Royal Guernsey Light Infantry. He was the youngest son of Alfred and Julia Coquelin of Le Hurel Vale, Guernsey, and one of five brothers to serve during the war, two of whom fought in the French army and both of whom were wounded on two occasions. The third son, Soldat Joseph Coquelin, was eventually discharged from the French Army due to leg wounds.
Sold with French awards appertaining to his brothers, comprising the French Victory Medal, by *A. Morlon*, 1914-18 Commemorative War Medal and Combatant's Cross.
- 221 British War Medal 1914-20 (**1849 Pte. R. D. Cruttenden. R. Guernsey L.I.**), *light scratches to obverse, very fine* £100-120
Robert David Cruttenden served in France with the 1st Battalion, Royal Guernsey Light Infantry and was wounded in action in April 1918, the result of a gas shell explosion.
- 222 British War Medal 1914-20 (**1380 Pte. W. Le Page, 1-R. Guernsey L.I.**), *good very fine* £100-120
William Le Page, a native of Vale, Guernsey, was wounded by a gunshot to his hand in France on 12 April 1918. He recuperated at the Southern General Hospital, Edgbaston, Birmingham and was discharged 'Class Z' on 14 February 1919; sold with copied service and medical papers.
- 223 British War Medal 1914-20 (**1109 Pte. J. Sebire, R. Guernsey L.I.**), *good very fine* £100-120
Joseph Sebire was a native of St. Sampson's, Guernsey. He is recorded as having been posted 'missing' at Cambrai on 1 December 1917 but was later confirmed as a prisoner of war. On returning to Guernsey, he lived with his wife at Mon Choix Cottage, L'Islet; sold with copied research.
- 224 British War Medal 1914-20 (**137 Pte. J. A. Bichard, 1-R. Guernsey L.I.**), *light contact marks, very fine* £80-100
John A. Bichard came from St. Peter Port, Guernsey. He served with the Guernsey Light Infantry, the Labour Corps and the Royal Fusiliers, and was entitled to a Silver War Badge.
- 225 British War Medal 1914-20 (**644 Pte. J. Bewey, R. Guernsey L.I.**), *good very fine* £80-100
James Bewey served with the Royal Guernsey Light Infantry in France from 20 April 1918.
- 226 British War Medal 1914-20 (**66 Pte. E. J. Blampied, R. Guernsey L.I.**), *scratch across obverse bust and polished, very fine* £60-80
Edgar J. Blampied was a native of St. Sampson's, Guernsey.

- 227 British War Medal 1914-20, bronze issue (**No. 66634. Chinese L.C.**), *nearly very fine* £80-100
- 228 *Family group:*
 Victory Medal 1914-19 (**3764 Pte. E. C. Luckhurst. E. Kent R.**)
 Special Constabulary Long Service Medal, G.V.R, 1st issue (**Ernest Luckhurst**), *extremely fine* £20-30
Ernest C. Luckford also entitled to British War Medal; sold with copied *MIC*.
- 229 Victory Medal 1914-19 (**1793 Pte. P. Guille, R. Guernsey L.I.**), *good very fine* £60-80
Peter Guille was originally from Castel, Guernsey, but his mother's address is recorded as La Roquette, Vazon in *The Guernsey Weekly Press* of 27 April 1918; the same source confirms that Guille suffered a gas shell wound to the leg on 12 April 1918.
- 230 Victory Medal 1914-19 (**564 Pte. A. Torode. R. Guernsey L.I.**), *good very fine* £60-80
Alfred Torode of Vale, Guernsey, was severely wounded in the left hand at Cambrai on 20 November 1917, while serving with 'D' Company of the Royal Guernsey Light Infantry. His brother, Private Wilfred Torode of the Royal Irish Regiment, lost his left leg in the war, whilst a second brother, Lance-Corporal T. Torode, R.G.L.I., won the Military Medal; sold with service records and a newspaper article from *The Guernsey Weekly Press*, dated 1 December 1917.
- 231 Victory Medal 1914-19 (**1870 Pte. J. Druce, R. Guernsey L.I.**), *very fine* £40-60
Jesse Druce was born in 1899, a native of Bailiff's Cross, St. Andrews, in the Parish of St. Peter Port, Guernsey. He served in the 1st Battalion, Guernsey Light Infantry near Rouen in the closing stages of the war, his service records noting problems with sickness and poor health. He was discharged 'Class Z' in February 1919.
- 232 Victory Medal 1914-19 (2), the second bi-lingual (**20187 Wkr. M. Collins. Q.M.A.A.C.; Pte. C. C. Stuart, 5th M.R.**), *good very fine (2)* £20-40
Millicent Collins served as a Worker in Queen Mary's Army Auxiliary Corps and was also entitled to the British War Medal 1914-20; sold with copied *MIC*.
- 233 Mercantile Marine War Medal 1914-18 (**John P Galgey**), *extremely fine* £30-40
John Patrick Galgey was born in Liverpool in 1872 and also qualified for the British War Medal 1914-20 for his services as a Pilot. The awards were sent to him at 280 Cranbrook Road, Ilford, Essex in September 1919.
- 234 Mercantile Marine War Medal 1914-18 (**Charles H. Field**), *good very fine* £20-30
- 235 Territorial Force War Medal 1914-19 (**1478 Pte. A. W. Jacobs. Hamps. R.**), *nearly extremely fine* £120-160
Albert W. Jacobs served with the Royal Engineers and the Hampshire Regiment during the Great War, also entitled to the British War and Victory Medals; sold with copied *MIC*.
- 236 Territorial Force War Medal 1914-19 (**T-180 Dvr. W. J. Riley. A.S.C.**), *nearly very fine* £40-60
 Sold with copied *MIC*.
- 237 **A rare Great War Buckingham Palace memorial scroll to Lieutenant F. A. P. D'Auvergne, Royal Guernsey Light Infantry**
 In a contemporary display frame, *in good condition* £180-220
Francis Arthur Payn D'Auvergne lived at 'Northdale', St. Ouen, Jersey and was educated at Elizabeth College, Guernsey. Having then served in the West Battalion of the Royal Militia on Jersey, he was one of four Jersey Garrison Battalion Lieutenants to be transferred to the Royal Guernsey Light Infantry on 4 August 1917. He was killed in action on 12 April 1918, aged 24, the only Jersey officer to be killed with the R.G.L.I.; sold with copied service papers, including photograph of D'Auvergne.

- 238 Great War Memorial Plaque 1914-18 (**Robert Henry Halsey**), in cardboard sleeve of issue, *good very fine* £80-120
Robert Henry Halsey served as a Private with the 15th Battalion, The London Regiment (The Prince of Wales' Own Civil Service Rifles). Posted to the 12th Battalion, King's Royal Rifle Corps, Halsey was killed in action on 20 November 1917. He is commemorated on Panel 12 of the Cambrai Memorial, Louveral; sold with Buckingham Palace message and scroll of issue, also copied research and *MIC*.
- 239 Great War Memorial Plaque 1914-18 (**George Charles Hayes**), gilded, enclosed in an attractive privately-made frame in the style of a Maltese cross, *very fine* £60-80
George Charles Hayes served at the 34th Welch General Hospital as a Private in the Royal Army Medical Corps. He died on 26 October 1918, aged 28 and is commemorated on Face 11 of the Kirkee 1914-1918 Memorial, and is buried at the Deolali Government Cemetery; sold with copied research.
- 240 Canadian Memorial Cross, G.V.R., reverse inscribed '**1250605 Gnr. W. L. Cairns**', *good very fine*, in leather case of issue £60-80
William Lindsay Cairns was born in March 1891, the son of James Cairns of Mount Stuart, Elie, Fife, Scotland. He served with the 1st Heavy Battery, Canadian Garrison Artillery and was killed in action on 6 September 1917. Cairns is buried at Loos British Cemetery; sold with copied research.
- 241 Canadian Memorial Cross, G.VI.R., reverse inscribed '**K.50495 Pte. N. G. Shirlaw**', *very fine* £40-60
Norman George Shirlaw was the son of Ninian Thomson Shirlaw and Florence Mary Shirlaw of New Romney, Kent. He served with the Royal Canadian Army Medical Corps, and died on 2 August 1944, aged 20. Shirlaw is buried at Brookwood Military Cemetery, Woking; sold with the original issuance letter to Shirlaw's mother.



- 242 Ceylon Volunteer Service Medal 1914-19 (**J. Ranasinghe.**), *extremely fine* £60-80
- 243 India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (**5772059 Pte. E. A. Younge. R. Norf. R.**), *good very fine* £40-60
- 244 India General Service 1936-39, 1 clasp, North West Frontier, 1937-39 (**7011544. Sjt. T. D. Hewett. R. U. Rif.**), *nearly extremely fine* £40-60
- 245 Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (**SSX.17400 J. W. E. Elcox. Ord Smn. R.N**), *officially re-impressed naming, light contact marks, good very fine* £50-70

x246

'These guns were well camouflaged and impossible to spot and it was they who caused most of our casualties. The last battery ceased fire at 1340. We had been under heavy fire for a total of 48 minutes, spread over a period of three hours. Our casualties were thirteen killed, fourteen seriously wounded and about 45 lightly wounded. Two of the seriously wounded unhappily died later.'

Commander R. F. Leonard, D.S.O., R.N., referring to losses aboard H.M.S. *London*

The rare Naval General Service Medal awarded to Able Seaman C. H. Brewis, Royal Navy, who was wounded aboard H.M.S. *London* during the Yangtze incident



Naval General Service 1915-62, 1 clasp, Yangtze 1949 (C/JX. 278986 C. H. Brewis, A.B., R.N.), *light edge bruises, contact marks, very fine*

£1,000-1,200

Of *London's* gallant part in the 'Yangtze Incident', Commander R. F. Leonard, D.S.O., R.N., has written an extensive account - see <http://www.hmslondon.org.uk/the%20commission.htm> - from which the following extract has been taken:

'At 1000 on the 20th April 1949, heavy fire was opened on the *Amethyst* by the Communists in the vicinity of Rose Island. She was immediately and repeatedly hit on the Bridge and in the Wheelhouse, became out of control and still under heavy fire, grounded on Rose Island. *London*, wearing the Flag of Vice Admiral Madden, Second in Command, Far East Fleet, received *Amethyst's* report at 1100. She was then approaching the Yangtze Entrance Lightship on passage to Shanghai. Lower Deck was cleared, and the situation was explained to the Ship's Company. Then began the work of preparing the ship for possible action. There was much to be done. The lovely *London* was looking her best that morning. Her awnings were spread, her brightwork was shining, her illumination circuits were partly rigged ready for celebrations on St. George's Day. To strip her for action was a big task, both mental and physical.

We steamed on to Woosung, embarked two Chinese Pilots and Mr. Sudbury, a Whangpoo Pilot who also knew the Yangtze well, and continued up the Yangtze to Kiang Yen where we anchored for the night at 1900. Events had moved during the afternoon, *Consort* had steamed at full speed from Nanking to *Amethyst's* assistance. She too had been heavily fired on, and suffered damage and casualties. She was forced to abandon her attempts to tow *Amethyst* off and came down to Kiang Yin. She, and *Black Swan*, who had come down from Shanghai secured alongside us. Both ships were fuelled and our Medical Staff spent a busy night attending to *Consort's* wounded.

At 0615 on the 21st April we weighed, steamed 10 miles up the river and anchored again. *Black Swan* came with us, *Consort* returned to Shanghai. During the night, *Amethyst* had managed to get herself off and was now at anchor above Rose Island. All attempts to get in touch with Communist Headquarters had failed. At 1000 the Admiral decided to go up in *London* and attempt to bring the *Amethyst* down. *Black Swan* was to come as far as Beaver Island and give covering fire if necessary.



A much-battered H.M.S. *London* on reaching port.

Let us be clear on this point. To steam a 10,000-ton Cruiser past determined and well trained shore batteries in confined waters without prolonged and heavy preliminary bombardment is not a sound operation of war. But we were not at war with the Communists; the strength and efficiency of the batteries were not known and there was a good chance that the Communists would have realised their mistake in firing on British warships on the previous day, and would not fire at all. All the chances had been carefully weighed and we were prepared to give as good as we got if the opposition was determined.

At 1026 with the Ship's Company at Action Stations, we weighed and proceeded up the river at 25 knots. Large Union Jacks had been rigged on the front and sides of the Bridge and on the sides of the Hangars. They flew also from four Yardarms on the foremast and two on the Mainmast. This galaxy of bunting was completed by a large white flag at the Foremast head and an ensign at the peak. There could be no doubt in the mind of any man familiar with the British National Flag or the usage of the White Flag as to the Ship's Nationality or Peaceful Intentions.

At 1036, ten minutes after we had weighed, fire was opened from the North Bank. We were hit immediately by projectiles of 75 mm and 105 mm calibre. The firing continued for four minutes in spite of heavy and accurate counter-fire from the eight inch, four inch and close range weapons. After passing this battery, there was a lull till 1104 when it started again. Casualties and damage were becoming severe, particularly on the bridges, hangars and four inch Gun Decks. At 1106 a burst on the Bridge wounded the Captain and Officer of the Watch, mortally wounded the Navigating Officer and killed the Chinese Pilot. Damage to instruments and communications on the bridge were severe. We were now 19 miles from *Amethyst's* position, the bridge was temporarily out of action and the navigation of the river at high speed from the after conning position and without a Chinese Pilot was clearly impracticable.

It was clear that, in the doubtful event of our reaching *Amethyst*, the return trip escorting her at slow speed was foredoomed to failure. The time for withdrawal had come and the wheel was put hard-a-starboard. By great good fortune we were between two batteries, neither of which could bear on us while we turned. At 1114 we were safely round and regaining the centre of the Channel and, shortly after this, the bridge was able to take over from the After Conning Position again. Five more actions took place during the passage down the river. Each time the pattern was the same - a burst of fire from the Bank, quickly followed by our return fire. It was not a pleasant action to be in: the range was never more than 1,500 yards and hits were frequent and inevitable. The opposition consisted of 4in. gun batteries well dug in, but plainly visible on the bank, and of anti-tank weapons of 40 mm calibre which fired high velocity armour piercing shot, which were capable of damaging 8in. Gunhouse Armour and piercing Turret Trunking. These guns were well camouflaged and impossible

to spot and it was they who caused most of our casualties. The last battery ceased fire at 1340. We had been under heavy fire for a total of 48 minutes, spread over a period of three hours. Our casualties were thirteen killed, fourteen seriously wounded and about 45 lightly wounded. Two of the seriously wounded unhappily died later.

It is difficult to assess the damage and casualties inflicted on the opposition, but at least eight direct hits with 8in. H. E. Shell were obtained on the 4in. batteries at an average range of 1,500 yards. In addition, 4in. air bursts and close range direct fire must have caused many casualties in the target area. The Communists themselves admitted two hundred and fifty killed. Altogether we fired 155 rounds of 8 in., 449 rounds of 4in. and 2,625 rounds of Close Range Ammunition.

Space does not permit the telling of the many stories of good and gallant work by parties and individuals of all departments and in every part of the ship. Nowhere did we find a weak link. The matter is best summed up by the following excerpt from the Captain's Official Report:

"All damage to the ship was quickly and efficiently dealt with by the Damage Control Parties, whose performance I consider to be outstanding, taking into consideration the difficulty of providing realistic training in these duties.

The bearing and conduct of the Ship's Company, a large proportion of whom are very young and were experiencing action for the first time, was beyond praise. As an instance, the 4in. Gun Crews and Supply Parties suffered 38% casualties, who were instantly replaced as they fell. These guns continued in action throughout and fired a total of 449 rounds."

We secured at Holt's Wharf, Shanghai, that evening. Of the next few days of unremitting work patching the damage and clearing up the debris of battle, some memories stand out. The funeral of the dead from *London, Consort and Amethyst* at the Hung Jau Cemetery: Shanghai Cathedral packed to the doors for the Memorial Service on the following day: perhaps, above all, we will remember the overwhelming kindness and help of the American Navy in placing their hospital ship *Repose* at our disposal and assisting us in every possible way.

We had only four months to remain on the Station before going home. Our happy anticipation during that time was clouded by the thought of the *Amethyst*, still in her perilous and comfortless position in the grip of the Communists. When the news of *Amethyst's* brilliant and gallant escape came through on the 31st July, it brought a greater thrill to none than us. Now we could go home completely happy - the Yangtze Incident was finally and satisfactorily closed.'

- | | | |
|------|--|--------|
| x247 | Naval General Service 1915-62, 1 clasp, Malaya, G.VI.R. (D/JX 871080 J. M. Pitcher Boy. 1. R.N.), <i>edge bruising, nearly very fine</i> | £60-80 |
| 248 | Naval General Service 1915-62, 1 clasp, Near East (D/JX.909308 D. Huxley. A.B. R.N.), <i>official correction to name, very fine</i> | £50-70 |
| 249 | Defence Medal 1939-45, privately engraved 'A./A.S.M. Corn, B.E.M., 36th Cov.', <i>good very fine</i> | £20-40 |

Raymond Thomas Corn served as Acting Assistant Scout Master with the 36th Coventry Scout Group. As a 19-year-old messenger, he was awarded the British Empire Medal for his services as A.R.P. Warden during the Luftwaffe's assault on Coventry on the night of 14-15 November 1940 (*London Gazette* 7 February 1941, refers). The original recommendation states:

"This messenger rendered yeoman service during the whole of an exceedingly heavy and sustained enemy air attack on Coventry. Early in the evening telephonic communications ceased and Corn volunteered to carry vital messages. During extremely heavy enemy action Corn made his way to Central Control despite the fact that his route for most of its length was obstructed by fire and debris. He handed in his messages and afterwards he made at least three journeys to a first aid post with casualties and also to call for first aid assistance. Throughout the whole of the night Corn, without any thought of personal danger, gave unstinting help wherever it was needed.'

Corn was also the recipient of the Scout's Silver Cross for Gallantry; sold with copied research and citations.

- 250 Southern Rhodesia War Service Medal, 1939-1945, unnamed as issued, *nearly extremely fine* £160-200
- 251 Second World War awards (4), comprising: Africa Service Medal 1939-45 (**N70649 J. G. Moipolai**); Canadian Voluntary Service Medal 1939-45, with overseas clasp; War Medal 1939-45, with M.I.D. oak leaf; South African Medal for War Services 1939-45, unnamed as issued, *good very fine and better* (4) £40-60
- 252 General Service 1918-62, 1 clasp, Malaya (**22267029 Pte. A. Tasker. E. Yorks.**), *test mark to rim, nearly very fine* £40-60
- 253 General Service 1918-62, 1 clasp, Cyprus (**23043692 Pte. H. Scorfield. R.A.O.C.**), *good very fine* £30-50



- 254 General Service 1962-2007, 1 clasp, Northern Ireland (**Lt G W Reeve Int Corps**), *good very fine* £80-120
Guy Walford Reeve was born on 3 December 1960 and was commissioned 2nd Lieutenant in the Intelligence Corps on 13 December 1978. He retired as Major on 1 November 1994; sold with copied research.
- 255 General Service 1962-2007, 1 clasp, Northern Ireland (**24360229 Gnr R W Cobain RA**), *test mark to rim, otherwise good very fine* £30-50
- 256 General Service 1962-2007, 1 clasp, Northern Ireland (**24382073 Spr A J Dyer RE**), *good very fine* £30-50
- 257 General Service 1962-2007, 3 clasps, Borneo, Malay Peninsula, Northern Ireland (**23924634 Rfn. H. H. Ord. 1 Green Jackets**), *unofficial retaining rods between clasps, good very fine* £180-220

CAMPAIGN GROUPS AND PAIRS

258 Pair: Sergeant J. Young, 1st Royal Dragoons



Military General Service 1793-1814, 3 clasps, Fuentes D’Onor, Vittoria, Toulouse (James Young, Serjeant, 1st Royal Dragoons); Waterloo 1815 (Serjt. James Young, 1st or Royal Dragoons), fitted with old clip and hinged-bar suspension, with riband buckle, *tooling over rank of the last, edge bruising, good fine or better* (2)

£2,500-3,000

James Young was born at Rutherglen, near Glasgow and enlisted in the 1st Royal Dragoons in July 1804, aged 21 years. He subsequently witnessed active service in Captain Phipps’ Company at Fuentes D’Onor, Vittoria and Toulouse, and afterwards at Waterloo. He was discharged in April 1827, owing to being ‘worn out’; sold with copied service record.

259 A scarce campaign pair awarded to Lieutenant and Paymaster R. Ware, 49th Regiment, late 38th Foot, a veteran of both the capture of Rangoon and the Battle of Chianking

Army of India 1799-1826, 1 clasp, Ava (Lieut. R. Ware, 38th Foot) short hyphen reverse, officially impressed naming; China 1840-42 (Robert Ware, Paymaster, 49th Regiment Foot), upon silver riband buckles with gold retaining pins as worn, *toned, minor contact marks, nearly extremely fine* (2)

£2,000-3,000

Robert Ware was gazetted Ensign in the 4th West India Regiment on 25 October 1812 and became Lieutenant on 25 September 1813. He transferred on 23 May 1823 to H.M’s 38th Foot and served in the First Burma War, importantly taking part in the capture of Rangoon and the subsequent operations in the surrounding districts (*Hart’s Army List, 1845, refers*).

Having then been appointed Paymaster of the 49th Foot on 28 June 1831, he was present in the First Opium War. In May 1841, military operations began under Sir Hugh Gough who had arrived with considerable reinforcements. On the 26th, Paymaster Ware was present at the storm and capture of the heights above Canton, which, however, was ransomed and abandoned a few days later.



Moving on up the coast he took part in the capture of Amoy on 26/27 August, and on 1 October he was present at the second capture of Chusan, earlier returned to the Chinese. Nine days later he was at the attack and capture of the heights of Chinhai. On the 13th, Ningpo surrendered and Ware entered the city with the occupying forces. In early March 1842, he was one of the Ningpo garrison that inflicted heavy loss on the Chinese during their unsuccessful night attack. He was present at Gough's victory on 18 May 1842 at Chapu, where for a loss of 65 killed and wounded the British inflicted 1,200 casualties on the Chinese. Finally, after the capture of Woosung, Ware took part in the hardest fought action of the Opium War, Chinkingiang, which caused the Chinese Government to sue for peace.

Paymaster Ware died at Thornton Heath, Croydon, on 12 April 1875; sold together with copied research and muster extracts.

260 Pair: **Private J. Bates, 16th Lancers**

Ghuznee 1839 (Private John Bates H.M.s 16th. Lancers.), reverse centre engraved; Maharajpoo Star 1843 (Private John Bates H.M. 16th Lancers), with contemporary silver straight bar suspension, *minor edge bruising to Ghuznee, therefore good very fine* (2)

£600-800

John Bates subsequently transferred to the 3rd Light Dragoons and saw action in the First Sikh War and the Punjab Campaign.

x261 Three: **Rifleman T. Walsh, 60th Royal Rifles**

South Africa 1834-53 (T. Walsh, 2nd Bn. 60th Rifles); China 1857-60, 2 clasps, Taku Forts 1860, Pekin 1860 (Thos. Walsh, 2nd Bn. 60th Rl. Rifles); Army L.S. & G.C., V.R., small letter reverse (2818 Thos. Walsh, 2nd Bn. 60th Foot), *edge bruising, contact marks and polished, good fine* (3)

£500-600

Thomas Walsh enlisted in the 60th Royal Rifles at Templemore, Co. Tipperary in September 1850, aged 19 years.



Posted to the 2nd Battalion, he was embarked for South Africa in the following year and, among actions and operations, was present at Sir Harry Smith's offensive at Waterkloof in October 1851 (Medal). Walsh remained employed in South Africa for several years until being embarked for India. However, shortly after his arrival at Calcutta in early 1860, his battalion was ordered to China. He was subsequently present at the capture of the Taku Forts and at the relief of Peking (Medal & 2 clasps).

He returned to the U.K. in October 1861, he served in Ireland at the time of the Fenian troubles in 1866 and in India towards the close of the decade. He was discharged in September 1871, the regimental board noting that he was in possession of the L.S. & G.C. Medal.

262 *Family group:*

The rare bronze Legion of Honor Medal awarded to H. Lewis, Royal Sappers & Miners, for his service in exhuming Emperor Napoleon Bonaparte's body from its grave in St. Helena, 1840

France, July Monarchy (1830-48), Legion of Honor, bronze Medal 1840 (H. Lewis S. & M), 36.5mm, marked 'Barre F.', inscribed on reverse: 'Loi du 10 Juin 1840. Ordonnant la translation des restes mortels de l'Empereur Napoleon de l'Île Sainte Hélène a l'Église de l'Hôtel Royal des Invalides de Paris, et la construction de son Tombeau aux Frais de l'État. Sur le Prince de Joinville Capitaine de Vaisseau Commandant de l'Expédition.', *good very fine*, housed in wooden box of issue

Three: **Sergeant Major J. A. Lewis, Imperial Light Infantry**

South Africa 1877-79, 1 clasp, 1879 (7141. Cpl. J. A. Lewis. L.H.), unofficially re-engraved naming; Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Relief of Ladysmith, Wittebergen, Belfast (8 Sjt: J. A. Lewis. Imp: L.I.); King's South Africa 1901-02, 2 clasps, (Sg. Mr. J. A. Lewis, 2nd B.H.), unofficially impressed naming, *the second with suspension re-affixed, very fine* (4)

£1,000-1,500

H. Lewis was serving on St. Helena with the Royal Sappers & Miners in 1840. Napoleon Bonaparte had been exiled to the island following his defeat at Waterloo in 1815, dying there in 1821. Britain offered to send Napoleon's remains to France following the Emperor's death, but France's political climate did not permit this: the restored King Louis XVIII feared giving Bonapartists a cause to which they might rally.



In 1840 Adolphe Thiers, the French Foreign Minister, persuaded King Louis Philippe of France to begin negotiations with Britain for the return of Napoleon's remains. Thiers saw the 'Retour des Cendres' as a means of rehabilitating Bonapartists, uniting the French people and increasing the government's popularity. François Guizot, the French Ambassador in London, submitted a formal request to the British Government on 10 May. This was immediately approved, and on 26 May the French Parliament voted to raise 1 million francs for the construction of a grand tomb at Les Invalides.

The Prince de Joinville, King Louis Phillippe's third son, was put in charge of the expedition to retrieve Napoleon's corpse. The expedition included General Bertrand, who had fought alongside Napoleon, as well as the Emperor's former servants. On 7 July, the expedition left Toulon aboard the frigate *Belle Poule* and *Favorite*, a corvette. After leisurely sojourns to Cadiz, Madiera, Teneriffe and Bahia in Brazil - where Joinville organised 15 days of balls and receptions - the two ships finally reached St. Helena on 8 October. Joinville disembarked on the following day and was received by Major-General George Middlemore, the island's governor, at Plantation House. Middlemore assured Joinville: '...the emperor's mortal remains will be handed over to you on Thursday 15 October.'

Joinville's expedition set off for Longwood, Napoleon's residence on the island. They found his simple tomb covered by three stone slabs and protected by an iron grille fixed to the ground. A weeping willow afforded the tomb some shade. The French expedition were not legally permitted to exhume the body, so the task fell to a small detachment of the British garrison. As a sapper, Lewis was clearly in great demand.

The exhumation was carried out by torchlight on the night of 14 October, and lasted for nine hours. First the iron grille was removed, and then the stones covering the pit. The final stone was lifted at 9:30am on 15 October. Joinville rushed to the scene. He ordered his chaplain, Abbé Coquereau, to sprinkle holy water over the tomb while reciting the psalm *De Profundis*. The coffin was raised and transported into a large striped pavilion erected the previous day, where the multiple lead and mahogany layers were carefully prized open. Napoleon's body, wrapped in a linen shroud, was miraculously well-preserved. The Emperor was dressed in the uniform of a Colonel of the Guard Chasseurs, his bicorn hat resting on his thigh.

Napoleon's body was transferred into an ebony coffin brought from Paris. Weighing 1,200 kilos, this had to be hauled onto a solid hearse by 43 gunners. At 3:30pm, the cortège moved from Longwood towards the harbour. At 6:30pm, the coffin was embarked on the *Belle Poule* for its return to France. After passing through a succession of ships, Napoleon's body was eventually reburied at Les Invalides on 15 December.

Louis Philippe subsequently commissioned F. Barre to strike medals for those involved in the 'Retour des Cendres', including Lewis. Each medal was enclosed in a circular wooden case, reputedly cut from the weeping willow which stood by Napoleon's grave on St. Helena. Lewis' medal still has its case.

John Arthur Lewis was born on the Isle of Wight in 1860. He enlisted in the Lonsdale Light Horse Regiment in 1879, taking part in Major Martin's operation which captured the Zulu King Cetshwayo. During the Basuto Campaign, Lewis transferred to Brabant's Light Horse under Major Lowe. He participated in The Jameson Raid during the Transvaal Crisis of 1885-86, before joining the Johannesburg Fire Brigade. Lewis fought as a Sergeant in the Imperial Light Infantry during the 2nd Boer War, but was discharged as medically unfit in 1902.

Lewis moved to Sydney, Australia and died at St. George District Hospital on 19 February 1936. In his possession was the Legion of Honour medal awarded to his father, H. Lewis, in 1840.

263 Pair: **Private D. Coulther, 9th Lancers**

Sutlej 1845-46, reverse Sobraon, no clasp (David Coulther, 9th Lancers); Punjab 1848-49, 2 clasps, Goojerat, Chilianwala (D. Coulther, 9th Lancers), *light surface scratches to the first, edge bruising, generally very fine* (2)

£400-500

David Coulther originally enlisted in the 2nd Dragoons in October 1831 but transferred to the 9th Lancers in the early 1840s. Having then been present at Sobraon in the First Sikh War (Medal), and at Goojerat and Chilianwala in the Punjab campaign (Medal & 2 clasps), he was embarked for England in February 1855; sold with copied research.

264 **A rare Sutlej and New Zealand campaign pair awarded to Major J. Paul, 65th Foot, late 31st Foot, who carried the 31st's Colours at Moodkee and Ferozeshuhur, at which latter battle he was wounded before earning a brace of 'mentions' in New Zealand**

Sutlej 1845-46, for Moodkee 1845, 3 clasps, Ferozeshuhur, Aliwal, Sobraon (Lieut. James Paul 31st Regt.); New Zealand 1845-66, reverse undated (Major James Paul, 65th Foot), both with *Lazareck, Aldershot* silver riband buckles for wearing, *the first with contact marks and edge nicks, very fine, the second good very fine* (2)

£2,000-3,000

James Paul was born at Athlone in January 1825 and entered the 31st Foot as an Ensign in November 1843, subsequently sharing in his regiment's honours in the First Sikh War. Charged with the dangerous duty of carrying the Colours at the battles of Moodkee and Ferozeshuhur in December 1845, he became a rallying point in the confused fighting at the former engagement, and was wounded by a musket-ball in the latter. He was afterwards present at the skirmish at Buddiwal in January 1846, at the battle of Aliwal in the same month, and finally at Sobraon that February. But, according to the memoirs of a fellow officer of the 31st, Paul not only gained distinction on the battlefield for his overwhelming hunger on one occasion compelled him to take the rations of some absent fellow officers:

' ... P. stole a tongue which was to be divided among those who were absent. We did not find out till long after who had taken it, but we used to shout out at breakfast, 'Who stole the tongue?' And at length P. confessed, saying that some one else would have taken it if he had not! This brought the whole mess about his ears, and some never gave him a moment's peace afterwards; he has since bolted to the 65th, I think ...'

Indeed he had, joining the 65th as a newly promoted Lieutenant in October 1846, but he would not witness any further active service until his regiment was posted to New Zealand. Employed in the province of Taranaki between March 1860 and March 1861, Paul was present in the action at Kohea Pah on 17-18 March 1860, in the expedition to Warea in April 1860, and in the actions at Kairau on 29-30 December 1860 and Huirangi on 10 February 1861. Mentioned in the despatch of the Colonel Commanding the Forces in New Zealand to the Military Secretary, Horse Guards, dated at Waitera on 19 March 1860, he was given the Brevet of Major in January 1862 and saw further active service in the Taranaki and Waikato provinces in 1863, including the action at Kohirva on 17 July. He was again mentioned in despatches on 21 August 1863.



Paul was advanced to substantive Major in May 1866 and was placed on the Retired List in July of the following year, living in Aldershot.

265 Pair: **Private T. Holbrook, 57th Foot**

Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (No. 1252 Private Thomas Holbrook, 57th Regt.), depot impressed naming; Turkish Crimea 1855, Sardinian issue, unnamed, *edge nicks, generally very fine* (2)

£300-350

Thomas Holbrook enlisted in the 57th Foot in Dublin in 1851 and served in India prior to his part in the Crimea War; sold with copied medal and clasp verification.

266 **An interesting pair awarded to Private W. Donaldson, 2nd Dragoons, who was severely wounded 'by a round shot through the knee' in the charge of the Heavy Brigade at Balaklava on 25 October 1854**

Crimea 1854-56, 2 clasps, Balaklava, Sebastopol (Pte. W. Donaldson, R.N.B. Dgs.), contemporary - regimentally - engraved naming; Turkish Crimea 1855, Sardinian die (Private William Donaldson, Scots Greys), swivel-bar suspension, engraved naming, both with riband buckles for wear, *edge bruising, nearly very fine or better* (2)

£800-1,000

Provenance:
Ex Glendining's, 28 October 1978 (Lot 358).

William Donaldson was born at Kilsyth, Stirlingshire and enlisted in the 2nd Dragoons at Edinburgh in October 1852, aged 17 years. Subsequently embarked for the Crimea, he rode in the charge of the Heavy Brigade at Balaklava on 25 October 1854 and was severely wounded 'by a round shot through his knee'. He was carted off to a field hospital by some Turks and the shattered leg amputated without further ado.

As stated in Roy Dutton's *Forgotten Heroes - Charge of the Heavy Brigade*, Donaldson caught the eye of nurse Sarah Anne Terrot, one of the Sellonite Sisters of Mercy, at Scutari hospital. Her diaries are quoted fully in *Nurse Sarah Anne*, by R. G. Richardson, from which the following extract has been taken:

'Another of the Scot's Greys lay on his other side ... the younger named William Donaldson recovered more quickly and was sent home before his friend. Donaldson lost his leg in the second Balaklava charge when the Greys and 1st Royals tried to cover the retreat of the Light Brigade.

His horse was also disabled, so that it was with great difficulty he got away trying to crawl with his poor shattered leg. At first looking at his leg and seeing the flow of blood, he thought in twenty minutes it will all be over and lay still, trying to collect his thoughts and prepare for the great change. Then feeling the blood flow less rapidly, he looked out for help and seeing the Duke of Cambridge riding by called out, "If no one is coming to help me will your Royal Highness shoot me through the head." Soon afterwards some soldiers came and carried him, but his sorrows were not over, for some officers seeing so many men carrying one man ordered them back to their regiments and he was left again.

At last some Turks came and lifted him so roughly he fainted and became unconscious. They took him to the Field Hospital where his leg was taken off rather high up, and he was carried to a ship and taken to Scutari. On his way to the ship he waved his arm and cried, "Huzza for auld reekie." He was only eighteen and seemed to have a robust constitution. He was also cheerful, patient, and sweet tempered, which contributed to his recovery. The good Queen's letter was a great comfort to some of the poor men as well as to us. The assistance of her sympathy was deeply valued. Donaldson got a copy of it and put it over his head and on my noticing it he looked up with a sweet expression and said, "Yes, it's very affecting and makes our suffering less to think she cares about us."

Donaldson was discharged in March 1855; sold with copied research.

267 Pair: **Troop Sergeant-Major W. Broomfield, 8th Hussars**

Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (Tp.-Sjt.-Mjr. W. Broomfield, 8th Hussars.), officially impressed naming; Indian Mutiny 1857-59, 1 clasp, Central India (Tp. Sgt. Major Wm. Broomfield, 8th Hussars), *good very fine* (2)

£700-900

Provenance:

Ex Glendining's 25 September 1963, when sold with an engraved Turkish Crimea Medal; sold with further details regarding previous provenance.

William Bloomfield enlisted in the 8th Hussars at Ballincollig, Co. Cork in August 1848, aged 17 years. His father was serving as a Troop Sergeant-Major in the regiment at the time and likely secured his son his opening appointment as Paymaster's Clerk.

Young William was subsequently reduced to Private on the eve of the regiment's departure for the Crimea in April 1854 and was present at Alma and Inkermann, and in operations before Sebastopol (Medal & 3 clasps). In the summer of 1855 he was appointed a Probationary Orderly Room Clerk and before the year was out he had been promoted to the Troop Sergeant-Major (as Orderly Room Clerk).

Present with his regiment in the Indian Mutiny, when he served in Central India under General Sir Hugh Rose and took part in the Kotah operations, he purchased his discharge in December 1859.

268 Four: **Troop Sergeant-Major T. Thompson, 8th Hussars**

Crimea 1854-56, 1 clasp, Sebastopol (Pte. Thos. Thompson, 8th Hussars.), contemporary engraved naming; Indian Mutiny 1857-59, 1 clasp, Central India (Thos. Thompson, 8th Hussars); Army L.S. & G.C., V.R., small letter reverse (1553 T.S. Mjr. T. Thompson, 8th Hussars); Turkish Crimea 1855, Sardinian die (Thos. Thompson, 8th Hussars), depot impressed naming, *edge bruising and heavily polished, fine or better* (4)

£700-900

Thomas Thompson was born in Nottingham and enlisted in the 8th Hussars in January 1855, aged 19 years. Quickly embarked for the Crimea, he was present in operations before Sebastopol (Medal & clasp) and witnessed further active service during the Indian Mutiny, when he was employed in operations under General Sir Hugh Rose in Central India (Medal & clasp). He subsequently gained rapid promotion and was finally discharged as a Troop Sergeant-Major at Aldershot in January 1876, the same year in which he was awarded his L.S. & G.C. Medal; sold with copied research.

269 A rare Baltic and New Zealand pair awarded to Chief Carpenter's Mate J. Rouse, Royal Navy



Baltic 1854-55, unnamed as issued; New Zealand 1845-66, reverse dated 1863-1865 (J. Rouse, Cf. Carps. Mate, H.M.S. *Eclipse*), the last with named lid of card box of issue, *the first with tightened suspension claw, good very fine* (2)

£800-1,000

Just 60 New Zealand Medals bearing these reverse dates were issued to the Royal Navy and Royal Marines, the whole to H.M.S. *Eclipse*.

H.M.S. *Eclipse* was a barque-rigged wooden screw sloop of 750 tons, armed with a 110-pounder Armstrong gun and two 68-pounder pivot guns, as well as two 32-pounders. Under Commander Richard Mayne, R.N., she was the first naval ship to enter the Waikato Heads.

Having participated in the bombardment of Maori positions at the mouth of the Katikara River on 4 June 1863, Commander Mayne led a force of 200 Bluejackets at the capture of Merrimi in October of the same year. Later still - in November - Mayne commanded a force of 400 Bluejackets in the invasion of Waikato but he was seriously wounded in that action at Rangiriri and invalided home.

Mayne was replaced by Commander Edmund Fremantle, R.N., following which *Eclipse* participated in the bombardment of enemy positions on 21 September 1865, in addition to sailing to Opotiki in the Bay of Plenty to investigate reports of the Reverend Volkner's murder; see *Blue Devils*, by Richard Stowers, for further details.

Jordan Rouse was born at Minster, Kent on 22 July 1827 and entered the Royal Navy as a Boy 2nd Class aboard H.M.S. *Ocean* in April 1845. Appointed Carpenter's Crew in the *Howe* in early 1848, he was advanced to Carpenter's Mate in April 1853 but was re-rated Able Seaman a month or two later. Re-appointed a Carpenter's Mate on joining the *Monarch* in March 1854, he witnessed active service in the same ship in the Baltic operations (Medal). Having then been advanced to Chief Carpenter's Mate in the *Eclipse* in October 1862, he witnessed further active service in New Zealand (Medal). Rouse came ashore in August 1870 and died in Sheppey, Kent in late 1872; sold with copied service record and medal roll verification.

270 Pair: **Sergeant R. Squires, 6th Foot**

India General Service 1854-95, 1 clasp, North West Frontier (424 R. Squires HM's 1st Bn. 6th Regt.); Army L.S. & G.C., V.R., small letter reverse (424 Sergt. R. Squires. 1-6th Foot), *the first with claw loose and rather polished, nearly very fine* (2)

£240-280

x271 Pair: Rifleman J. Scott, 60th Royal Rifles

Indian Mutiny 1857-59, no clasp (Josh. Scott, 2nd Batn. 60th Ryl. Rifles); China 1857-60, 2 clasps, Taku Forts 1860, Pekin 1860 (Josh. Scott, 2nd Bn. 60th Rl. Rifles), *both with repaired and re-affixed suspension claws, heavy contact marks and edge bruising, with partial loss of naming details, fine* (2)

£400-500

Joseph Scott enlisted in the 2/60th Royal Rifles in London in January 1855 and was embarked for South Africa later in the same year. In April 1858, the Battalion was ordered to India, where it joined Lieutenant-Colonel Walter's force at Arrah and was regularly engaged in operations in Shahabad District (Medal). Then in February 1860 it was ordered to China, where it joined Brigadier Sutton's 2nd Brigade, 1st Division. Scott was subsequently present at the capture of the Taku Forts and at the relief of Pekin (Medal & 2 clasps). He returned to the U.K. in February 1862 and was discharged at Aldershot in January 1865.

Presumably not content with civilian life, he re-enlisted in the 4/60th Royal Rifles at the end of 1865 and was quickly embarked for Canada. He was subsequently present in the Fenian Raid operations of 1866 and, had he lived until 1900, he could have applied for the Medal & clasp.

Back home, Scott was promoted to Corporal in January 1873 and to Sergeant in March 1874, in which latter month he transferred to the Permanent Staff of the 3rd West Middlesex Militia. He was discharged in May 1882 and died in Kensington, London in 1895; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

x272 The exceptional Indian Mutiny and Red River 1870 operations group of three awarded to Staff Sergeant Instructor J. 'Mac' McNaughten, Hertfordshire Rifle Volunteers, late 60th Royal Rifles and 'Meerut Elephant Corps'



Indian Mutiny 1857-59, 1 clasp, Delhi (J. McNaughten, 1st Bn. 60th Rifles); Canada General Service 1866-70, 1 clasp, Red River 1870 (3192 Sgt. J. McNaughton, 1/60 K.O.R.); Army L.S. & G.C., V.R., small letter reverse (3192 Serjt. J. McNaughten, 1-60th Foot), *edge bruising, contact marks and polished, from fine* (3)

£1,000-1,200

John 'Mac' McNaughten was born in Chelsea, London in June 1834 and enlisted in 1/60th Royal Rifles in September 1852, aged 18 years.

Embarked for India in the following year, he was present at the outbreak of the Indian Mutiny at Meerut on 10 May 1857, when the regiment had the sorry task of recovering the butchered remains of the garrison's women and children.

Regimental musters confirm that McNaughten was serving in either 'B' Company or 'G' Company at this time and, as such, he would have been allocated to the 'Elephant Corps' under Lieutenant Stanley Mortimer. With four riflemen to each elephant, and 50 men of the 'Meerut Volunteer Horse', Mortimer set off in pursuit of the rebel leader Sah Mull: the mutineers were put to flight in a hotly contested action at Bussowd on 29 July 1857.

His services in Meerut's Elephant Corps happily concluded, McNaughten was ordered to Delhi in the following month. He arrived there in time for the storming of the city on 14 September 1857, when the Battalion's multiple-V.C.-winning ranks suffered 20% casualties (Medal & clasp). Following further service in the Oudh, McNaughten was advanced to Corporal in February 1859 and to Sergeant in August 1860. He returned to the U.K. at the year's end.

He was next embarked for Canada - via Malta - in September 1867, where he participated in the Red River Expedition of 1870, serving in Captain Buller's 'C' Company (Medal & clasp). He returned to the U.K. in September 1873 and was discharged at Gosport in the same month.

Awarded his L.S. & G.C. Medal in May 1874, McNaughten was next appointed a Staff Sergeant Instructor in the Hertfordshire Rifle Volunteers and he served in that capacity until December 1887. The 1901 Census reveals that he was employed as a Bailiff for a County Court and he died at Wear, Hertford in July 1907; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

x273

Three: Rifleman J. Moore, King's Royal Rifle Corps, who was taken prisoner at the disastrous action at Majuba in the First Boer War



South Africa 1877-79, 1 clasp, 1879 (3436 Pte. J. Moore, 3/60th Foot); Egypt 1882-89, dated reverse, 3 clasps, Tel-el-Kebir, Suakin 1884, Tamaai (3436 Pte. J. Moore, 3/K.R. Rif. C.); Khedive's Star 1882, the reverse impressed '3KRR 3436', and engraved 'J. M.', *the second with contact marks, generally very fine* (3)

£800-1,000

James Moore was born in Belfast, Ireland and enlisted in the 3/60th Foot in August 1878, aged 19 years.

Embarked for South Africa, he was present at the battle of Gingindlovu on 2 April 1879, when the Battalion held the front face of the square and Lieutenant-Colonel F. V. Northey was mortally wounded. Moore was taken ill in June 1879 and was evacuated home, where he was admitted to Netley Hospital.

He was subsequently re-embarked for South Africa in November 1880 and was present in operations in the First Anglo-Boer War, including the action at Majuba in February 1881, when he was one of 11 riflemen taken P.O.W. by the Boers. He was well treated and released in May.

Next embarked for Alexandria, Moore was present in the Egypt operations of 1882, including the actions at Magfar and Kassassin, and the battle of Tel-el-Kebir (Medal & clasp; Khedive's Star). And he saw further active service in the Mounted Infantry in the Suakin operations of 1884, including the battle of Tamaai (2 clasps). He purchased his discharge at Gibraltar in April 1888; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

274

'One of the 15th Hussars' finest products was Sir George Luck, a brusque, fire-eating type of soldier of the old school. In his day there was no-one whose opinions on the cavalry arm, and its employment in war, were more respected. As a boy I often heard my father [Field Marshal Sir John French] quoting George Luck as a kind of oracle on cavalry.'

Lieutenant-Colonel Hon. E. G. French, D.S.O.

The important Second Afghan War and Jubilee Medal pair awarded to General Sir George Luck, G.C.B., Colonel of the 15th Hussars

'A big man of fine physique, strong voice and strong language', he established himself as one of the great cavalry leaders and tacticians of the Victorian era: such were his glowing talents that he was employed as Inspector-General of Cavalry in both India and Great Britain

His powers of leadership in battle were never more prominent than in the Second Afghan War, when every officer of the 15th Hussars 'slew his man' in a bloody hand-to-hand clash at Takht-i-Pul on 4 January 1879: himself wounded by a sword cut to his right arm, Sir George nonetheless slew two of his opponents



Afghanistan 1878-80, no clasp (Majr. G. Luck, 15th Hussrs.); Jubilee 1897, silver, *edge bruising, otherwise very fine* (2)

£800-1,000

George Luck was born at Blackheath, Kent on 24 October 1840 and purchased a Cornetcy in the 15th Foot in April 1858. Advanced - by purchase - to Lieutenant in December 1859, he exchanged into the 6th Dragoons in the following year. Having then obtained a Captaincy, he transferred to the 15th Hussars in September 1868. He was subsequently present in the Jowaki Expedition of 1877-78 (Medal & clasp).

Second Afghan War - C.B.

Advanced to Major in the opening months of the conflict, Luck served in the Kandahar Column, including the advance to Khelat-i-Ghilzie. He subsequently commanded the Advanced Cavalry in Brigadier-General Palliser's Force, in which capacity he distinguished himself in the action at Takht-i-Pul on 4 January 1879. On that occasion he was wounded by a sword cut contusion to his right arm whilst commanding a squadron of the 15th Hussars and two troops of the Punjab Cavalry. It was a most gallant hand-to-hand-affair and each officer of the 15th Hussars 'slew his man', Luck accounting for two of the 150 Afghans killed in the action. Shadbolt's *The Afghan Campaigns 1878-80* takes up the story:

'About 1 p.m., Major Luck, 15th Hussars, who was in command of the reconnoitring party consisting of 100 sabres, 15th Hussars and 28 sabres of the 1st Punjab Cavalry, which had been dispatched through the Konna Pass into the Takht-i-Pul Valley, sent a message to the effect that he had exchanged shots with the enemy's scouts, and that they were retiring before him. After proceeding a distance of some three miles, the cavalry neared the northern entrance of the Ghlo Pass from the Kandahar direction, and found the enemy, to the number of not less than 300, debouching from it in a leisurely retirement before the advance of Colonel Kennedy's force. The 15th Hussars and 1st Punjab Cavalry, led by Major Luck, at once swept forward to the charge, and were received with a volley from the carbines of the Afghan horsemen who, after a short hand-to-hand encounter, turned and fled, and were pursued for some distance by the squadron and completely defeated, leaving 28 dead on the field, and losing altogether about 100 killed, wounded or prisoners. For his services on this occasion, Major Luck, who was in command of the cavalry, was appointed a Companion of the Bath.'



The charge of the 15th Hussars and 1st Punjab Cavalry at Takht-i-Pul on 4 January 1879: every officer of the 15th 'slew his man', including Sir George.

Luck subsequently commanded the 15th Hussars in General Phayre's Division in the second campaign, taking part in the advance on Kandahar (Medal). In addition to his C.B., he was twice mentioned in despatches (*London Gazette*s 7 November 1879 and 25 January 1881, refer).

First Anglo-Boer War

Advanced to Lieutenant-Colonel, Luck next commanded the 15th Hussars in the First Anglo-Boer War.

The regiment landed at Durban in February 1881 and, following the defeat at Ingogo River, was based at Newcastle. Ordered to the battle area by General Colley, Luck refused to budge until - as he had been ordered - he was joined by the 60th Rifles.



In the event, Colley gave Luck command of all of our cavalry and he led a mixed squadron of the 6th Dragoons and the 14th and 15th Hussars as an escort to Sir Evelyn Wood when he met Zulu Chiefs at Inhlazatze Mountain. The party returned in September 1881.

Inspector-General of Cavalry - India and Great Britain

Luck remained in command of the 15th Hussars until October 1884, when he was appointed Brigadier-General Bombay. A stint as Brigadier-General Bengal followed and, in October 1887, he was appointed Inspector-General of Cavalry in India.

It was in the latter role that he quickly established himself as one of the most influential - and successful - cavalry leaders of the Victorian era, a fact supported by countless testimonials from the great and the good. During manoeuvres in India in 1890, General Smith-Dorrien was attached to Luck's Headquarters. He later wrote:

'Sir George, rightly, had large ideas of the powers of cavalry, and recognised that they must be accustomed to long marches and surprise action, and during these manoeuvres immense distances were covered - as much as fifty miles in a day on one occasion. To me they were most instructive.'

Field Marshal Birdwood was equally impressed, describing Luck as 'a fine-looking man':

'I have never known his equal for swinging whole Cavalry Divisions about the country and bringing them in long, galloping lines dead onto their objective. In those days, many of the Indian cavalry regiments were not very efficient. Luck very soon found this out and dealt drastically with the trouble. He was a man who was never prepared to spare himself or others.'

Birdwood adds that Luck's wrath for inefficiency was never far from the surface:

'One day he noticed a certain officer, when trotting past, saluting with his sword instead of keeping it at the carry. Luck galloped up to him furiously: "What's your name, sir?" He barked. "Trotter, sir," was the nervous reply. "Damn you, sir," shouted the General, "It ought to be Walker!"'

In April 1895, Luck's transparent qualities as a cavalry leader and tactician resulted in his appointment as Inspector-General of Cavalry on the home establishment. It was a quite unique achievement.

He was appointed K.C.B. in June 1897 and G.C.B. on his retirement as a General in June 1909, and acted as Colonel of the 15th Hussars from 1904 until his death in December 1916:

'It is certain that the name of Sir George Luck will be honourably connected for all time with the regiment for which he has done so much, and all ranks are proud to recognize him as their chief.'

x275 An interesting Second Afghan War and Egypt operations group of four awarded to Hon. Lieutenant-Colonel Lord Frederick ‘Freddie’ FitzGerald, King’s Royal Rifle Corps

Other than his distinguished part in the pursuit of assorted tribesmen in Afghanistan and Egypt, ‘Freddie’ displayed ‘an excessive fondness’ for the female servants employed on his family estate in Co. Kildare: it was a weakness shared by another old Egypt hand - Valentine Baker of the 10th Hussars - who ended up in court for employing ‘light cavalry tactics’ on an attractive young lady in his London-bound railway carriage

The scion of the ‘dysfunctional’ Dukes of Leinster, ‘Freddie’ faced multiple challenges during the ‘Land War’ and Irish Troubles, but evidence suggests he was a gentleman who commanded some degree of respect: when a gang of armed terrorists paid him visit in 1922 they were persuaded to depart the scene without torching the family seat



Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (Lieut. Lord F. FitzGerald, 2-60 Foot); Kabul to Kandahar Star 1880 (Lieut. Lord F. FitzGerald, 2nd Battalion, 60th Rifles); Egypt and Sudan 1882-89, dated reverse, 2 clasps, Tel-el-Kebir, The Nile 1884-85 (Lieut. Lord F. FitzGerald, 3-K.R.R.C.); Khedive’s Star 1882, all official replacements, *extremely fine* (4)

£400-500

Frederick ‘Freddie’ FitzGerald was born at Kilkea Castle, Kildare, Ireland on 18 January 1857, the third son of the 4th Duke of Leinster.

You are free to enjoy the castle today:

‘Prepare to feel like royalty when you enter the grounds of one of the oldest inhabited castles in Ireland. With a history dating back to 1180, Kilkea Castle captures the mystical charm of a 12th Century majestic castle with the overwhelming allure of timeless sophistication and style. After a major renovation that redefines luxury, Kilkea Castle is delighted to welcome you.

Only an hour’s drive from Dublin, once the medieval stronghold of the Fitzgerald’s, Earls of Kildare, the castle was built by Hugh de Lacy for one of Strongbow’s Norman Noblemen, Walter de Riddlesford. Today it stands proudly ready to extend a warm Irish welcome to guests from around the globe.

Located in Castledermot and set on 180 acres of its own wonderful woodland, gardens and golf course, Kilkea Castle enchants from the moment you drive down the beech-lined avenue overlooking the Killeshin Hills, only minutes from the ancient Mullaghreelan Woods.'

Soldier

Young 'Freddie' was educated at Eton and the R.M.C. Sandhurst and was commissioned in the 60th Foot in January 1876.

Having then been advanced to Lieutenant and appointed Adjutant of the 2nd Battalion, he witnessed active service in the Second Afghan War 1878-80, when he was present at Ahmed Khel and on the march from Kabul to Kandahar, in addition to the Marri expedition (Medal & 2 clasps; Star).

FitzGerald next served with the Natal Field Force in the First Anglo-Boer War in 1881 and in the operations in Egypt in 1882, including the action at Kassassin and battle of Tel-el-Kebir (Medal & clasp; Khedive's Star). Having then been appointed A.D.C. to Sir Redvers Buller, he served in the Nile Expedition in 1884-85 (clasp), and was mentioned in despatches (London Gazette 25 August 1885, refers) and given the Brevet of Major.

Subsequently placed on the Retired List, he became Hon. Lieutenant-Colonel of the 8th (Militia) Battalion, K.R.R.C. in April 1897, in which capacity he served until early 1902.

Dublin uprising 1916

During the Great War, he served as A.D.C. to the O.C. Forces in Ireland at H.Q. Parkgate, Dublin.

As such, he must have been at the centre of events during the famous uprising of 1916: on 29 April Commandant Pearse was taken before General Maxwell at Parkgate and signed a General Order of Surrender:

'In order to prevent further slaughter of the civil population and in the hope of saving the lives of our followers, the members of the Provisional Government present at Headquarters have decided on an unconditional surrender, and Commandants or Officers commanding districts will order their commands to lay down arms.'

Pádraig Pearse was executed by firing squad at Kilmainham Goal a few days later.

Land owner

Military service aside, FitzGerald was otherwise occupied in running his estate at Carton House, Maynooth, Kildare.

A glimpse of this chapter of his life is to be found in a book review - by Danial Murray - of *Aspects of Irish Aristocratic Life: Essays on the FitzGerald and Carton House*:

'After five years serving in the British army in India, Afghanistan and South Africa, Frederick came into his Kildare estates at an awkward time ... The Land War was under way, though Nelson [the author] argues against the usual depiction of the landlord-tenant relationship breaking down in light of the local enthusiasm received by Frederick upon his return from abroad and at the marriage of his sister. Frederick was able to negotiate with his tenants in a satisfactory manner so that Kildare avoided the worst virulence of the Land War.

This ability to maintain local support continued when he was elected to the Country Council in 1899 at a time when landlords were increasingly depicted as colonial oppressors ... Frederick remained on the council for the next twenty-one years, winning each election that came his way until 1920, when he stepped down from any further role in politics. As a sign of the times, his replacement was Daniel Buckley, a Maynooth shopkeeper who went by Domhnall Ua Buachalla and represented Sinn Féin.

While short on personal detail about Frederick FitzGerald - other than an excessive fondness for his female servants leading to a high staff turnover rate - Nelson handles what is usually a dry topic in a clear, detailed and engaging way.'

FitzGerald, who was a Justice of the Peace and a Commissioner of National Education in Ireland, died at Carton House in March 1924, aged 67; in common with Kilkea Castle, Carton House is today open to exploration, being a luxury spa hotel and golf resort.

276 Pair: Private John Ritchie, 72nd Highlanders

Afghanistan 1878-80, 3 clasps, Charasia, Kabul, Kandahar (58B/575 Pte. J. Ritchie, 72nd Highrs.); Kabul to Kandahar Star 1880 (58B/575 Private J. Ritchie, 72nd Highlanders), *very fine*

£500-600

John Ritchie arrived in India on 21 December 1877, and was re-embarked for England, time expired, on 28 October 1881 (*WO 16/1947*, refers).

x277

The rare Cape of Good Hope and Boer War pair awarded to Trooper H. J. Van Wyke, Damant's Horse, late Sergeant, Cape Mounted Yeomanry, who was severely wounded at Sannah's Post on 31 March 1900



Cape of Good Hope General Service 1880-97, 1 clasp, Basutoland (Sgt. H. J. Van Wyke. C.M. Yeo.); Queen's South Africa 1899-1902, 8 clasps, Belmont, Modder River, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen (Tpr: H. J. Van Wyke Damant's Horse), *the first with officially re-engraved naming, very fine and rare (2)*

£600-800

Henry Johnson Van Wyke had previously served with the Cape Mounted Yeomanry before enlisting in Damant's Horse (Rimmington's Scouts) on 13 October 1899. Besides his ability to ride and shoot, Van Wyke had lived in South Africa for 30 years and was able to speak 'a native language.'

Damant's Horse served with great distinction in the Boer War, Corporal J. J. Clements winning the unit a fine Victoria Cross on 24 February 1900, near Strijdenburg, having caused a party of Boers to surrender to him whilst wounded '... through the lungs.'

Van Wyke was himself severely wounded at Sannah's Post on 31 March 1900, before being discharged on 28 January 1901; sold with copied research.

278 Pair: **Signalman E. C. Miller, Royal Navy**

Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th July (E. C. Miller. Sign. H.M.S. "Sultan."); Khedive's Star 1882, unnamed as issued, *official correction to rank, heavy pitting, good fine* (2)

£120-160

Edwin Charles Miller was born in Putney, London, on 1 March 1858 and entered the Royal Navy as a Boy 2nd Class in July 1873. Following his part in the bombardment of Alexandria in July 1882, he was advanced to Yeoman of the Signals and he finally came ashore in February 1896. He later became landlord of the 'Ship Inn' in Alnwick, his wife becoming landlady of the same establishment on his death and their son, Ernest, landlord from 1939-41; sold with copied research.

279 Three: **W. E. Crocker, Cooper, Royal Navy**

Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th July (W. Crocker, Coops., H.M.S. "Sultan."); Khedive's Star 1882, unnamed as issued; Royal Navy L.S. & G.C., V.R., narrow suspension (W. F. Crocker, Cooper, H.M.S. Agamemnon.), the first officially re-engraved with part erasure of rate, *contact marks, fine* (3)

£80-120

280 Pair: **Private W. Spencer, Grenadier Guards**

Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (6347 Pte. W. Spencer, 2/Grenr. Gds.); Khedive's Star 1882, the reverse impressed '6347', *pitting and edge bruising, otherwise nearly very fine* (2)

£180-220

William Spencer was born in Nottingham and enlisted in the Grenadier Guards in March 1878. He subsequently witnessed active service with the 2nd Battalion in Egypt, including the battle of Tel-el-Kebir (Medal & clasp; Khedive's Star), and was placed on the Army Reserve in March 1884. He was finally discharged in March 1890; sold with copied medal roll verification and research.



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281 *'Here I met my uncle Henry who in 1882 was at the Battle of Tel-el-Kebir and was reported as first into the Turkish trenches. However, Uncle Henry always said his Corporal beat him by two feet. There were no D.S.O.s then.'*

Lieutenant-Colonel Giles Daubeny reflects upon the gallant deeds of his uncle, Major H. J. Daubeny, Royal Irish Regiment.

A good Order of the Medjidie group of three awarded to Major H. J. Daubeny, Royal Irish Regiment



Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (Capt. H. J. Daubeny, 2/R.Ir.R.); Turkey, Order of Medjidie, Fourth Class breast badge, gold, silver and enamel; Khedive's Star 1882, *minor official correction to surname on the first and enamel slightly chipped in places on the Medjidie, otherwise good very fine* (3)

£700-900

Henry Joseph Daubeny was born on 16 November 1847 and was educated at Bromsgrove School. A talented cricketer who would go on to represent Aldershot and Shorncliffe commands, he was appointed an Ensign in the 18th Royal Irish Regiment in October 1867 and gained advancement to Lieutenant in January 1871.

It was as a Captain in the 2nd Battalion that he distinguished himself at Tel-el-Kebir, gaining a Brevet Majority, a mention in despatches (*London Gazette* 2 November 1882, refers) and the Fourth Class of the Turkish Medjidie. Daubeny attained the substantive rank of Major in September 1887.

282 **Pair: Trumpeter W. D. Deane, 2nd Dragoon Guards**

Egypt and Sudan 1882-89, undated reverse, 2 clasps, The Nile 1884-85, Abu Klea (1666 Trumpr. W. D. Deane, 2nd Dragn. Gds.); Khedive's Star 1884-6, *the first with edge bruising and pitted, good fine, the Star rather better* (2)

£500-600

Sold with copied medal roll verification; the recipient was discharged at Canterbury in February 1886.

x283 *Family group:*

'An act of extreme bravery which led to the recommendation for a Victoria Cross was that of Gunners Coyne and Beaudry, who coolly clambered down a ravine to rescue a wounded comrade of 'A' Battery, who was lying within a hundred yards of the rebel pits.'

The Gunners of Canada, by G. W. L. Nicholson, refers.

A notable North-West Canada campaign pair awarded to Sergeant M. 'Matt' Coyne, Canadian Artillery, late Royal Canadian Rifles and 60th Foot, who was recommended for the V.C. for his gallantry at the storming of Batoche on 12 May 1885 - he was wounded by a shell splinter in the neck on the same occasion



North-West Canada 1885, 1 clasp, Saskatchewan (631 Sergt. M. Coyne, "A" Battery, C.A.), officially re-engraved naming up to 'Battery, C.A.'; Army L.S. & G.C., V.R., small letter reverse (1829 Serjt. M. Coyne, 1-60th Foot), officially impressed naming, *generally very fine*

The Army L.S. & G.C. Medal awarded to Private M. R. J. Coyne, Royal Canadian Ordnance Corps and 'Matt' Coyne's son

Army L.S. & G.C., G.V.R., robed bust, Canada (Pte. M. R. J. Coyne, R.C.O.C.), together with his 'Honourable Service' badge, the reverse numbered '88444', *good very fine* (3)

£800-1,000

Matthew 'Matt' Coyne was born in Quebec, Lower Canada in March 1836 and enlisted as a boy bugler in the Royal Canadian Rifles at Niagara in June 1851.

He subsequently served as a Colour Sergeant in the 1st (Ontario) Battalion of the Rifles in the Red River Expedition of 1870 but did not claim - or live to claim - his Canada General Service Medal & clasp. Having transferred to the 60th Foot in the same year, he reverted to the rank of Sergeant and was discharged in June 1873; he was recommended for his L.S. & G.C. Medal by the O.C., 1st Battalion, 60th Foot in April 1874.

The storming of Batoche, 12 May 1885

In August 1878, Coyne enlisted in the Canadian Artillery and it was in this capacity that he witnessed active service in 'A' Battery at the battle of Fish Creek in April 1885. But it was for his part in the subsequent battle of Batoche that he rose to prominence.



The scene unfolds at the battle of Batoche on 12 May 1885.

The decisive battle of the North-West Rebellion, Batoche pitted the Canadian authorities against a force of indigenous and Métis people. Fought from 9-12 May 1885, the greater numbers and superior firepower of General Frederick Middleton's force could not be successfully countered by the Métis - as had happened at the earlier Battle of Fish Creek - and the town was eventually captured. The defeat of the Métis led to the surrender of Louis Riel on 15 May and the collapse of the Provisional Government.

Another glimpse of Coyne's gallant service is to be found in a feature that was published in *The Montreal Star* on 13 May 1885:

'A genuine hero and one of the most popular men in the force at the present time is Gunner 'Matt' Coyne of 'A' Battery. He was one of the gallant quarter of a hundred who stood up against a hail of bullets from the rebel pits in the bottom of the coulee, and perhaps the coolest of the twenty-five. It is not by the part that he took in the engagement however, that he won the admiration of the force so much as the self-denial he has practised since in attending the wounded. Ever since the fight the warm-hearted artilleryman has been in constant attendance at the hospital tents, cheering his wounded comrades by words of sympathy or the yarns of old soldiering days, and occasionally feeding broth or some other tasty tit-bit made with his own hands at the camp fire in some mysterious way with his camp rations and whatever else he could beg. He in fact fulfilled all the duties of a Sister of Mercy and that the wounded have progressed so favourably is in great measure due to the kindly hand and encouraging voice of 'Matt' Coyne.'

Coyne had in fact been wounded himself, by a shell splinter in the neck. He was still serving in 'A' Battery at the time of his death at Kingston, Ontario in April 1891, his demise in part being attributed to his old neck wound.

Matthew Raleigh Joseph Coyne, his son, joined the Canadian Ordnance Corps in December 1916 and served in the Canadian Overseas Expeditionary Force from October 1918.

The rare Africa campaign pair to Able Seaman F. Moore, Royal Navy, who twice saw service ashore as a Bluejacket and appears to have been mentioned in despatches for service on attachment to the R.E. Balloon Section in the Boer War



East and West Africa 1887-1900, 1 clasp, Gambia 1894 (F. Moore. Ord. H.M.S. Raleigh.); Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (158514 A-B: F. Moore. H.M.S. Forte.), attractively mounted as worn with blank clasp facings in the 'China 1860' style as top riband bars, *minor official correction to the first, otherwise very fine* (2)

£800-1,000

One of 16 five-clasp Queen's South Africa Medals issued to H.M.S. *Forte*.

M.I.D. *London Gazette* 8 February 1901. His service record states:

'Rendered good service attached with the Balloon Section for 3 months. Present at Relief of Ladysmith. Mentioned in Despatches.'

Frank Moore was born at Woolwich Barracks, Kent in July 1875 and entered the Royal Navy as a Boy 2nd Class in January 1891. Initially serving aboard H.M.S. *St. Vincent*, he was advanced Boy 1st Class in January 1892. He subsequently served in H.M.S. *Raleigh* from April 1893 until February 1895, in which period he was advanced to Ordinary Seaman and came ashore with the Naval Brigade in the Gambia operations of 1894 (Medal & clasp). Having then served aboard *Wildfire*, *Empress of India* and the Tender *Salmon*, he joined *Forte* in April 1899. He would again be landed as a Bluejacket during the Boer War, going ashore at Durban in November 1899. His service record states:

'Took part in operations with Natal Field Force including the Battle of Botha's Pass and Allman's Nek and occupation of Utrecht, Volkornek and Wareestroom.'

The exact nature of his service with the Balloon Section remains a mystery, but in all likelihood he served on attachment to the 1st Section, Royal Engineers, due to the combination of his clasps. Moore continued to serve with the Royal Navy before being discharged in July 1905; sold with the original service record in distressed delivery envelope and copied research.

- x285 **An unusual campaign group of three awarded to Able Seaman A. W. Badge, Royal Navy, who, having been wounded in the Gambia in 1894 when landed as a Bluejacket, became a founder member of the Royal Canadian Navy in 1910**

East and West Africa 1887-1900, 1 clasp, Gambia 1894 (135780 A. W. Badge. A.B. H.M.S. *Maggie*); China 1900, no clasp (135780 A. W. Badge. A.B. H.M.S. *Undaunted*); British War Medal 1914-20 (A. W. Badge. Service With the Royal Navy), *good very fine* (3)

£400-500

Alfred William Badge was born in Stoke Damerel, Devon in December 1870 and entered the Royal Navy in December 1885. His Service Record displays rather mixed character, being sentenced to 40 days hard labour on Bodmin Moor in 1892.

Serving afloat with the 165ft screw gunboat *Maggie* from May 1893, he would be landed ashore as a Bluejacket for the Gambia 1894 operations. Serving with the column under Captain E. H. Gamble of the *Raleigh*, their work initially was a great success, advancing and destroying a number of heavily stockaded villages under the control of Foday Sillah. However, running low on water they attempted to retreat to Madina Creek to be taken off by the boats. Low water left the force to be sniped and attacked from three sides. *Maggie's* Sub-Lieutenant F. Meister would be one of 7 from the ship to be killed in action. Badge and another 5 men were wounded in action (46 'Gambia 1894' clasps issued to the ship). Transferring to *Undaunted* in March 1897, Badge was advanced to Leading Seaman in October 1897. His good conduct did not last for he was committed to the cells for 14 days in February 1899 and disgraced to the rank of Able Seaman before service off China during the Boxer Rebellion.

Discharged from the Royal Navy in January 1901, Badge would become a founder member of the Royal Canadian Navy in 1910, being assigned service number 122. He appears numerous times in local Devon newspapers during the 1920's often the result of alcohol, on one occasion refusing to appear at court by sending '...a letter pointing out that he had served in three Wars' (*Exeter and Plymouth Gazette* 19 July 1929, refers); sold with copied service record and research.

- 286 **Five: Private T. A. Clarke, Royal Marines Light Infantry**

East and West Africa 1887-1900, 1 clasp, Benin 1897 (T. A. Clarke, Pte., H.M.S. *Maggie*), an official replacement issue; 1914-15 Star (PLY. 7495 Pte. T. A. Clarke, R.M.L.I.); British War and Victory Medals (PLY. 7495 Pte. T. A. Clarke, R.M.L.I.); Royal Fleet Reserve L.S. & G.C., G.V.R. (PLY. 7495 B. 948 T. A. Clarke, R.F.R.), *edge bruising and a little polished, otherwise generally very fine* (5)

£150-200

One of 80 East & West Africa Medals issued to H.M.S. *Maggie's* crew for the Benin 1897 operations.

Thomas Arthur Clarke was born at Loughborough, Leicestershire on 19 December 1876 and enlisted in the Royal Marines Light Infantry in March 1895. Embarked as a Private in H.M.S. *Maggie* in the following year, he served in the Naval Brigade landed for the Benin operations of 1897 (Medal & clasp); he removed to the *Widgeon* on the same station in early 1897. Having then purchased his discharge in May 1904, Clarke enrolled in the Royal Fleet Reserve.

Recalled on the outbreak of hostilities in August 1914, he joined the battleship *Majestic* and was still serving in her at the time of her loss on 11 June 1915. On that date she was stationed off W Beach at Cape Helles and, around 0645 hours, Commander Otto Hersing of the *U-21* fired a single torpedo through the defensive screen of destroyers and anti-torpedo nets, striking *Majestic* and causing a huge explosion. The ship began to list to port and in nine minutes capsized in 54 feet of water, with a loss of 49 men.

Majestic had earlier lent valuable service at assorted bombardments of the Turkish forts and one of her picket boats had been present at the attempted rescue of the submarine *E-15* on 18 April 1915, a V.C. action.

Clarke next served in the battleships *Revenge* and *Redoubtable* in July-October 1915 but otherwise appears to have been employed at shore establishments. He was invalided from the service in April 1918 and received his Royal Fleet Reserve L.S. & G.C. Medal in March 1923; sold with copied service record.

x287

Six: Regimental Sergeant-Major J. Lock, Durham Light Infantry, late King's Royal Rifle Corps and Military Provost Staff Corps, onetime attached West African Field Force



East and West Africa 1887-1900, 1 clasp, 1897-98 (Cpl. J. Lock, 3rd K.R.R.C.); Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Tugela Heights, Relief of Ladysmith (8131 Sgt. J. Lock, K.R.R.C.); 1914-15 Star (18-1790 Sjt. J. Lock, Durh. L.I.); British War and Victory Medals (18-1790 W.O. Cl. I J. Lock, Durh. L.I.); Army L.S. & G.C., E.VII.R. (1206 S. Sjt. J. Lock, M.P.S.C.), *the earlier awards a little polished, nearly very fine or better* (6)

£500-600

James Lock was born in Peterborough, Northamptonshire on 7 August 1871 and enlisted in the King's Royal Rifle Corps in June 1893, aged 19 years. He was posted to the 3rd Battalion on the Isle of Wight and was advanced to Lance-Corporal in November 1894 and to Corporal in December 1896.

In February 1898, Lock was posted to the 2nd Yoruba Regiment in the West African Frontier Force and he subsequently witnessed active service on the Gold Coast, most likely in the Lapai Expedition under Lieutenant-Colonel Pilcher in June of the same year (Medal & clasp).

He re-joined the 3rd Battalion in Ireland in July 1899 and was advanced to Lance-Sergeant in May. Next ordered to South Africa, he was present in the relief of Ladysmith operations, including the action at Tugela Heights, the whole as a member of 4th Brigade Mounted Infantry Company (Queen's Medal & 3 clasps). He was advanced to Sergeant in the same period but was invalided home May 1900.

He subsequently transferred to Military Provost Staff Corps (M.P.S.C.) and was appointed an Assistant Warder at H.M. Military Prison, Gosport in April 1901. In the following year - and having moved to H.M. Military Prison, Cork - he was advanced to Staff Sergeant. Later still, he served in the M.P.S.C. in Malta and it was during this period that he was awarded his L.S. & G.C. Medal in AO 254 of 1910. Returning to the U.K. to an appointment at the Detention Barracks and Military Prison at York, he was discharged in June 1913.

On the outbreak of hostilities in August 1914, Lock re-joined the M.P.S.C. and was quickly advanced to Sergeant-Major. Then towards the end of 1915, he transferred to the 18th (1st County) (Service) Battalion of the Durham Light Infantry as R.S.M. and was embarked for Egypt. In March 1916, the Battalion was re-embarked for France, and Lock served there until the end of then year. His last wartime appointment was as R.S.M. in the 13th Battalion of the Royal Defence Corps and he was discharged in December 1918.

x288 Pair: Rifleman W. Spencer, King's Royal Rifle Corps



British South Africa Company's Medal 1890-97, reverse Rhodesia 1896 (6715 Pte. W. Spencer, 3/K.R.R. Corps); Queen's South Africa 1899-1902, 7 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek, Cape Colony, Orange Free State, South Africa 1901 (6715 Pte. W. Spencer, K.R.R.C.), dated clasp unofficially riveted, *contact wear and polished, nearly very fine* (2)

£400-500

William Spencer was in Derby, Derbyshire in December 1870 and enlisted in the King's Royal Rifle Corps in August 1891, aged 20 years.

He was posted to the 3rd Battalion and served on the Isle of Wight until enlisted in a special Mounted Infantry Force destined for Rhodesia in April 1896 - he was one of 29 men selected from the ranks of his battalion. He subsequently saw action with the Mashonaland Field Force (Medal) and returned to England in June 1897, when he was placed on the Army Reserve.

Recalled on the advent of hostilities in South Africa, Spencer was drafted to the 3rd Battalion, K.R.R.C. and arrived at Cape Town in November 1899. He was once again selected for duties in the Mounted Infantry, as part of 4th Brigade Mounted Infantry Company; he would later serve in Gough's Mounted Infantry. As such, he was heavily engaged in the relief of Ladysmith operations and beyond (Queen's Medal & 7 clasps). He was discharged in May 1902 and died at Spondon, Derbyshire in April 1939; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

x289 Three: Corporal C. B. Jones, King's Royal Rifle Corps, who was cited in a Special Army Order for his gallantry on the occasion of the loss of R.I.M.S. *Warren Hastings*

He was later wounded in the disastrous action on Spion Kop on 24 January 1900

India General Service 1895-1902, 1 clasp, Relief of Chitral 1895 (6231 Pte. C. B. Jones, 1st Bn. K.R. Rifle Corps); Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek (6231 Pte. G. B. Jones, K.R.R.C.), note first initial; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (6231 Cpl. C. Jones, K.R.R.C.), *contact marks, generally very fine* (3)

£600-800

Charles Benjamin Jones enlisted in the King's Royal Rifle Corps in February 1891, aged 19 years, direct from the 10th (Volunteer) Battalion (2nd City of London Rifle Volunteers). He was subsequently embarked for Burma as part of a draft for the 4th Battalion but as a member of 'C' Company he did not qualify for the India General Service Medal 1854-95.

Jones - who transferred to the 1st Battalion in India in October 1892 - was subsequently present in the relief of Chitral operations of 1895 (Medal & clasp). Moreover, he was among those embarked on the ill-fated R.I.M.S. *Warren Hastings* in January 1897. On the occasion of her loss on the 14th, he was noted for his gallantry in manning a boat that rowed out to save the life of the Bandmaster: he was advanced to Lance-Corporal and mentioned by name in a *Special Army Order* issued on 13 March 1897.

Having in the interim been placed on the Army Reserve, Jones was recalled to the K.R.R.C. on the advent of hostilities in South Africa and arrived at Durban with the 3rd Battalion in November 1899. He was subsequently wounded in the disastrous action at Spion Kop on 24 January 1900, when his battalion suffered losses of three officers and 18 other ranks killed, and four officers and 58 men wounded. Advanced to Corporal, he was discharged back in England in February 1903; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

x290 **Five: Orderly Room Quarter-Master Sergeant J. Cam, King's Royal Rifle Corps, who was wounded in the left leg by a mauser bullet at Amersfoort in August 1900**

India General Service 1895-1902, 1 clasp, Relief of Chitral 1895 (7204 Lce. Corpl. J. Cam, 1st Bn. K.R. Rifle Corps); Queen's South Africa 1899-1902, 5 clasps, Talana, Defence of Ladysmith, Transvaal, Laing's Nek, Orange Free State (7204 Serjt. J. Cam, K.R.R.C.), last clasp unofficially riveted; King's South Africa 1901-02, 1 clasp, South Africa 1902 (7204 Serjt. J. Cam, King's Rl. Rif.); Delhi Durbar 1911, regimentally impressed naming, '7204 C./S. Cam, K.R.R.C.'; Army L.S. & G.C., E.VII.R. (7204 C. Sjt. J. Cam, K.R.R.C.), *contact marks, edge bruising and polished, good fine or better* (5)

£400-500

Joseph Cam enlisted in the King's Royal Rifle Corps at Sheffield, Yorkshire in March 1892, aged 21 years. Posted to the 1st Battalion in India in December 1893, he was subsequently present as a Lance-Corporal in the relief of Chitral operations (Medal & clasp).

Having then been advanced to Corporal in January 1897, he was embarked for South Africa in May 1899 and quickly saw action at Talana and in the defence of Ladysmith. He was afterwards employed in operations in Transvaal and the Orange Free State, but he was invalided home after being hit in the left leg by a mauser bullet at Amersfoort on 7 August 1900. In the following year, and having joined the 4th Battalion as a Sergeant, he returned to South Africa, but he broke his leg jumping off a runaway wagon. He was admitted to hospital at Harrismith and invalided home (Queen's Medal & 5 clasps; King's Medal & 2 clasps).

Cam was appointed an Orderly Room Colour-Sergeant in July 1903 and went on to serve in India in the period December 1909 to March 1914. He was recommended for his L.S. & G.C. Medal in July 1910 and was awarded the Delhi Durbar Medal in the following year. He took his discharge on returning to the U.K., having recently been advanced to Orderly Room Q.M. Sergeant; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

291 **Three: Warrant Officer Class 2 A. Overall, Royal Field Artillery**

India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (98547 Gunr. A. Overall 57th. Fd. By. R.A.); British War Medal 1914-20 (98547 W. O. Cl. 2. A. Overall. R.A.); Army L.S. & G.C., G.V.R. (98547 Sjt: A. Overall. R.F.A.), *light contact marks, generally very fine* (3)

£140-180

Arthur Overall served as Regimental Sergeant-Major with the Royal Field Artillery in France from 14 April 1915; sold with copied *MIC*.

292 **Pair: Private A. Eyres, Dorset Regiment**

Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Transvaal, (2510. Pte: A. Eyres. 2/Dorset. Rgt.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (2510 Pte. J. Eyers. Dorset Regt.), *edge bruising and contact marks, therefore nearly very fine* (2)

£180-220

x293 Pair: Private T. Kershaw, King's Royal Rifle Corps



Queen's South Africa 1899-1902, 5 clasps, Defence of Ladysmith, Laing's Nek, Orange Free State, Transvaal, South Africa 1902 (812 Pte. T. Kershaw, K.R.R.C.); Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jidballi (812 Pte. T. Kershaw, 4th K.R.R.), *a little polished, otherwise generally very fine* (2)

£300-350

Thomas Kershaw later served in the Rifle Brigade and was embarked for France in March 1915.

294 Three: Squadron Sergeant-Major T. W. Bond, 18th Hussars

Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Laing's Nek, Belfast (3162 Serjt. T. W. Bond, 18/Hrs.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3162 Serjt. T. Bond, 18th Hussars); Army L.S. & G.C., E.VII.R. (3162 S.S. Mjr. T. W. Bond, 18th Hussars), mounted as worn, *generally very fine* (3)

£180-220

Sold with medal roll verification.

295 Four: Paymaster Commander E. A. Bremner, Royal Navy

Queen's South Africa 1899-1902, no clasp (Payr. E. A. Bremner, R.N., H.M.S. Sappho); 1914-15 Star (Ft. Payr. E. A. Bremner, R.N.); British War and Victory Medals (Payr. Commr. E. A. Bremner, R.N.), the Great War awards in their card boxes of issue, together with a set of related miniature dress medals, *generally good very fine or better* (8)

£250-300

Ernest Alexander Bremner was born in July 1868 and entered the Royal Navy as an Assistant Clerk in January 1885. Appointed an Assistant Paymaster in July 1889 and advanced to Paymaster in April 1900, he witnessed active service off South Africa in H.M.S. *Sappho* during the Boer War (Medal); *Sappho* ran aground while crossing the Durban Bar in June 1901 and had to return home for repairs.

Bremner, who acted as Private Secretary to Vice-Admiral G. F. King-Hall, C.-in-C. Australia in the period 1910-14, appears to have served in the cruiser *Diana* from March 1914 to August 1916, and ended the war with an appointment at Plymouth as a Paymaster Commander; sold with an original portrait photograph.

- x296 Five: **Hon. Captain (Q.M.) R. H. ‘Harry’ Paul, Royal Berkshire Regiment, late King’s Royal Rifle Corps**
- Queen’s South Africa 1899-1902, 2 clasps, Orange Free State, South Africa 1902 (8098 Clr.-Serjt. H. Paul, K.R.R.C.); 1914-15 Star (A-1188 S. Mjr. R. H. Paul, K.R. Rif. C.); British War and Victory Medals (Q.M. & Lieut. R. H. Paul); Army L.S. & G.C., G.V.R. (8089 C. Sjt. R. H. Paul, K.R.R.C.), *generally very fine* (5) £140-180
- Robert Henry ‘Harry’ Paul** was born at South Mimms, Barnet, Hertfordshire in 1869 and originally served as a Private in the 3rd Middlesex Volunteer Rifle Corps. Thereafter a regular soldier in the K.R.R.C., he appears to have served in the 4th Battalion in South Africa at the end of the Boer War and as Colour-Sergeant - later Sergeant-Major - in the 7th (Service) Battalion in France. He was subsequently appointed Hon. Lieutenant (Q.M.) in the summer of 1916 and ended the war as Hon. Captain (Q.M.) in the 12th (Labour) Battalion of the Royal Berkshire Regiment.
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- x297 Four: **Hon. Major T. J. Brampton, Royal Air Force Cadet Brigade, late King’s Royal Rifle Corps, who was wounded at Paardeberg**
- Queen’s South Africa 1899-1902, 3 clasps, Relief of Kimberley, Paardeberg, Orange Free State (7924 Serjt. T. Brampton, K.R.R.C.), last clasp unofficially riveted; King’s South Africa 1899-1902, 2 clasps, South Africa 1901, South Africa 1902 (7924 Serjt. T. Brampton, K.R.R.C.); British War Medal 1914-20 (Q.M. & Lieut. T. J. Brampton); Army L.S. & G.C., G.V.R. (7924 C. Sjt. T. J. Brampton, K.R.R.C.), *generally very fine* (4) £250-300
- Theophilus James Brampton** was born in Trevethan, Monmouthshire on 21 February 1875 and enlisted in the King’s Royal Rifle Corps in February 1893, aged 18 years. A miner by trade, he stated he was a member of the 3rd York and Lancaster Militia.
- Posted to the 4th Battalion, he gained his Mounted Infantry Certificate at Aldershot in February 1896 and was advanced to Sergeant in October 1899, the same month in which he was embarked for South Africa.
- As a member of the Rifles Company Mounted Infantry, he quickly saw action at Stormburg, his unit winning praise for gallantly covering the ensuing retreat. It was subsequently attached to Hannay’s Mounted Infantry and was present at Paardeberg. On that occasion Hannay led a valiant charge against the Boer trenches and Brampton was among the resultant casualties - he suffered a gunshot wound in his left knee. He was invalided home and admitted to Netley Hospital.
- He subsequently went back to South Africa and witnessed further active service in the period March 1901 to May 1902. A tour of duty in the 14th (Provisional) Battalion having followed, Brampton next joined the 9th (Militia) Battalion in Ireland, in which capacity he attended the Maxim Gun Course at Hythe in March 1905.
- On being advanced to Colour-Sergeant in January 1907, Brampton was posted to the Inns of Court O.T.C. in London. He was awarded his L.S. & G.C. Medal in *AO 220* of 1911 and took his discharge as a Sergeant-Major in February 1914.
- Recalled on the outbreak of hostilities, he was commissioned Hon. Lieutenant (Q.M.) and posted to the 15th (Reserve) Battalion, K.R.R.C. but subsequently transferred to the 110th Training Reserve Battalion. Finally, in April 1918, he was posted as Adjutant to the Royal Air Force Cadet Brigade at Hastings, Sussex. He was transferred to the R.A.F. Unemployed List as a Major in April 1919; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.
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- 298 Six: **Driver W. Sadd, Royal Artillery**
- Queen’s South Africa 1899-1902, 6 clasps, Belmont, Modder River, Driefontein, Johannesburg, Diamond Hill, Belfast (32574 Dvr. W. Sadd, 5th Bty: R.F.A.); King’s South Africa 1901-1902, 2 clasps, South Africa 1901, South Africa 1902 (32574 Dvr. W. Sadd. R.F.A.); 1914-15 Star (32574 Dvr. W. Sadd. R.A.); British War and Victory Medals (32574 Dvr. W. Sadd. R.A.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (32574 Dvr. W. Sadd. R.A.), unofficially re-impressed naming, *the first two worn overall, fine, the remainder very fine* (6) £160-200
- William Sadd** served as a Driver with 5th Battery, Royal Artillery as part of Lord Methuen’s force in the Boer War. He served in the frontier regions of India from 29 August 1915 and is entitled to the India General Medal with clasp ‘Afghanistan N.W.F. 1919’; sold with copied *MTC*.

299 **A Great War Somme casualty's group of six awarded to Captain C. G. Tyler, Bedfordshire Regiment, late Devonshire Regiment, who was commissioned in April 1916 and killed at Trones Wood on 11 July 1916**

Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (4389 Sgt C. G. Tyler, Devon. Regt.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4389 Serjt. C. G. Tyler, Devon, Regt.); 1914-15 Star (4389 C. S. Mjr. C. G. Tyler, 2/Devon. R.); British War and Victory Medals (Capt. C. G. Tyler); Army L.S. & G.C., G.V.R. (4389 C. S. Mjr: C. G. Tyler, Devon. Regt.), *the first two with contact marks, fine, the Great War awards rather better* (6)

£400-500

Cornelius George Tyler, a regular soldier and a veteran of the Boer War, arrived in France as a Company Sergeant-Major in the 2nd Battalion, Devonshire Regiment on 6 November 1914. Two days later, the Battalion was entrained for Strazeele, before marching to billets at Neuve Eglise and taking over trenches opposite Messines Ridge on the 12th. It was here that the 2nd Devons experienced their first casualties in the trenches, with three men killed and five wounded; the unit's war diary for this period also notes that 54 men were sent to hospital suffering from frostbite.

The same source notes that an 'informal armistice' took place on Christmas Day 1914: 'The Germans got out of their trenches and came towards our lines. Our men met them and they wished each other a Merry Christmas, shook hands, exchanged smokes, etc.' But sniping activity resumed around 7.30 p.m. - '1 man killed, 1 wounded.'

First Day of the Somme

Tyler was commissioned 2nd Lieutenant in the 2nd Battalion, Bedfordshire Regiment on 11 April 1916. As an experienced soldier and 'old sweat', his skills and knowledge would have been much in demand for the forthcoming Somme offensive.

At Zero Hour on 1 July 1916, the 2nd Battalion, Bedfordshire Regiment, from assembly positions near Maricourt, moved forward in the attack on Montaubin, as part of the second wave behind the 17th and 20th Battalions of the King's Liverpool Regiment. The early morning was hazy and progress was steady. The artillery bombardment had been so severe that very little resistance from rifle fire took place. Most of the casualties were sustained by shell fire. 'A' and 'D' Companies, commanded by Tyler and Captain L. F. Beal, M.C., advanced and occupied the German front line trenches, 'Faviere' and 'Silesia', whilst 'B' and 'C' Companies, commanded by Captain H. A. W. Pearce, M.C., and Captain R. O. Wynne, D.S.O., supported the advance to Dublin trench and occupied Casement trench. By nightfall, approximately 300 prisoners and four machine-guns had been taken, the men consolidating their positions via the construction of four strong points in anticipation of counter-attack.

Trones Wood

On 2 July 1916, 'A' and 'D' Companies were ordered back to the British frontline trenches under cover of darkness, to act as Divisional Reserve. At 5p.m. on 10 July, orders were received that the Battalion was to attack Trones Wood, and, if possible, entrench upon the eastern side of the wood; two battalions had earlier undertaken the same objective but both had been thrown back with heavy casualties.

That night, Tyler and his men moved up to the Sunken Road and prepared for deployment. By 1.30 a.m., the Battalion was formed up in lines of 1/2 companies, with an interval of five paces between each man, and a distance of 150 yards between platoons. 'A' Company was commanded by Tyler, 'B' by Lieutenant H. A. Chamen, 'C' by Captain L. F. Beal, M.C., and 'D' Company by Captain R. O. Wynne, D.S.O. The Battalion was ordered to enter the wood at 3.27 a.m., so the leading line started to advance at 3.10 am towards the southern edge of the wood. Once again, initial progress was good, this time under the cover of darkness, but at 400 yards range, enemy machine-guns opened up, aided by a barrage of artillery. By 3.45 a.m. the whole Battalion had entered the wood, but casualties were mounting. Owing to the dense vegetation, it was not possible to see more than four yards ahead, so the companies had great difficulty keeping in touch. It was also discovered that the wood was strongly held and fortified with a maze of trenches and dugouts.

Under Captain Tyler, the men of 'A' Company were at the head of the advance, but this resulted in heavy casualties. C. S. M. Gale was killed in action and, within this climate of confusion, Tyler discovered he was too far south of his allotted position, so had to direct his remaining 40 men north. It was shortly afterwards, at the point where Guillemont Road enters the wood, that Tyler fell severely wounded. He ordered his men to return to their trench - which they did - but owing to the

ferocity of the German counter-attacks, the gallant Captain could not be brought back in and he died of his wounds. The trench was held against several counter-attacks, but at 10 p.m., the enemy surrounded and bombed the remaining men of 'A' Company from three sides. 2nd Lieutenant Laurence Hale Walker, now in command, ordered a retreat, and the remainder of the party returned to Headquarters by 11 p.m.

The son of George and Sarah Tyler, and husband of Ada Augusta Clarke (formerly Tyler) of 'Birtle Dene', Frances Avenue, Maidenhead, Berkshire, Tyler is commemorated on the Thiepval Memorial.

x300

'Pop Salmon was actually the first to see him [Major-General Godwin-Austen, G.O.C., East Africa], while wandering through the woods one day, and this meeting left the General a little worried about the average age of our personnel. Pop was, of course, always anxious to give the impression that he was one of the younger members and as a result, the G.O.C. expected to find the majority of us in the last stages of senile decay. He was immensely relieved to find the C.O. a comparative chicken and the rest of us at least in our prime ...'

The Story of the Ninth, refers.

An exceptional campaign group of eight awarded to Sapper H. P. 'Pop' Salmon, South African Engineer Corps, late South African Constabulary and King's Royal Rifle Corps, whose lengthy career embraced participation - as a volunteer - in the Greco-Turkish War of 1897 through to active service in East Africa in the Second World War

Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (545 Tpr. H. P. Salmon, S.A.C.), dated clasp unofficially riveted; 1914-15 Star (R-15449 Pte. H. P. Salmon, K.R. Rif. C.); British War and Victory Medals (R-15448 Pte. H. P. Salmon, K.R. Rif. C.); 1939-45 Star; Africa Star; War Medal 1939-45; Africa Service Medal 1939-45, these four officially inscribed, '34245 H. P. Salmon', together with his Silver War Badge, the reverse numbered 'SA3499', *the first with edge bruising and contact marks, nearly very fine, the remainder very fine or better* (8)

£300-350

Horace Philip 'Pop' Salmon was born at St. Pancras, London on 29 March 1877, the son of a picture dealer. Of his subsequent part as a volunteer for the Greeks in the Greco-Turkish War of 1897 little is known, but he may have been on a buying trip for the family firm when hostilities commenced in March of that year.

We next encounter Salmon at the temporary recruiting office of the South African Constabulary at Westminster, London, in December 1900, where he produced riding and shooting certificates and stated he had served as a volunteer 'in the late Greek War'. He was duly signed-up and embarked for South Africa, where he served in No. 4 Troop and gained appointment as a 1st Class Trooper. He was demoted in March 1902, however, 'for disobeying the lawful command of a superior officer' and was transferred to the Reserve.

He settled at Barbeton as a prospector but regularly journeyed to the U.S.A., where he married Mary Killam Tyler at Georgetown, Massachusetts. They later divorced and Salmon became a prospector in Rhodesia.

Following the outbreak of hostilities in August 1914, Salmon embarked for England and enlisted in the King's Royal Rifle Corps in September 1915. He was posted to the 3rd Battalion in France in the following month, where he would have served in the 'Rhodesian Platoon' in 'D' Company. A few weeks later, the unit was ordered to Salonika, where '2nd Lieutenant F. D. Fletcher and his Rhodesians' carried out regular reconnaissance work. In October 1916, Salmon was discharged sick and returned to his prospecting and mining work at Bulawayo, Rhodesia.

In August 1940, Salmon decided to do his bit by enlisting in the Active Citizen Force of the Union Defence Force at Johannesburg. He was now aged 63 - but claimed to be 46 - and was mustered with the 9th Field Company, South African Engineers. As *The Story of the Ninth* recalls, 'So effectively did he - 'Pop' Salmon - attend to his first day's work that he promptly developed a double hernia'. On being discharged from hospital, he returned to his unit and was appointed a Company Orderly. He was embarked for Kenya in February 1941, where he had his memorable encounter with Major-General Godwin-Austen, the G.O.C. With the Italians in full retreat, 9th Field Company was recalled to South Africa in early 1942 and it was here that Salmon's arthritis finally caught up with him. He was discharged medically unfit in July 1942, when he returned to Bulawayo, Rhodesia; above details courtesy of the Royal Green Jacket (Rifles) Museum, Winchester.

301 Pair: Regulating Petty Officer H. W. Cornish, Royal Navy

Africa General Service Medal 1902-1956, 1 clasp, Somaliland 1902-04 (H. W. Cornish, Ord. H.M.S. *Hyacinth.*); Royal Navy L.S. & G.C., G.V.R., 1st issue (222101. H. W. Cornish, Sh. Cpl. 1. Cl. H.M.S. *Victory.*), *contact marks and polished, thus good fine* (2)

£140-180



Harold William Cornish was born in Lancaster on 17 October 1885, the son of William Henry and Isabella. An ironmonger's assistant, he entered the Royal Navy as a Boy 2nd Class in 1902 and quickly saw active service off Somaliland in H.M.S. *Hyacinth*. Advanced to Leading Seaman in 1912, he was back in the *Hyacinth* on the outbreak of hostilities in August 1914, and remained similarly employed until removing to the *Challenger* in July 1915. Once more returning to *Hyacinth* in the period September 1915 to February 1916, he came ashore to appointments at *Victory I* and *Excellent* during the remainder of the Great War.

He was appointed a Ship's Corporal in 1916 and Regulating Petty Officer whilst serving in H.M.S. *Vindictive* in the Baltic Sea in 1919. Awarded his L.S. & G.C. Medal in October 1918, the same year that he married Lily Caine, he was pensioned ashore in 1923.

Mobilised in September 1938, he was demobilised three days later; he died in 1945, his death being recorded in the *Lancaster Guardian*: 'Cornish, Harold William. Regulator Petty Officer, R.N., dead on arrival at Euston by train, aged c60.'

Sold with an original portrait photograph by W. V. Amey, Portsmouth, showing the recipient in naval uniform with his Africa General Service Medal riband.

302 Pair: **Able Seaman J. E. Brunyce, Royal Navy**

Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (J. 633 J. E. Brunyce, Boy 1 Cl., H.M.S. Hyacinth); Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (J. 633 J. E. Brunyce, Ord. Sean., H.M.S. Hyacinth), *good very fine* (2)

£220-250

James Edward Brunyce was born at St. Martin's, London on 24 December 1891 and entered the Royal Navy as a Boy 2nd Class in February 1908. He subsequently served aboard H.M.S. *Hyacinth* from March 1909 until June 1911, in which period he witnessed active service off Somaliland (Medal & clasp) and in the Persian Gulf (Medal & clasp). An Able Seaman aboard the battleship *Dominion* on the outbreak of hostilities in August 1914, he remained likewise employed until coming ashore in October 1915. His next seagoing appointment was in the destroyer *Termagant* (March 1916-November 1917) and he ended the war aboard another destroyer - *Versatile* - as part of the Harwich Force. Brunyce finally came ashore in December 1921; sold with copied service record.

303 Three: **Private J. Roddie, Royal Scots Fusiliers**

1914 Star, with clasp (7382 Pte. J. Roddie. 1/R. Sc. Fus.); British War and Victory Medals (7382 Pte. J. Roddie. R.S. Fus.), mounted as worn with attractive Stoneykirk Parish War Memorial Medal, 38mm, silvered, obverse: Stoneykirk church, reverse: 'Honour to whom honour is due', and engraved 'J. Roddie, G.H.', *good very fine* (4)

£100-140

James Roddie served from 14 August 1914; sold with copied *MIC*.

304 Four: **Staff Sergeant G. J. Hulbert, Royal Army Service Corps**

1914 Star, with slide-on clasp (T-18751 Far. Sjt. G. J. Hulbert, A.S.C.); British War and Victory Medals (T-18751 Sjt. G. J. Hulbert, A.S.C.); Army L.S. & G.C., G.V.R. (T-560 S. Sjt G. J. Hulbert. R.A.S.C.), mounted as worn, together with a set of official duplicates, comprising British War and Victory Medals and his Army L.S. & G.C., *generally very fine* (7)

£60-80

George J. Hulbert arrived in France on 15 August 1914, as a Farrier-Sergeant in the Army Service Corps on attachment to the 1st Cavalry Division.

305 Six: **Trooper F. A. Everson, The Scots Greys, late Private, Lincolnshire Regiment**

1914 Star, with clasp (8422 Dmr: F. A. Everson. 1/Linc: R.); British War and Victory Medals (8422 Pte. F. A. Everson. Linc. R.); Defence Medal 1939-45; Coronation 1937; Army L.S. & G.C., G.V.R., 2nd issue, Regular Army (...264 Tpr. F. A. Everson. The Greys.), mounted as worn, *heavily polished overall, thus good fine* (6)

£160-200



Frederick Arthur Everson was born in Clerkenwell in February 1890, the son of the cabinet maker William Everson. A trainee musician by trade, he enlisted as a Drummer in the Lincolnshire Regiment in 1908 and served with the 2nd Battalion in India. He likewise served in France from 13 August 1914, latterly in the Durham Light Infantry. Having then transferred to the Royal Scots Greys, he was awarded the L.S. & G.C. Medal and Coronation 1937 Medal. Everson died at Twickenham in April 1963; sold with a portrait photograph and copied research.

- x306 **Seven: Regimental Sergeant-Major W. A. 'Bill' Eyears, King's Royal Rifle Corps, late Rifle Brigade, who was wounded in November 1914**
- 1914 Star, with slide-on clasp (2875 Cpl. A. Eyears, 3/Rif. Brig.); British War and Victory Medals (2875 C. Sjt. A. Eyears, Rif. Brig.); General Service 1918-62, 1 clasp, Iraq (2875 C.Q.M. Sjt. A. Eyears, Rif. Brig.); War Medal 1939-45; Jubilee 1935; Army L.S. & G.C., G.V.R. (6905253 C.Q.M. Sjt. W. A. Eyears, Rif. Brig.), note single initial on first four, *the earlier awards with contact marks and polished, nearly very fine or better* (7) £250-300
- William Albert 'Bill' Eyears** was born at Lewes, Sussex on 12 September 1889 and enlisted in the Rifle Brigade in in June 1908.
- Embarked for France as a Corporal in the 3rd Battalion in early September 1914, he suffered a bullet wound in his right leg at Bois Grenier on 6 November and was evacuated home. In March 1917, he was appointed Company Q.M. Sergeant in the 8th (Service) Battalion, so he no doubt saw further action.
- Immediately after the war, Eyears transferred to the regimental depot at Winchester as Company Q.M. Sergeant but he later took up appointment as Regimental Sergeant-Major of the 12th (County of London) Battalion (Rangers). Discharged to a pension in early 1931, he was commissioned Lieutenant (Q.M.) in the 9th Battalion (Rangers), K.R.R.C. in the same year and was advanced to Captain (Q.M.) on the eve of the outbreak of hostilities in September 1939. He was due to depart for France with the Rangers but was taken ill and died at Northampton in October 1940; sold with further details.
- 307 *Family group:*
- Three: Private T. Knight, Rifle Brigade, who was wounded on the Somme on 1 July 1916**
- 1914 Star, with slide-on clasp (3183 Pte. T. Knight. 2/Rif. Brig.); British War and Victory Medals (3183 Pte. T. Knight. Rif. Brig.), *good very fine*
- Pair: **A. T. Knight**
- Defence Medal 1939-45; Voluntary Medical Service Medal, with Bar (Alfred Thomas Knight), *good very fine* (5) £60-80
- Thomas Knight** enlisted in the Rifle Brigade on 30 November 1908, serving with the 2nd Battalion in France from 7 November 1914. On the first day of the Battle of the Somme, the 2nd Battalion advanced on the village of Ovillers across a wide expanse of open ground. Having suffered 119 casualties, the battalion was relieved at midnight. It was almost certainly during this assault that Knight sustained the wounds for which he was discharged on 31 July 1916; sold with copied research and *MIC*.
- 308 **A rare Great War Legion of Honour group of five awarded to Commander F. P. O. Bridgeman, Royal Navy, who had earlier won the Portuguese Medal for Lifesaving for 'magnificent work in the most trying circumstances' when the steamer *Lusitania* came to grief on Bellow Rock, off Cape Town**
- He was subsequently present at Jutland aboard H.M.S. *Marlborough*, on which occasion the Iron Duke class battleship was badly damaged by a torpedo strike that ripped a 28ft. hole in her hull: *Marlborough* nonetheless expended 222 shells from her main and secondary armaments and gained notable hits on the S.M.S. *Weisbaden* and S.M.S. *Grosser Kurfurst***
- 1914-15 Star (Lieut. F. P. O. Bridgeman, R.N.); British War and Victory Medals (Lt. Commr F. P. O. Bridgeman, R.N.); France, Legion of Honour, Chevalier's breast badge, silver, silver-gilt and enamel; Portuguese Medal for Lifesaving, silver, mounted as worn by *Spink & Son, London*, *good very fine and most likely a unique combination* (5) £1,800-2,200
- France Legion of Honour *London Gazette* 27 May 1919.
- Francis Paul Orlando Bridgeman** was born on 25 July 1888, the son of Brigadier-General Hon. Francis Charles Bridgeman, M.P., Scots Guards, and a grandson of the 3rd Earl Bradfield. No doubt under the patronage of his relative Admiral Sir Francis Bridgeman, G.C.B., G.C.V.O. (1828-1929), Francis entered *Britannia* as a cadet in September 1903; Sir Francis became First Sea Lord in 1911 but resigned after famously clashing with Winston Churchill.



Portuguese Medal for Lifesaving

Having been advanced to Lieutenant aboard the cruiser H.M.S. *Hawke* in November 1910, Francis won the thanks and appreciation of Their Lordships and the Governor-General of South Africa for his gallantry in lifesaving on 19 April 1911.

On that date, the Portuguese steamer *Lusitania* came to grief on the Bellow's Rock off Cape Town, the result of a navigational error caused by a shroud of mist in notoriously dangerous waters. The steamer, travelling somewhat 'innocently at speed, was stunned by the rock at approximately midnight'. Her crew and passenger compliment of 25 first class, 57 second class, 121 third class and 475 African labourers were greatly shaken by the sudden impact but Captain Faria remained calm and sent out signals of distress, which were picked up at Simon's Town, some distance away; fortunately the ship remained brightly lit, the collision sparing the engine-room and source of power.

Two tugs were soon on their way; the *Scotsman*, accompanied by a cutter with Lieutenant Bridgeman in charge, and the *Forte*. Aboard the *Lusitania*, human frivolity surfaced; the first lifeboat was 'sent over the starboard side,' where the swell was high. It was a bad mistake, for the lifeboat capsized and eight were drowned. The boats were then launched from port but one woman 'preferred to salvage her cashbox rather than to dump it and don a lifebelt as quickly as possible.' The ship began listing badly and by 1 o'clock the *Lusitania's* situation was desperate.

It was now that Bridgeman, in the cutter, proved to be a tower of strength in the ensuing rescue operation: 'The cutter did magnificently in the most trying conditions and brought the occupants of seven lifeboats to safety.' By 10 o'clock that morning, all on board had been evacuated, including the Captain, who initially refused to leave his ship until pleaded with by Bridgeman that there was no need for him to go down with the steamer; two days later, the ship slipped off the rock into 121 feet of water. For his bravery, Bridgeman was awarded the Portuguese Medal for Lifesaving, in silver.

Off to war - Dardanelles and Jutland

On the outbreak of hostilities in August 1914, Bridgeman was lent from *Indefatigable* for special service aboard the French flagship *Suffren*. On 26 September the *Suffren* and the battleship *Verite* were ordered to the Dardanelles to assist British ships in their blockade of the German battlecruiser S.M.S. *Goeben* and the light cruiser S.M.S. *Breslau*. On 3 November the French ships joined their British counterparts bombarding the Ottoman forts.



Bridgeman subsequently joined the *Marlborough* at the year's end, hence his subsequent part in the Battle of Jutland, as cited above.

Removing to the *Revenge* in February 1917, he came ashore for signalling duties and remained similarly employed until the war's end.

Bridgeman was placed on the Retired List as a Lieutenant-Commander in June 1928 and died in October 1930. He left instructions that his body should be given to the Medical School at St. Bart's Hospital, 'subject to the approval of his wife.'

Please see lot 436 for his miniature dress medals.

309 Three: **Private W. H. Tantony, Royal Marines Light Infantry**

1914-15 Star (PO. 7071 Pte. W. H. Tantony, R.M.L.I.); British War and Victory Medals (PO. 7071 Pte. W. H. Tantony, R.M.L.I.), *the first with officially re-impressed naming, good very fine* (3)

£80-100

William Harry Tantony was born in London on 5 July 1875 and joined the Royal Marines Light Infantry in October 1893, when he was drafted to the Portsmouth Division. He subsequently served as a Bluejacket at the relief of Peking in the Boxer Rebellion (Medal & clasp), and likewise in the Natal operations in the Boer War (Queen's Medal & clasp).

Having then been discharged in March 1905, when he enrolled in the Royal Fleet Reserve, he was recalled on the outbreak of hostilities in August 1914 and joined the armed merchant cruiser H.M.S. *Armada* Castle. He remained similarly employed until coming ashore in May 1916 and he was finally demobilised in February 1919; sold with copied service record.

310 Three: **Stoker Petty Officer W. Jarrett, Royal Navy**

1914-15 Star (303150 W. Jarrett, S.P.O., R.N.); British War and Victory Medals (303150 W. Jarrett, S.P.O., R.N.), a little polished, *nearly very fine or better* (3)

£40-60

William Jarrett was born in Lancaster on 15 October 1883 and entered the Royal Navy as a Stoker 2nd Class in February 1903. A Leading Stoker aboard the cruiser H.M.S. *Cumberland* on the outbreak of hostilities in August 1914, he remained likewise employed until coming ashore in October 1916. The *Cumberland* was ordered to West Africa where she supported operations in the

Cameroons in September 1914 and captured 10 German merchantmen at Douala on the 17th. Jarrett came ashore at the end of 1916 but would return to sea in the period January 1917 to the war's end. He was pensioned ashore as a Stoker Petty Officer in the summer of 1922; sold with copied service record.

311 Three: **Petty Officer C. N. Sansom, Royal Navy**

1914-15 Star (233499 C. N. Sansom, L.S., R.N.); British War and Victory Medals (233499 C. N. Sansom, P.O., R.N.), *generally very fine* (3)

£40-60

Charles Nathaniel Sansom was born Lyme Regis, Dorsetshire on 23 April 1887 and entered the Royal Navy as a Boy 2nd Class in March 1905. Having then been advanced to Able Seaman, he purchased his discharge in September 1911, when he enrolled in the Royal Fleet Reserve.

Recalled on the outbreak of hostilities in August 1914, he served aboard the battleship and guard ship H.M.S. *Illustrious* until the year's end and, thereafter, appears to have removed to the submarine branch, with appointments in *Dolphin* and a short seagoing appointment in the *E. 52* towards the war's end. He finally came ashore in March 1919; sold with copied service record.

312 Three: **Carpenter T. R. Luke, Royal Navy**

1914-15 Star (Carp. T. R. Luke, R. N.), in its card box of issue; British War and Victory Medals (Carp. T. R. Luke, R. N.), together with the recipient's Memorial Plaque (Thomas Ralph Luke), in its original card sleeve and registered envelope, *nearly extremely fine* (4)

£80-120

Thomas Ralph Luke was born on 20 December 1885, the son of Thomas and Ann Luke of 48, St. George's Terrace, Stoke, Devonport. Having entered the Royal Navy as Boy Shipwright on 2 July 1901, he was serving as a Shipwright 1st Class aboard H.M.S. *Caesar* on the outbreak of hostilities in August 1914.

Commissioned as Carpenter, R.N. at the year's end, Luke joined the cruiser H.M.S. *Ariadne* in November 1915 but, as revealed by his service record, he began to struggle with his health. He was admitted to Plymouth hospital with pleurisy for 3 weeks in July 1915, followed by a further 6 weeks in February 1916. He came ashore for a third - and final - time in April 1917, his records noting 'condition grave', and he died aged 31 on 2 September 1917. His shipmates in the *Ariadne* also perished in the same period, the cruiser being torpedoed and sunk with all hands off Beachy Head on 26 July 1917.

Luke is buried at Weston Mill Cemetery, Plymouth. His brother, William Norman Stanley Luke was awarded the Distinguished Service Medal on 8 March 1918; sold with copied service records and research.

313 Three: **Able Seaman J. Lincoln, Royal Naval Volunteer Reserve, attached Royal Naval Division**

1914-15 Star (T.Z.-215 J. Lincoln, A.B., R.N.V.R.); British War and Victory Medals (T.Z.-215 J. Lincoln, A.B., R.N.V.R.), *generally very fine* (3)

£40-50

James Lincoln was born on 9 September 1893 and joined the Royal Naval Volunteer Reserve (R.N.V.R.) as an Able Seaman in October 1914, direct from the Merchant service. He was drafted to the Royal Naval Division in July 1918 and was demobilised in March 1919; sold with copied R.N.V.R. service record.

314 Four: **Private W. Goodger, Royal Marines Light Infantry**

1914-15 Star (CH. 4163 Pte. W. Goodyear, R.M.L.I.), note surname spelling; British War and Victory Medals (CH. 4163 Pte. W. Goodger, R.M.L.I.); Royal Navy L.S. & G.C., V.R., narrow suspension (Pte. Wm. Goodger, No. 4163 CHAT., R.M.L.I.), *the first lacquered, generally very fine or better* (4)

£120-150

William Goodger was born at Greenwich, London on 16 September 1864 and enlisted in the Royal Marines Light Infantry in June 1886. Posted to Chatham Division, he held a variety of seagoing appointments over the next 20 years but does not appear to have witnessed active service. He was awarded his L.S. & G.C. Medal in June 1907, the same month in which he was discharged on account of length of service.

Recalled in August 1914, Goodger joined the armed merchant cruiser H.M.S. *Otway* on the Northern Patrol and remained similarly employed until July 1916; *Otway's* ship's logs for the same period may be viewed on:

http://www.naval-history.net/OWShips-WW1-08-HMS_Otway.htm

Goodger ended the war at the shore establishment *Actaeon* and was demobilised in May 1919; sold with copied service record.

315 Four: **Chief Stoker I. Whitehouse, Royal Navy**

1914-15 Star (146858. I. Whitehouse. Ch. Sto. R.N.); British War and Victory Medals (146858, I. Whitehouse, Ch. Sto., R.N.); Royal Navy L.S. & G.C., E.VII.R. (Isaac Whitehouse, Lg. Sto. 1CL., H.M.S. Tribune.), *good very fine* (4)

£70-90

Isaac Whitehouse was born at Chatham in February 1870. Having received his L.S. & G.C. Medal aboard H.M.S. *Tribune*, Whitehouse later participated in the Dardanelles campaign. Appointed to *Pembroke II* in February 1916, he would have assisted the Royal Naval Air Squadron at Eastchurch for the duration of the war. He retired in 1919, after 30 years of service; sold with copied service record.

316 Four: **Leading Stoker C. J. Hunt, Royal Navy**

1914-15 Star (SS. 100760 C. J. Hunt, Sto. 1, R.N.); British War and Victory Medals (SS. 100760 C. J. Hunt, L. Sto., R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R. (SS. 100760 PO. B. 8308 C. J. Hunt, L. Sto., R.F.R.), mounted as worn, *generally very fine and better* (4)

£80-100

Charles James Hunt was born in Southampton, Hampshire on 1 August 1885 and entered the Royal Navy as a Stoker 2nd Class in May 1902. Having then gained advancement to Stoker 1st Class, he came ashore 'time expired' in May 1909, when he enrolled in the Royal Fleet Reserve. Recalled on the outbreak of hostilities in August 1914, Hunt served in the battleship H.M.S. *Barham* for the duration of the war, and finally came ashore as a Leading Stoker in June 1921.

The *Barham* was heavily engaged at the battle of Jutland, gaining significant hits on the S.M.S. *von der Tann* and S.M.S. *Moltke*; she expended 337 15-inch shells and 25 6-inch shells during the battle and, in company of the *Valiant*, was credited as being the most accurate battleships of the Fleet. She was herself hit six times during the battle and suffered casualties of 26 killed and 46 wounded; sold with copied service record.

317 Four: **Chief Petty Officer R. W. Dell, Royal Navy**

1914-15 Star (J. 2002 R. W. Dell, L.S., R.N.); British War and Victory Medals (J. 2002 R. W. Dell, P.O., R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd type (J. 2002 R. W. Dell, P.O., H.M.S. Columbine), mounted as worn, *edge bruising and polished, nearly very fine* (4)

£100-120

Reginald Walter Dell was born in Southampton, Hampshire on 10 April 1892 and entered the Royal Navy as a Boy 2nd Class in July 1908.

An Able Seaman serving aboard the destroyer H.M.S. *Greyhound* on the outbreak of hostilities in August 1914, he remained similarly employed until coming ashore in January 1917. During this period *Greyhound* served in the 6th Destroyer Flotilla and performed anti-submarine and counter mining patrols, as well as Dover Barrage defensive patrols. From 22 August to 19 November 1915, along with *Mermaid* and *Racehorse*, she provided anti-submarine screen for several operations off the Belgian Coast. In November 1916, she was redeployed to the 7th Destroyer Flotilla on the Humber performing anti-submarine patrols and counter-mining operations off the East Coast of England until the Armistice; she was awarded the battle honour 'Belgian Coast 1915-18'.

Dell next served in the cruiser *Caradoc* from June 1917 until January 1921; *Caradoc* was present at the second battle of Heligoland Bight in November 1917 and escorted the German High Seas Fleet as it sailed to Scapa Flow on 21 November 1918.

A few days later, *Caradoc* was ordered to the Baltic Sea to support the Baltic States as they attempted to secure their independence from Russia. Together with her half-sister *Cardiff* and five destroyers, the ship bombarded Bolshevik positions with 155 6-inch shells east of Reval (Tallinn), Estonia, on 14 December and brought the Russian offensive to a halt after they destroyed the one bridge connecting them with Petrograd. Almost two weeks later, she helped to capture the Russian

destroyer *Avtroil* near Reval on 27 December, which was later turned over to the Estonians. At the beginning of January 1919, *Caradoc* and her sister *Calypso* ferried 500 Finnish volunteers from Helsingfors (Helsinki) to Reval and then bombarded the Bolsheviks in conjunction with an Estonian offensive on 4 January.

By 19 April 1919 she was stationed in the Crimea in support of the anti-Bolshevik Army. On 22 April, aerial reconnaissance reported that the Red Army was massing at Kaffa Bay in the town of Vladislavovka. The Greek battleship *Lemnos* and *Caradoc* bombarded the town, forcing the Soviet forces to withdraw. *Caradoc* was then joined by her half-sister *Centaur*, and the destroyer *Parthian*, and again bombarded Soviet troops, this time in the village of Parpach. On 2 May, *Caradoc* and the newly arrived battleship *Emperor of India* helped to break up a Bolshevik attack. Three months later, she was hit by three 3-inch shells as she engaged Bolshevik coastal artillery at Ochakov. Later that month, she supported an amphibious landing by the Volunteer Army near Odessa. In mid-October, the ship supported a Volunteer Army offensive near Yalta. By April 1920, *Caradoc* was deployed off the coast of Georgia supporting the Volunteer Army against the Bolsheviks and continued to do so through May. She was withdrawn from Georgia in June in response to the Greek offensives during the Greco-Turkish War and arrived in Istanbul on 18 June 1920.

Dell was awarded his L.S. & G.C. Medal in 1925, the same year in which he was advanced to Chief Petty Officer; sold with copied service record.

318 Seven: **Sub. Lieutenant A. Brown, Royal Naval Volunteer Reserve, attached Royal Naval Division, late Royal Marines**

1914-15 Star (DEAL 3584-S L. Cpl. A. Brown, R.M.); British War and Victory Medals (S. Lt. A. Brown, R.N.V.R.); 1939-45 Star; Defence and War Medals 1939-45; Special Constabulary Long Service, G.V.R., robed bust (Arthur Brown), mounted as worn, *generally very fine* (7)

£140-180

Arthur Brown was born at Whitby, Yorkshire on 29 January 1892 and enlisted in the Royal Marines in March 1915.

In May 1918, he was commissioned Sub. Lieutenant in the Royal Naval Volunteer Reserve, following which he was ordered to France on attachment to the 63rd Royal Naval Division. He was subsequently wounded by a gunshot on 2 October 1918 and evacuated home to 3rd General Hospital, London. Brown was demobilised in May 1919; sold with copied service records.

319 Five: **Warrant Recruiter J. R. Anders, Royal Marines, late Royal Marine Artillery**

1914-15 Star (R.M.A. 13873 Gr. J. R. Anders); British War and Victory Medals (R.M.A. 13873 Gr. J. R. Anders); Defence and War Medals 1939-45, *somewhat polished, otherwise generally very fine* (5)

£60-80

John Richard Anders was born at Ravenhead, St. Helen's on 22 April 1896 and enlisted in the Royal Marine Artillery as a Gunner in January 1914.

In November 1914, he joined the troop transport - ex-White Star liner - *Laurentic*, in which capacity he remained employed until February 1915, latterly in her new guise as an armed merchant cruiser off the Cameroons.

In March 1915, he removed to the battleship *King Edward VII* and he remained likewise employed until her loss on 6 January 1916. On that date, at 1047 hours, she struck a mine that had been laid by the German auxiliary cruiser S.M.S. *M...we* off Cape Wrath.

The explosion occurred under the starboard engine room, and *King Edward VII* listed 8° to starboard. Her commanding officer - Captain MacLachlan - ordered her helm put over to starboard to close the coast and beach the ship if necessary, but the helm jammed hard to starboard and the engine rooms quickly flooded, stopping the engines. Counterflooding reduced her list to 5°.

Signals to the passing collier *Princess Melita* induced her to close with *King Edward VII* and attempt to tow the battleship; soon, flotilla leader *Kempfenfelt* also arrived and joined the tow attempt. Towing began at 1415, but *King Edward VII* settled deeper in the water and took on a 15° list in a rising sea and strong winds and proved unmanageable. *Princess Melita's* towline parted at 1440, after which Captain MacLachlan ordered *Kempfenfelt* to slip her tow as well.

With flooding continuing and darkness approaching, Captain MacLachlan ordered *King Edward VII* abandoned. The destroyer *Musketeer* came alongside at 1445, and she and consorts, *Fortune* and *Marne*, took off the crew with the loss of only one life (a man fell between the battleship and one of the rescue vessels), the last man off being Captain MacLachlan, who boarded destroyer *Nessus* at

1610. *Fortune, Marne* and the *Musketeer* departed to take the battleship's crew to port, while *Nessus* stayed on the scene until 1720 with tugs that had arrived to assist. After *Nessus* departed, the tugs continued to stand by, and saw *King Edward VII* capsize at 2010 and sink around nine hours after the explosion.

Anders's final wartime appointment was aboard the battleship *Royal Oak* (May 1916-January 1919), in which capacity he was present at the Battle of Jutland. On that memorable occasion, the *Royal Oak* expended 38 rounds from her main armament and 84 from her secondary guns; her gunnery proved effective, for she obtained hits on the S.M.S. *Wiesbaden* and S.M.S. *Seydlitz*.

In the period immediately following the Great War, he transferred to the Portsmouth Division, and by the time of the termination of his engagement in April 1935, he had risen to Colour-Sergeant. He was quickly re-employed as a Pensioner Recruiter and served in this capacity until July 1942, when he was advanced to Warrant Recruiter; sold with copied service record.

320 Three: **Captain and Riding Master W. J. Cooper, Royal Horse Artillery, who was wounded in the Gallipoli operations**

1914-15 Star (24099 B.S. Mjr. W. J. Cooper, R.H.A.); British War and Victory Medals (24099 W.O. Cl. II W. J. Cooper, R.A.), *good very fine* (3)

£120-150

William James Cooper was embarked as a Battery Sergeant-Major for Egypt in March 1915, and was wounded during the course of his service in the Gallipoli operations in the period April 1915 to January 1916 (*Military Services of Officers*, 1920, refers). Subsequently commissioned, he ended the war as a Captain and Riding Master in 5th Brigade, R.H.A.

321 Three: **Gunner G. Casey, Royal Artillery**

1914-15 Star (82383. Gnr. G. Casey, R.F.A.); British War and Victory Medals (82383 Gnr. G. Casey. R.A.), *Star sometime gilded, very fine*

£40-60

George Casey served in France from 31 August 1915; sold with copied *MIC*, related riband bar, a portrait photograph of the recipient and an assortment of Royal Artillery buttons and badges.

322 Three: **Pioneer J. S. Downton, Royal Engineers**

1914-15 Star (111304 Pnr. J. S. Downton, R.E.); British War and Victory Medals (111304 Pnr. J. S. Downton, R.E.), *very fine* (3)

£40-60

James S. Downton arrived in France as a Pioneer in the R.E. on 22 September 1915. He later transferred to the Labour Corps and was placed on the Class Z Army Reserve in March 1919.

323 Three: **Captain C. H. Jones, Royal Welsh Fusiliers, who was seriously wounded while serving in the 17th Battalion at Laventie in May 1916**

1914-15 Star (Capt. C. H. Jones, R.W.F.); British War and Victory Medals (Capt. C. H. Jones, R.W.F.), *good very fine* (3)

£250-300

Charles Henry Jones was born in 1888 and, by profession, was a printer and publisher. He enlisted in the Royal Welsh Fusiliers in September 1914, when he stated that he had previously served in the 1st Volunteer Battalion for three years.

Commissioned 2nd Lieutenant at the end of the same year, he was posted to the 17th Battalion and arrived in France in December 1915.

He subsequently sustained multiple wounds from an enemy rifle grenade in the trenches at Laventie on 16 May 1916, being hit in the left eye, both arms and both legs: such was the extent of his wounds that his resultant disabilities were assessed at 80% at a Medical Board held at Wrexham in October 1919.

Jones did not claim his campaign medals until 1938, when he was living in Wrexham; sold with copied research.

324 Three: **Private J. W. T. Watt, Durham Light Infantry**

1914-15 Star (7-2236 Pte. J. W. T. Watt, Durh. L. I.); British War and Victory Medals (7-2236 Pte. J. W. T. Watt, Durh. L. I.), *very fine* (3)

£40-60

John W. T. Watt arrived in France on 19 April 1915. He was subsequently discharged and awarded the Silver War Badge.

x325 Three: **Lance-Corporal A. Yates, King's Royal Rifle Corps, who died of wounds in October 1917**

1914-15 Star (R-4715 Pte. A. Yates, K.R. Rif. C.); British War and Victory Medals (R-4715 Pte. A. Yates, K.R. Rif. C.), *good very fine* (3)

£100-120

Albert Yates was born at Arnold, Nottinghamshire, the son of Jonathan and Maria Yates. Enlisting in the King's Royal Rifle Corps at Nottingham, he went to France as a Lance-Corporal in the 13th Battalion and died of wounds on 4 October 1917. On that date, the Battalion was tasked with demolishing a group of enemy buildings called 'Lewis House'. A force of 38 other ranks was drawn from 'B' Company, under 2nd Lieutenant Cairns, together with a section of engineers under 2nd Lieutenant Thompson. The task proved beyond their powers, for the wire was found to be intact and our barrage failed to check enemy rifle and machine-gun fire. 2nd Lieutenant Cairns was killed and 34 out of the 38 other ranks became casualties. Yates is buried in the Tyne Cot Cemetery, Passchendaele.

326

Sold by Order of a Direct Descendant

Three: **Private G. Smith, 1st/5th Battalion, Lancashire Fusiliers, who was killed in action at the Third Battle of Krithia, Gallipoli**

1914-15 Star (1649 Pte. G. Smith. Lan. Fus.); British War and Victory Medals (1649 Pte. G. Smith, Lan. Fus.), together with the recipient's Memorial Plaque 1914-18 (George Smith), *good very fine* (4)

£400-500



George Smith enlisted in the Lancashire Fusiliers at Bury and served in Egypt from 25 September 1914, as part of the 42nd (East Lancashire) Infantry Division; he would have been employed in the defence of the Suez Canal.

On 5 May 1915, his battalion landed at Cape Helles, Gallipoli, where horrendous casualties would eventually result in the unit's withdrawal. Many of those casualties stemmed from the Third Battle of Krithia on 4 June 1915. Smith's *MIC* notes 'death assumed' on the same date and, in common with members of the 1st Battalion, he likely fell on the banks of Gully Ravine.

He is commemorated on the Cape Helles Memorial. He left a widow, Clara, of 18 Dawson Street, Bury, Lancashire. Sold with original card case and paper envelope for Memorial Plaque, Buckingham Palace letter of condolence, Imperial War Graves Commission memorial register document, and studio portrait photograph of the recipient, written in flowing script to reverse, 'Wishing you a happy Christmas and a prosperous New Year.'

327 **Three: Armourer Quarter-Master Sergeant H. Grute, Canadian Ordnance Corps, late Canadian Post Office Corps and Canadian Field Artillery**

1914-15 Star (42034 Amr. Q.M. Sjt. H. Grute, Can. Fd. Art.); British War and Victory Medals (42034 Armr. Q.M. Sjt. H. Grute, C.F.A.), *extremely fine* (3)

£80-100

Herbert Grute was born in Plumstead, Kent on 14 December 1876. He subsequently settled in Canada, where he found employment as a mechanical engineer and served in the Canadian Post Office Corps.

Enlisting in the Canadian Overseas Expeditionary at Valcartier in September 1914, he was drafted to 3rd Brigade, Canadian Field Artillery in France and Flanders in April 1915 and likely saw action at Ypres. A month or two later, he was posted to the Canadian Reserve Brigade at Shorncliffe, from whence he attended an artificer's course and gained an appointment as an Armourer Q.M. Sergeant in the Canadian Ordnance Corps. It was in this capacity that he was admitted to the Military Hospital Ashford with a fractured right radius in November 1918. He was finally discharged back in Canada - at Halifax, Nova Scotia - in September 1919.

Grute appears to have returned to the U.K. in the early 1920s, where he settled at Dartford in Kent. He died in August 1942; sold with copied research.

328 **Pair: 2nd Lieutenant A. A. Johnston, Reserve Lancers, late King Edward's Horse**

1914-15 Star (1162 Pte. A. A. Johnston, K. Edw. H.); British War Medal 1914-20 (1162 Sjt. A. A. Johnston, K. Edw. H.), *generally very fine* (2)

£80-100

Andrew Archibald Johnston was born in Singapore on 10 December 1881, the son of an East India Merchant. He enlisted as a Trooper in 2nd King Edward's Horse on the Army Reserve in November 1914, when he stated that his former occupation was that of 'rancher'; he would later state that he had also been a 'prospecter' and 'trawler hand'.

Rapidly advanced to Sergeant, he reverted to the rank of Private at his own request in April 1915, shortly before he was embarked for France. By January 1916, however, he was once again wearing Sergeant's stripes and he remained on active service until July 1917, when he was posted to No. 1 Cavalry Cadet Squadron at Netheravon. He was subsequently commissioned 2nd Lieutenant in the 1st (Reserve) Lancers and relinquished his commission in March 1919; sold with copied research.

329 **Three: Sepoy Nadar Khan, 92nd Punjabis**

1914-15 Star (No. 1718 Sepoy Nadar Khan, 92/Punjabis); British War and Victory Medals (1718 Sepoy Nadar Khan, 92 Pjbis), *generally very fine* (3)

£80-100

Following the outbreak of the Great War, the 92nd Punjabis were embarked for Egypt, where they defended the Suez Canal against the Turkish offensive of February 1915. Moving to Mesopotamia at the year's end, they were engaged in fierce fighting on the Tigris front, as the British made desperate efforts to raise the siege of Kut, and later, during the British advance north. In fact the regiment participated in the actions of Sheik Sa'ad, the Wadi and Hanna, the three battles of Sannaiyat, and in the actions at Shawa Khan, Istabulat, Daur and Tikrit. Finally, in 1918, the 92nd Punjabis proceeded to Palestine, where they took part in the battle of Megiddo. Resultant casualties from so many battles and actions were grievous, the regiment suffering nearly 1600 casualties. It was a gallant and distinguished performance that was rewarded by the royal prefix 'Prince of Wales's Own'.

- 330 Four: **Private F. Odell, Nottinghamshire and Derbyshire Regiment**
- 1914-15 Star (15233 Pte. F. Odell, Notts. & Derby. R.); British War and Victory Medals (15233 Pte. F. Odell, Notts. & Derby. R.); French Croix de Guerre 1914-1918, mounted as worn, *the first lacquered, very fine or better* (4) £80-100
- Fred Odell** arrived in France as a Private in the 1st Battalion, Nottinghamshire and Derbyshire Regiment (Sherwood Foresters), on 24 March 1915. He was discharged in July 1917 and was awarded the Silver War Badge.
- x331 Five: **Corporal A. B. Mitchell, Lothian and Border Horse Yeomanry**
- 1914-15 Star (961 Cpl. A. B. Mitchell, Loth. & Bord. H.); British War and Victory Medals (961 Cpl. A. B. Mitchell, Bord. & Loth. H.); Territorial Force Efficiency Medal, G.V.R. (120036 Pte. A. B. Mitchell, Loth. & Bord. H.); Special Constabulary Long Service, G.VI.R., 1st issue (Alexander B. Mitchell), *polished overall, good fine or better* (5) £250-300
- Alexander B. Mitchell** arrived in France as a Corporal in the Lothian and Border Horse on 6 September 1915; sold with copied *MIC*.
- x332 Five: **Lance-Corporal B. J. Coleman, King's Royal Rifle Corps, who was twice wounded in action and taken P.O.W.**
- 1914-15 Star (9897 Pte. B. J. Coleman, K.R. Rif. C.); British War and Victory Medals (9897 Pte. B. J. Coleman, K.R. Rif. C.); Defence Medal 1939-45; Police Long Service, G.VI.R., 2nd issue (Sergeant Benjamin Coleman), together with his Silver War Badge, the reverse numbered 'B276163', *very fine and better* (6) £100-120
- Benjamin James Coleman** was born in Holborn, London on 15 January 1894 and enlisted in the King's Royal Rifle Corps in November 1910. He arrived in France as a Private in the 4th Battalion in March 1915 and was re-embarked for Salonika in November of the same year. He was subsequently invalided home, suffering from malaria.
- Back in France with the 10th Battalion, he received a gunshot wound in his left foot in July 1917 and was admitted to hospital. Having then been posted to the 11th Battalion, he was again wounded and taken prisoner on 5 April 1918. On being repatriated at the war's end, he was admitted to the Fulham Military Hospital - gunshot wound in leg - and was not discharged as an outpatient until February 1919.
- Coleman subsequently joined the Railway Police as a Constable in early 1930 and transferred to the British Transport Commission Police in September 1949. He was advanced to Sergeant and awarded his Long Service Medal in February 1962; sold with copied summary of career.
- 333 Pair: **Stoker Petty Officer G. Jeffery, Royal Navy**
- British War Medal 1914-20 (125492 G. Jeffery, S.P.O., R.N.); Royal Navy L.S. & G.C., V.R., narrow suspension (Geo. Jeffery, Ldg. Sto., H.M.S. Royal Sovereign), *very fine or better* (2) £100-120
- George Jeffery** was born at Titchfield, Hampshire on 18 October 1862 and entered the Royal Navy as a Stoker 2nd Class in January 1884. Having then gained advancement to Leading Stoker and been awarded his L.S. & G.C. Medal in September 1894, he came ashore in December 1903 and enrolled in the Royal Fleet Reserve. He was briefly recalled to *Victory II* in the opening months of the Great War; sold with copied service record.
- 334 The Great War campaign pair awarded to **Lieutenant C. S. Boucher, Royal Naval Volunteer Reserve, who won a 'mention' for M.L. 413's destruction of the UB-71 in April 1918**
- British War and Victory Medals, M.I.D. oak leaf (Lieut. C. S. Boucher, R.N.V.R.), mounted as worn, *good very fine* (2) £160-180
- Clive Stuart Boucher**, a Canadian, was commissioned Sub. Lieutenant in the "Wavy Navy" in August 1916. Having then been appointed to Motor Launch M.L. 413 at the end of the same year, he gained advancement to the temporary rank of Lieutenant in August 1917. As per an official endorsement on his service record, he was subsequently mentioned in despatches for M.L. 413's destruction of an enemy submarine - the *UB-71* - on 21 April 1918:

'For services in the destruction of an enemy submarine on 21 April 1918. Had not prompt and correct action been taken by this officer, the chances of the destruction of the enemy would have been reduced considerably; the Motor Launch escaped sinking by collision. Their Lordships appreciation was expressed for the prompt and able manner in which the attack was carried out.'

Boucher's 'mention' appeared in the *London Gazette* of 21 June 1918. He was demobilised in January 1919 and appears to have returned to Canada, where his mother was living in Ontario; sold with copied service record.

- 335 **A Royal Naval Division casualty's pair awarded to Private W. J. Green, Royal Marines Light Infantry, attached 1st Battalion, R.M. Brigade (R.N.D.), who was killed in action at Gavrelle Windmill in the battle of Arras in April 1917, arguably the bloodiest action in the history of that distinguished corps**

British War and Victory Medals (CH. 1635-S Pte. W. J. Green, R.M.L.I.), the second in its card box of issue, together with the recipient's Memorial Plaque 1914-1918 (William John Green), *extremely fine* (3)

£150-200

William John Green enlisted in the Royal Marines Light Infantry in August 1916, aged 31 years, and was embarked for France in the R.M. Brigade (R.N.D.) that October.

In February 1917, Green joined 'C' Company of the 1st R.M. Battalion and it was in this capacity that he was killed in action at Gavrelle Windmill in the battle of Arras on 28 April 1917. On that date, he was among 1,000 casualties suffered by the ranks of the 1st and 2nd Battalions of the R.M. Brigade, the heaviest losses inflicted on that corps in a single day: at one point in the action an overwhelming enemy counter-attack was faced off by the senior officer's rapid enlistment of his H.Q. staff, cooks and bottle-washers among them.

Green has no known grave and is commemorated on the Arras Memorial. He left a widow, Lottie Louisa Green of 52 Pottery Cottages, Wells Road, Glastonbury, and afterwards 'Kinross', 54 Hamilton Road, Salisbury; sold with copied research.

- 336 **Four: Able Seaman W. Fielder, Royal Navy**

British War and Victory Medals (187729 W. Fielder, A.B., R.N.); Royal Navy L.S. & G.C., G.V.R., 1st type (187729 William Fielder, A.B., H.M.S. *Superb*); Imperial Service Medal, G.V.I.R., 1st type (William Fielder), *very fine or better* (4)

£100-120

William Fielder was born at St. Helier, Jersey on 16 October 1880 and entered the Royal Navy as a Boy 2nd Class in February 1896. Having then attained the rate of Able Seaman, he came ashore in October 1910 and enrolled in the Royal Fleet Reserve.

Recalled on the outbreak of hostilities in August 1914, he joined H.M.S. *Glory* and remained likewise employed until coming ashore April 1916, including a tour of duty in the Dardanelles. In the last week of May 1916, Fielder joined the *Superb*, and it was in this capacity that he quickly saw action at the battle of Jutland. On that memorable occasion, *Superb* expended 54 12-inch shells and claimed several hits on the battle cruiser S.M.S. *Derfflinger*.

Fielder, who was awarded his L.S. & G.C. Medal in September 1917, finally came ashore in April 1919; sold with copied service record.

- 337 **Pair: Private E. J. Penney, Royal Guernsey Light Infantry**

British War and Victory Medals (160 Pte. E. J. Penney, R. Guernsey L.I.), *the last with officially re-impressed naming, contact marks to the first, otherwise good very fine* (2)

£100-120

Edward John Penney was a native of St. Peter Port, Guernsey. He enlisted on 24 November 1916 and was discharged on 10 May 1919; eligible for the Silver War Badge due to sickness.

- 338 **Pair: Private A. J. Henderson, Royal Guernsey Light Infantry**

British War and Victory Medals (1941 Pte. A. J. Henderson, R. Guernsey L. I.), *good very fine* (2)

£120-140

Alfred J. Henderson was one of the first draft of trained men from the 3rd Battalion, North Staffordshire Regiment, to enter the R.G.L.I. He served in France from 16 June 1918.

- 339 Pair: **Private E. O'Brien, Royal Guernsey Light Infantry**
 British War and Victory Medals (1962 Pte. E. O'Brien, R. Guernsey L.I.), *good very fine* (2) £120-140
Edward O'Brien was one of the first draft of trained men from the 3rd Battalion, North Staffordshire Regiment, to enter the R.G.L.I. He served in France from 20 April 1918 and remained with the Details Battalion of the R.G.L.I. post-Armistice.
- 340 Pair: **Private G. Goddard, Royal Guernsey Light Infantry**
 British War and Victory Medals (907 Pte. G. Goddard. 1-R. Guernsey L.I.), *good very fine* (2) £160-180
George Goddard was born in Vale, Guernsey on 31 December 1887, the son of a licensed victualler; his mother - a native of Jersey - died in December 1918. George served with the Royal Guernsey Light Infantry in France and Flanders until transferring to the Labour Corps on 22 March 1918 and was still living in Guernsey during the German occupation of the Channel Islands, 1940-45; a copy of his Occupation photographic identity card is included.
- 341 *Sold by Order of a Direct Descendant*
 Pair: **Corporal H. W. Oake, Royal Engineers**
 British War and Victory Medals (171913 Cpl. H. W. Oake. R.E.), *nearly extremely fine* (2) £30-50



Herbert Walter Oake was born at Bedington, Cheshire in 1881 and educated at the Edinburgh College of Art. He served with the Royal Engineers as a despatch rider during the Great War, completing a number of sketches of war scenes. His art became particularly popular in Scotland post-war, and was displayed a number of times at the Royal Scottish Academy, 1922-31 and once at the Royal Academy. As Art Master at King Edward VII's Grammar School, Kings Lynn, he designed the memorial to Sir William Lancaster, donor of the school, which was unveiled by H.R.H. Prince Henry in 1935. Oake died on 10 April 1939; sold with three portrait photographs and a newspaper cutting related to the aforementioned memorial and copied *MIC*.

- 342 Pair: **Private C. Howcroft, Royal Army Medical Corps**
- British War and Victory Medals (11216 Pte. C. Howcroft, R.A.M.C.), *very fine* (2) £20-30
- Charles Howcroft** arrived in France on 21 May 1915; entitled to the 1914-15 Star.
- 343 Three: **Guardsman M. Farrell, Welsh Guards**
- British War and Victory Medals 1914-19 (786 Pte. M. Farrell. W. Gds.); France, Croix de Guerre 1914-1918, with star on riband, *very fine* (3) £80-120
- Michael Farrell** was born in Cardiff in February 1891. He enlisted in the Welsh Guards on 13 March 1915, also served with the Lancashire Fusiliers and was discharged 'no longer physically fit' on 14 December 1918 (issued Silver War Badge). Farrell died on 7 May 1921 and was buried at Cardiff (Cathays) Cemetery, leaving five children; sold with copied records and *MIC*.
- Entitlement for the Croix de Guerre remains outstanding.
- 344 **A Great War Greek Medal of Military Merit group of three awarded to Sister M. Carr, Queen Alexandra's Imperial Military Nursing Service Reserve**
- British War and Victory Medals (Sister M. Carr); Greece, Kingdom, Medal for Military Merit 1916-1917, 4th class, bronze, and her Queen Alexandra's Imperial Military Nursing Reserve, silver cape badge, unnamed, hallmarks for *B. H. Joseph & Co.*, Birmingham 1917, *extremely fine* (4) £350-400
- Greek Medal for Military Merit *London Gazette* 26 November 1919.
- Mima Carr** was born in Newcastle upon Tyne in 1875. Training as a hospital nurse, she passed examinations to be admitted onto the Central Midwives Board on 9 March 1912. Carr worked at the Chester Benevolent Institution before serving at St. John's Auxiliary Hospital Porthcawl, near Cardiff, from 20 November 1915. Carr represented Porthcawl on the Joint War Committee. She entered the Italian theatre with Queen Alexandra's Imperial Military Nursing Service Reserve on 16 January 1918, embarking for Salonika on 9 April and serving there until her discharge on 10 April 1919. Matron F. Macpherson wrote of Carr at Salonika:
- 'As a sister, administrative abilities very good. Thoroughly capable and reliable as a nurse and devoted to her profession. [She] is a hard worker, and kind to her patients.'
- Carr lived at 11 Grant Street, Jarrow upon Tyne and died in South Shields in December 1954; sold with an unnamed Junior Missionary Association Cross, three blue cloth chevrons, copied *MIC* and research.
- 345 **A rare Great War Serbian Medal of Zeal group of three awarded to Acting Company Quartermaster Sergeant E. Phillips, Army Service Corps**
- British War and Victory Medals (M2-222183 A.C.Q.M. Sjt. E. Phillips, A.S.C.); Serbia, Medal of Zeal, silver, mounted as worn, *generally very fine* (3) £250-300
- Ernest Phillips**, a native of Chorlton-cum-Hardy, served variously in Salonika, Serbia and Greece, and at No. 82 General Hospital in Constantinople. His award of the Serbian Medal of Zeal, in silver, was announced in the *London Gazette* of 26 February 1920; accompanying research reveals that he was discharged in consequence of suffering from malaria.
- Sold with an original Woolwich letter of notification regarding his Serbian decoration, dated 6 April 1920, and related R.A.S.C. Record Office forwarding letter, dated 22 May 1928.
- 346 **A scarce East Africa casualty's pair awarded to Private J. W. Francis, 12th South African Infantry, who was killed in action at Lumi River in March 1916**
- British War and Bi-lingual Victory Medals (Pte. J. W. Francis, 12th S.A.I.), *extremely fine* (2) £80-120
- Joseph Worrall Francis** enlisted in the South African Expeditionary Force in December 1915 and was assigned to the 12th South African Infantry. Embarked for East Africa at Durban in H.M.S. *Armadale* in February 1916, he was landed at Kilindini in the following month.

On 7 March 1916, General Smuts bridged the Lumi River, 10 miles north of Taveta, and on the following day, by fine strategy and hard fighting, forced the Germans from the swamps and forests that they had been fortifying for some 18 months. It was during the course of these operations, on the 8th, that Francis was killed in action. The son of Mr. and Mrs. Robert Worrall Francis of 'Mirembi', Church Street, Wynberg, Cape Province, he is buried in Taveta Military Cemetery; sold with copied research.

347 Pair: **Nurse A. F. Catley, Indian Medical Department**

British War Medal 1914-20 (T.-Nurse. A. F. Catley,); General Service 1918-62, 1 clasp, Iraq (Nurse A. F. Catley. I.M.D.), mounted as worn, *minor official correction to unit, the second with minor edge bruise, good very fine and scarce* (2)

£400-500

Approximately 19 'Iraq' clasps to Nurses of the Indian Medical Department.



Nurse Ada Catley, left.

Ada Florence Catley was born in Bombay in November 1887, daughter of Thomas Pratt Catley, an Engine Driver and former soldier. She entered the prestigious Lawrence School at Ootacamund in October 1904. Catley then became a nurse in Queen Alexandra's Military Nursing Service, working at the military camp in Basra during the 1919-20 Iraq campaign. The state of Iraq had recently been formed by the League of Nations under a British mandate; Catley accompanied the 4th/8th Punjab Regiment as part of the occupying British force.

Catley subsequently worked at St. George's Hospital in Bombay and married Harry Alexander Milnes at Fort St. George, Madras on 29 September 1924; sold with copied *MIC* and medal roll confirmation, in addition to photographs and research.

- x348 **Three: Rifleman G. Jones, King's Royal Rifle Corps, who was taken P.O.W. at the defence of Calais in May 1940**
- General Service 1918-62, 1 clasp, Palestine (6843807 Rfmn. G. Jones, K.R.R.C.); 1939-45 Star; War Medal 1939-45, *good very fine* (3) £100-120
-
- x349 **Four: Company Sergeant-Major P. F. Courtney, Rifle Brigade, who was taken P.O.W. at the defence of Calais in May 1940 and afterwards became a Yeoman of the Guard**
- 1939-45 Star; War Medal 1939-45; Coronation 1953; Army L.S. & G.C., G.VI.R., 1st issue, Regular Army (6909168 W.O. Cl. II P. F. Courtney, Rif. Brig.), mounted court-style as worn, *good very fine and toned* (4) £120-150
- Percival Frederick Courtney** was born at Aldershot, Hampshire on 18 September 1903, the son of Sergeant-Major Instructor John Percival of the 13th Hussars. He enlisted in the Rifle Brigade in May 1920 and served in the 1st Battalion in India 1921-33, where he gained advancement to Corporal in April 1927 and to Sergeant in December 1929. Having then briefly served in the Sudan, he returned to the U.K. and joined the Permanent Staff of the London Rifle Brigade.
- Re-mustered in the 1st Battalion as a Company Sergeant-Major in May 1939, Courtney saw action with the B.E.F. in France and was taken P.O.W. at the gallant defence of Calais in May 1940. The award of his L.S. & G.C. had been announced in *AO 62* of the previous month and it was issued to him on his return from captivity at Stalag 383 in September 1945.
- Placed on the Royal Army Reserve, Courtney was appointed a Yeoman of the Guard in January 1948, in which capacity he was awarded his Coronation Medal in 1953. He died at Rochford, Essex in January 1967; sold with further details.
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- 350 **Five: Acting Gunner (T.) C. Frampton, Royal Navy**
- 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (J. 113295 C. Frampton, P.O., H.M.S. *Defiance*), mounted as worn, together with a set of related miniature dress medals, *generally very fine* (10) £80-100
- Christopher Frampton** was born in Weymouth, Dorset on 3 December 1909 and entered the Royal Navy as a Boy 2nd Class in March 1925.
- An acting Petty Officer at the torpedo establishment H.M.S. *Defiance* on the outbreak of hostilities in September 1939, he joined the minesweeper *Seagull* in March 1940 and likely saw extensive service on the Arctic run. Awarded his L.S. & G.C. Medal in February 1943, Frampton was advanced to Chief Petty Officer at *Defiance* in November 1944. Later still - in the summer of 1945 - he was commissioned Acting Gunner (T.), R.N.; sold with copied service record
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- 351 **Five: Assistant (Stores) K. Aslan, Merchant Navy, who saw extensive service in escort aircraft carriers**
- 1939-45 Star; Pacific Star, clasp, Burma; France and Germany Star, clasp, Atlantic; War Medal 1939-45, mounted as worn, *nearly extremely fine and a rare combination of Stars and clasps* (5) £180-220
- Kenneth Aslan** was born in London on 22 January 1924 and, as a Merchant Navy man, signed on for service in the Royal Navy in the summer of 1943. His first such appointment was aboard the escort aircraft carrier H.M.S. *Atheling* in the period August 1943 to March 1944, and he was to serve in two other escort carriers, namely *Biter* (March to October 1944) and *Arbiter* (March 1945 to March 1946). He also served in the ex-Blue Funnel liner *Menestheus*, which had been requisitioned and converted for use as a minelayer (November 1944 to February 1945).
- In the post-war years, Aslan appears to have pursued a career in theatre and music (see over).

Sold with a quantity of original documentation, comprising:

(i)

An extensive photograph album detailing life aboard H.M.S. *Arbiter* in the final year of the war, including annotated images of the ship on convoy duties, aircraft deck landings, and places visited, among them New York, Norfolk (Virginia), and Gibraltar. Following the cessation of hostilities, the album includes photographs of family and friends, many taken on the Isle of Arran, before a return to a naval theme, this time aboard the escort carrier H.M.S. *Biter*; the album includes some excellent images of abortive landings and crashed Seafire aircraft aboard carriers and some fascinating shots of a tour of Sydney and Far East, followed by the ship caked in ice on a passage to Nova Scotia. The final third of the album continues with some superb theatre production and stage show photographs, one annotated 'Press Gang of Alan Bush, Rudolf Steiner Hall, 1947/8,' and another 'Helty, Annie Get Your Gun'; particularly impressive are scenes from the 'Annie Get Your Gun' set in the Café de Paris, annotated '1949' and another dated 1946 marked 'Iolanthe, G.S.M., in presence of Princess Elizabeth and Margaret.' It concludes with family photographs, including his son and the 1st XI football team at Salesian College, Chertsey, 1937-38. A business card detailing his stage name is affixed to the back: Riverside 6923. Mr. Kenneth Granville, Baritone - Actor, 56, Ravenscourt Road, London, W.6.

(ii)

A copy of *Escort Carrier*, by Lieutenant-Commander (A.) John Moore, R.N.V.R., published by Hutchinson, 1944, hardback, missing dust jacket; annotated within by recipient: 'Other Ships I was on: H.M.S. *Arbiter*, H.M.S. *Biter*, H.M.S. *Atheling*, H.M.S. *Menestheus* (mine layer).'

(iii)

The recipient's Board of Trade Continuous Certificate of Service, with wartime ship appointments, and Naval Pay and Identity Book, with training in anti-gas equipment and inflatable lifebelt entries, H.M.S. *Mersey* and H.M.S. *Asbury*, 1943; his Duplicate Naval Pay and Identity Book, stamped 'Mersey' and dated 28 February 1945; Post Office telegram from H.M.S. *Athleing* (sic), Greenock, dated 21 February 1944; National Registration Identity Card; Clothing Book 1947-48; H.M.S. *Arbiter* I.D. card; British Legion membership card, showing date of joining 12 April 1946; Norfolk Navy Yard Pass, dated 15 December 1943; Crossing the Line colour presentation certificate, presented to Aslan aboard H.M.S. *Arbiter* on 17 April 1945; and a charcoal half-length portrait of him at Sasebo, Japan, dated 30 August 1952.

Sold by Order of a Direct Descendant

352

A Second World War campaign group of six awarded to Lieutenant D. A. Gray, South African Engineer Corps, who was mentioned in despatches for services in the Western Desert

Otherwise a talented artist and author, 'he lived a sort of *Boys' Own* annual kind of life right to the end, a life filled with adventures and discoveries'

1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Africa Service Medal 1939-45, all officially impressed '24951 D. A. Gray', mounted as worn, *very fine* (6)

£180-220

Douglas Awdrey 'Ginger' Gray was born in Bloemfontein on 5 May 1911, the son of Colonel G. D. Gray, O.B.E., K.P.M., Deputy Commissioner of South African Police. As cited above, according to recollections provided by his daughter Marianne, her father 'lived a sort of *Boys' Own* annual kind of life right to the end, a life filled with adventures and discoveries'. She continues:

'As a child he was bitten by General Smuts' monkey, was run over by a full-span ox wagon in Eloff Street, the main street in Johannesburg and, walking to school there, was bitten by a snake, whereupon he cut the bite with his penknife, sucked out the poison and went on to school, where, he said, he felt 'a bit sick' but didn't dare tell the master why ...'

He was educated at King Edward's School, Johannesburg, before reading mechanical engineering at Queen's College, Cambridge, where he was Captain of football and a 'demon bowler' at cricket. He then took work in Scotland and Germany, before returning to South Africa to become Personnel Manager at Barlows engineering. It was here that he became a 'Springbok Tentpegger' and became increasingly involved in horse riding. He married champion rider Isa, and settled into life at Head Office.



It seems, however, that his scrapes as a child would continue, not so much on horseback, but more with regards to his excursions into the countryside: ‘As an adult, he was concussed on the head by a giraffe, ended up a tree after a rhino had chased him up it, and swam (unknowingly) with sharks in the Storms River mouth.’

During the Second World War, he served as a Lieutenant in South African Military Forces and was awarded a ‘mention’ for his service in the Engineers in the Western Desert (*London Gazette* 24 June 1943, refers). During this time, he started to foster his love of wildlife and the bush through his artistic talents, sending home to his baby son Stephen a series of illustrated stories about a little monkey called Mick. The stories and drawings were enthusiastically received by Stephen and soon became popular among cousins, friends and neighbours - ‘Children can relate to Mick, who is a naughty little chap who gets into a lot of trouble.’

Gray showed his collection of drawings to the Wildlife Society for use in its children’s publication, *Toktokkie*, and within a short period of time he had a regular two-page spread and a book to his credit. Aside from ‘Mick’, his characters included ‘Professor Owl’, the security officer, ‘Horrie Hyena’ and Mick’s friend, ‘Bertie’, the velvet monkey, in addition to ‘Ollie’ the baby elephant, and many others.

Upon retirement, Gray devoted considerable time to the Flower Foundation, a welfare organisation concerned with setting up flats and cottages for the elderly in middle-income South Africa. As a member of the watercolour society, he continued to draw and paint, typically the wildlife of the Kruger National Park, which gave him great satisfaction. His last book, *Mick the Monk and the Birds of South Africa*, was published a few days before his 93rd birthday. He died on 27 December 2005 in Johannesburg.

Sold with an impressive archive of original documentation and ephemera:



(i)
Mention in despatches certificate in the name of 'Lieutenant D. A. Gray, South African Engineers Corps', dated 24 June 1943, in original O.H.M.S. envelope.

(ii)
A photocopy of an article by Jill De Villiers, titled 'Mick the Monk's origins in Western Desert'; this gives a fascinating insight into his love of art and nature and the creativity behind his books.

(iii)
A wartime portrait photograph in uniform, together with a photograph of him atop 'African Chief', annotated to reverse 'Champion and 1st Hunter Class, Goodwood, 1956', and a photograph of him with his mother, taken whilst ice-skating on holiday in 1935.

(iv)

A comprehensive photograph album (approx.160 images; 15 watercolours), annotated in pencil, showing the places which he visited in North Africa during the war; the album commences with four photographs titled 'Spoils of War, Western Desert 1943,' showing knocked-out and abandoned heavy weaponry, before showing a vast array of images of daily life and famous places, notably Lake Timsah and the Suez Canal, Ismailia, the Coptic Church on the Nile, Syria, Baalbek, Hama, the Citadel at Aleppo, Benghazi, the Atlas Mountains, Marrakesh and Fantasia, the whole accompanied by 15 watercolour drawings of local people, typically tribesmen in traditional clothing.

(v)

An album of watercolour and pencil drawings titled to inner cover, 'Sketches in the Middle East, Morocco, Italy, Austria and central Africa, mostly during the 1939-45 War'; the album contains 77 watercolour images depicting the local people that he met during the War and the landscapes that he witnessed, particular emphasis being placed upon the variety of clothing worn and identification features such as jewellery and tattoos. The majority of images are annotated and dated in pencil and range in size up to A4. An outstanding archive.

(vi)

Approximately 20 loose photographs of landscapes and people in North Africa; a Christmas card, dated 1941, from the 44th Water Maintenance Company, S.A.E.C.

(vii)

A silver hallmarked tankard, engraved to front 'Douglas Audry Gray. May 5th, 1911.'

Please see Lot 441 for the recipient's miniature dress medals.

- 353 **Five: Sergeant F. Fallon, Military Provost Staff Corps, late East Yorkshire Regiment**
1939-45 Star; Africa Star; Defence and War Medals 1939-45, these privately named '4336398 S.-Sgt. F. Fallon, E. Yorks Regt.'; Efficiency Medal, G.VI.R (4336398 Sgt. F. Fallon, M.P.S.C.), mounted as worn, *good very fine* (5) £60-80
- 354 **Six: Private L. E. R. Watts, Royal Army Service Corps**
1939-45 Star; Africa Star, clasp, 1st Army; Italy Star; Defence and War Medals 1939-45; Efficiency Medal, G.VI.R., with Second and Third Award Bars (6090359 Pte. L. E. R. Watts, R.A.S.C.), mounted as worn, *very fine* (6) £60-80
- 355 **Four: Driver R. C. Gerrish, Royal Army Service Corps**
1939-1945 Star; Italy Star; Defence and War Medals 1939-45, *good very fine* (4) £30-50
Raymond Charles Gerrish was born in Bath on 23 February 1914. He served with 2 Company, Royal Army Service Corps during the Second War and lived on Rose Terrace, Combe Down, Bath; sold with the recipient's Identity Tags, Soldier's Service & Pay Book, Soldier's Release Book, besides further original documentation.
- 356 **Six: Warrant Officer II Class E. R. Hulbert, Royal Army Pay Corps**
1939-45 Star; Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Palestine 1945-48, Arabian Peninsula (7888712 S./Sjt. E. R. Hulbert, R.A.P.C.); U.N. Korea 1950-54; Army L.S. & G.C., E.II.R. (7888712 W.O. Cl. 2. E. R. Hulbert. R.A.P.C.), mounted as worn, *good very fine* (6) £140-180
- x357 **Three: Rifleman R. H. Fowler, King's Royal Rifle Corps**
Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Palestine 1945-48, Malaya, M.I.D. oak leaf (14458711 Rfn. R. H. Fowler, K.R.R.C.), *contact wear, generally very fine* (3) £120-150
Robert Fowler was mentioned in despatches 'in recognition of gallant and distinguished services in Palestine during the period 27 March 1947 to 26 September 1947' (*London Gazette* 4 January 1949, refers).

- 358 Three: **Station Officer F. M. McCayna, Kent Fire Brigade**
- Defence Medal 1939-45, in its named card box with related Home Secretary's forwarding slip; Fire Brigade L.S. & G.C., E.II.R. (Stn. Offr. Frederick M. McCayna), in its named card box of issue; R.S.P.C.A. Medal for Animal Life Saving, bronze (Frederick M. McCayna, 1945), with 'Humanity' brooch bar for wearing, in its fitted case of issue, *extremely fine* (3) £140-180
- Frederick Michael McCayna**, a long-served fireman who ended his career as Station Officer at Maidstone, died in Canterbury in 1967. On retiring from the Fire Brigade, he became landlord of the 'Black Lion' at Lynsted, Kent.
- Sold with an interesting selection of career photographs, and a station 'line-up' of Maidstone's firemen, 1960, this last on card mount.
-
- 359 Four: **Lieutenant-Commander R. M. Fillery, Royal Navy**
- Defence and War Medals 1939-45; Korea 1950-53 (Lieut. (E). R. M. Fillery. R.N.); U.N. Korea 1950-54, mounted as worn, *good very fine* £140-180
- Richard Michael Fillery** was commissioned Lieutenant on 1 August 1944. He saw service afloat with H.M.S. *Norfolk*, which acted as Flagship for the stunning Fleet Air Arm attack on Harstad - Operation "Judgement" on 4 May 1945 (*The Navy List*, October 1945, refers). Following active service off Korea, Fillery was posted to *Siskin*, curiously managing to collide with a policeman's car late one evening in Portchester (*Portsmouth Evening News*, 20 December 1955, refers). He retired as Lieutenant-Commander on 29 January 1959; sold with copied research and an assortment of Naval tunic buttons.
-
- x360 **An impressive Royal Household group of sixteen awarded to S. G. Johnson, Under Butler and later Yeoman of the Royal Cellar at Buckingham Palace**
- Defence and War Medals 1939-45; Royal Victorian Medal, G.VI.R., silver; Jubilee 1935; Coronation 1937; Coronation 1953, these unnamed; Royal Household Faithful Service Medal, G.VI.R., suspension dated '1925-1945', with 'Thirty Years' and 'Forty Years' Bars (Johnson, Sidney G.); Iraq, Republic, Merit Medal; Italy, Republic, Visit to London 1958 Medal, bronzed; Liberia, Republic, Order of the Star of Africa, Merit Medal, silver; Netherlands, Kingdom, Merit Medal, silver; Persia, Kingdom, Order of the Lion and the Sun, Medal of the Order, silver; Portugal, Republic, Queen Elizabeth II Visit to Portugal Medal 1957, silver; Sudan, Republic, Good Accomplishment Medal, silvered; Sweden, Kingdom, Royal Household Medal, Gustaf V, silver with crown, edge marked 'Silver 1952'; Thailand, Kingdom, Order of the White Elephant, Medal of the Order, the first seven mounted court-style as worn, *generally very fine and better* (16) £800-1,000
- Sidney George Johnson** served in the Second World War before entering into service with the Royal Household as an Under Butler in 1925. During that service he was awarded the Royal Household Faithful Service Medal in 1945, with a Bar in 1955 and a second Bar in 1965. He was awarded the Royal Victorian Medal on 1 January 1958 whilst acting as Yeoman of the Cellars at Buckingham Palace.

THE ROYAL ULSTER RIFLES AND THE BATTLE OF HAPPY VALLEY

The Battle at Chaegunghyon - known as the Battle of Happy Valley - was the most ferocious and famous battle fought by the 1st Battalion, Royal Ulster Rifle in the Korean War. On the 3 January 1951, the Chinese Army, as part of their Fifth Offensive, made a concentrated attack on the Irishmen with the aim of breaking through the Allied Army and moving south to Seoul. The fighting lasted over 24 hours and involved close-quarter combat with machine-gun, hand grenades and bayonet.

Losses were heavy with 157 men killed, wounded or captured. Majors H. M. Griffin and J. K. Shaw were awarded the D.S.O., 2nd Lieutenants H. Houston Shaw and Mervyn McCord the M.C. and Sergeants H. A. Campbell and D. Cooke the M.M.; McCord was a famous Irishman who subsequently commanded the Ulster Defence Regiment.

The Battalion's heroic stand was recognised by the U.N. Commander and by the Battle Honour 'SEOUL'.



A memorial was subsequently erected on the battlefield to the memory of those who fell at Chaegunghyon. It was later transported back to Ireland in H.M.S. *Belfast* and re-erected at the Royal Ulster Rifles barracks in Ballymena, Co. Antrim. These barracks were closed in March 2008 and, following a request from the British Korean Veterans' Association, Belfast City Council gave permission for the memorial to be relocated to the grounds of the City Hall, near the cenotaph.

- 361 Pair: **Rifleman M. Burns, Royal Ulster Rifles**
 Korea 1950-53 (6977476 Rfn. M. Burns, R.U.R.); U.N. Korea 1950-54, *good very fine* (2) £140-180
 The recipient served in the Royal Inniskilling Fusiliers in the Second World War.
- 362 Pair: **Rifleman R. Burkett, Royal Ulster Rifles**
 Korea 1950-53 (3662605 Rfn. R. Burkett, R.U.R.); U.N. Korea 1950-54, *edge bruising, otherwise very fine* (2) £140-180

- 363 Pair: Rifleman L. Clayton, Royal Ulster Rifles
Korea 1950-53 (4747718 Rfn. L. Clayton, R.U.R.); U.N. Korea 1950-54, *good very fine* (2) £140-180
The recipient served in the York & Lancaster Regiment in the Second World War.
- 364 Pair: Rifleman D. Skidmore, Royal Ulster Rifles
Korea 1950-53 (4452325 Rfn. D. Skidmore, R.U.R.); U.N. Korea 1950-54, *good very fine* (2) £140-180
David Skidmore was born in Hartlepool in 1919 and served in the Durham Light Infantry in the Second World War. Called up as a reservist in 1950, he was drafted to the Royal Ulster Rifles and saw further action in Korea. He died in Havering, Essex in 1984.
-
- 365 The Korea War pair awarded to Gunner M. Banbury, 120th Battery, 61st Light Regiment, R.A., who died of wounds at 8055th MASH on 28 August 1952, having been hit by a shell splinter in the abdomen
Korea 1950-53 (22546434 Gnr. M. Banbury, R.A.); U.N. Korea 1950-54, *good very fine* (2) £280-320



Michael Banbury was born at Blaby, Leicestershire on 26 February 1930 and enlisted in the Royal Artillery in December 1950.

In Korea, he joined 120th Battery, 61st Light Regiment, R.A., in which capacity he would have manned a 4.2-inch mortar, a particularly effective weapon in hilly or mountainous country and well-suited to conditions in Korea.

On 13 August 1952, the 1st and 3rd Battalions of the Royal Australian Regiment commenced an active patrol programme to capture a Chinese prisoner, and Banbury and his unit acted in support. He and his comrades deployed their mortars in the open and were consequently exposed to counter-battery work from the Chinese. Banbury - and several of his fellow gunners - were wounded on the 27th, in his case by a shell splinter in the abdomen. He was evacuated to 8055th MASH where he died on the following day.

He was buried at the U.N. Military Cemetery, Tanggok, Korea on 2 September 1952, when the Rev. J. F. Lyall, Canadian Army, officiated; sold with copied research.

- 366 Pair: **Warrant Officer Class 1 R.W. Murray, Royal Army Dental Corps**
Army L.S. & G.C., G.V.I.R. (7536302 W.O. Cl. 1. R. W. Murray, R.A.D.C.); Coronation 1953, mounted as worn, *good very fine* (2) £60-80
- 367 Four: **Stoker Petty Officer (V.) D. Howland, Royal Navy**
Naval General Service 1915-62, 1 clasp, Near East (C/MX. 807859 D. Howland, S.P.O. (V), R.N.); Korea 1950-53 (C/SMX. 807859 D. Howland, L.S.A. (V.), R.N.); U.N. Korea 1950-54; Royal Navy L.S. & G.C., E.I.I.R. (MX 807859 D. Howland. S.P.O. (V), H.M.S. Bermuda), *good very fine* (4) £180-220
- 368 Three: **Sergeant H. C. Webb, Royal Air Force**
General Service 1918-62, 1 clasp, Malaya (519607 Act. F. Sgt. H. C. W. Webb. R.A.F.); General Service 1962-2007, 1 clasp, Borneo (Y0519607 F. Sgt. H. C. W. Webb R.A.F.); Royal Air Force L.S. & G.C., E.I.I.R, 1st type (519607 Sgt. H. C. W. Webb. R.A.F.), *generally very fine or better* (3) £70-90
- 369 Three: **Private F. W. H. Russell, Royal Hampshire Regiment**
General Service 1962-2007, 2 clasps, Borneo, Northern Ireland (23950133 Pte. F. W. H. Russell. R. Hamps.); U.N., Cyprus; Pingat Jasa Malaysia Medal, *very fine* (3) £80-120
Sold with file of copied research.
- 370 Pair: **Private R. M. G. Pollard, Somerset & Cornwall Light Infantry**
General Service 1962-2007, 2 clasps, South Arabia, Northern Ireland (2399848227 Pte. R. M. G. Pollard. SCLI.); U.N. Cyprus, mounted court-style for display, *retaining rod between clasps on the first, good very fine* (2) £100-140
R. M. G. Pollard enlisted in the Somerset & Cornwall Light Infantry around 1958 and would have been initially posted to West Germany, the Regiment at this time serving at Merser Barracks, Osnabruck. He would then have been posted to Gibraltar, before somewhat colder conditions during winter warfare training exercises in Norway and Canada undertaken by the Regiment in 1965-6. Their training location must be considered unfortunate, for Pollard would be faced with active service in the searing heat of Aden, April-October 1966. During the tour - focussed around Sheikh Othman - the Regiment lost two men killed in action. Having also served in Northern Ireland and Cyprus, Pollard was discharged on 31 October 1973; sold with cap and cloth badges, housed in a file of copied research.
- 371 Three: **Bombardier H. Jones, Royal Artillery, a member of 'Cracker' Battery in Dhofar during 'The Secret War'**
General Service 1962-2007, 2 clasps, Northern Ireland, Dhofar (23734449 Gnr. H. Jones. R.A.); U.N., Cyprus; Oman, Sultanate, General Service Medal, 1 clasp, Dhofar, gilt, mounted court-style for display, *good very fine and scarce* (3) £300-350
Harold Jones was born in Oldham, Lancashire on 14 July 1939. Enlisting in the Royal Artillery in 1957, he saw active service in Northern Ireland and Cyprus. Promoted Lance-Bombardier, he was posted from West Germany to serve in 'The Secret War' in Dhofar. The British involvement in the Dhofar uprising is accepted to have been from 1970-76, with British Forces assisting the Sultanate in putting down the rebellion. With the initial involvement mainly being drawn from Special Forces troops, by 1971 a formal (yet restricted) request was made for a Battery to be deployed to support the operations on the Western Jebel. So it was agreed, given that no formed units would be officially deployed that 'Cracker' Battery operate in quiet secrecy. Comprising just 21 men, working in collaboration with local troops, they served from RAF Salalah on 3-month postings, providing defence for the base which at times was under constant attack (*Cracker Battery & The Dhofar War*, a presentation given by Colonel H. E. P. Colley at the Royal Artillery Historical Society, October 2006, refers). Jones, now aged 35 and one of the oldest on deployment, served with 'Green Archer', the Motar Locating Radar unit from 23 August 1974 on 'Cracker 12'. The overall style of the operations in Dhofar are well summed-up by Staff Sergeant D. L. Howerski, Special Air Service Regiment, late Royal Artillery, who served in Dhofar:



‘Our presence on the jebal was officially denied by the M.O.D. and men killed were described by the B.B.C. World Service as having been killed on ‘realistic training exercises.’

The Medical Officer in Cyprus sent a famous signal to the Field Surgical Team in Salalah reading, ‘Thank you for your recent malaria cases, they are all doing well, and their shrapnel wounds will soon be healed.’

Jones was discharged to a pension, aged 55, on 5 August 1994; sold with original named boxes of issue for medals and clasp, together with a file of copied research.



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372 Three: Lance-Corporal M. Lloyd, Adjutant General's Corps, late Ulster Defence Regiment

General Service 1962-2007, 1 clasp, Northern Ireland (F1042280 Pte M Lloyd R Irish); N.A.T.O. Medal 1994, 1 clasp, Non-Article 5; Iraq 2003, no clasp (W1042280 LCpl M Lloyd AGC (SPS)), mounted court-style as worn, *good very fine* (3)

£140-180



M. Lloyd served initially with the Ulster Defence Regiment (Royal Irish Regiment from 1992) as a 'Greenfinch' in Northern Ireland. Although unarmed, the female members of the Regiment played a vital role in detecting and searching potential terrorists. Many were trained in the detection of explosives, weapons and ammunition, besides driving patrol vehicles, operating vehicles and acting as interviewers. Having served in Bosnia, Lloyd served with the Staff & Personnel Support Branch, Adjutant General's Corps in Iraq; sold with a photograph of the recipient, related Regimental plume, badges and a file of research.

373 Four: Trooper K. F. Williams, Queen's Dragoon Guards

General Service 1962-2007, 1 clasp, Northern Ireland (25058432 Tpr K F Williams QDG); N.A.T.O. Medal 1994, 1 clasp, Kosovo; N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia; Jubilee 2002, mounted court-style as worn, *minor edge wear to first, otherwise good very fine* (4)

£80-120

K. F. Williams enlisted in the Queen's Dragoon Guards in the mid-1990's, and saw active service in the tour of Northern Ireland during 1998, a year in which the British Army suffered 57 killed in action, despite the ceasefire. He then served in Kosovo, Bosnia and the Former Yugoslavia and was married in 2000 (*Queen's Dragoon Guards Journal* refers). Williams would have assisted in Operation 'Peninsula' in the response to the foot and mouth outbreak at home in 2001 and received the 2002 Jubilee Medal; sold with a file with copied research and related cloth badges.

Afternoon Session commencing at 2.30 p.m.

**A FINE COLLECTION OF MINIATURE DRESS MEDALS
FORMED BY THE LATE BRIAN KIERAN**

- x374 **The mounted group of five miniature dress medals worn by Admiral Sir George Watson, K.C.B., Royal Navy**
- The Most Honourable Order of the Bath, badge, gold and enamel, with gold riband buckle; China 1842; Crimea 1854-56, 1 clasp, Sebastopol; Turkey, Ottoman Empire, Order of the Medjidie, badge, gold, silver and enamel; Turkish Crimea 1855, British die, mounted as worn, *contact marks, very fine* (5) £250-300
- Provenance:
Acquired from the recipient's grand-daughter.
- George Willes Watson** was born at Great Melton, Norfolk in April 1827, a grandson of Sir E. K. Lacons, Bt. Educated at Doctor Burney's and the Royal Naval Academy, Gosport, he was appointed a Midshipman - aged 15 - in 1842. At this tender age he saw active service aboard H.M.S. *Dido* in the First Opium War. His most engaging service in the Far East was in 1843-44, when *Dido* was heavily involved in anti-piracy patrols which took place in - and around - Borneo with Rajah Brooke; *Dido* would attack strongholds in the Tambelan Islands, besides an attack on Paddi on 8 June 1843.
- Watson was subsequently posted as Lieutenant and Commander in *Royal Albert* (1854-58), Captain in *Crocodile* (1866-70) and *Temeraire* (1879-80). Whilst Commander-in-Chief of North Africa and the West Indies, he was embroiled in accusations of assisting the Confederate States of America in the Civil War by selling them C.S.S. *Florida*. Watson retired in 1892 and died at 'The Hut', Mannamead, Plymouth on 26 April 1897; sold with copied research and an USB-drive containing a quantity of copied documents taken from a family archive.
- x375 **The mounted group of five miniature dress medals worn by Major-General R. N. Tinley, Cape Mounted Rifles, late 39th Foot**
- Maharajpooor Star 1843, with attractively engraved centre; Crimea 1854-56, 1 clasp, Sebastopol; France, Legion of Honour; Turkey, Order of the Medjidie, silver, silver-gilt, gold and enamel; Turkish Crimea 1855, Sardinian die, mounted as worn on conjoined riband buckle with gold retaining pin, *good very fine and most attractive* (5) £280-320
- Provenance:
Bonhams, December 1999, Lot 12.
- Robert Newport Tinley** was born in 1811 and was appointed Ensign in the 39th (Dorsetshire) Foot in 1832. Promoted Captain in 1840, he was severely wounded at Maharajpooor in 1843. He subsequently witnessed further active service in the Crimea as a Lieutenant-Colonel and led his regiment's attack on the Redan on 18 June 1855, in addition to the actions in the trenches and during the night attack of 2 September. Tinley went on to serve with distinction with the Cape Mounted Rifles and retired as a Major-General in May 1866. He died at St. Helier, Jersey on 10 July 1877; sold with copied research.
- A fine watercolour of Tinley in the uniform of the Cape Mounted Rifles, by Richard Simkin, is held in the collection of the National Army Museum (Accession No. *NAM.2014-02-43-1*).
- x376 **The mounted group of three miniature dress medals named to Captain D. Moodie, 2nd Dragoons (Royal Scots Greys), Regimental Adjutant at the Charge of the Heavy Brigade**
- Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (D. Moodie - Lieut. & Adj. Rl. Scots Greys. 1859); Turkey, Ottoman Empire, Order of the Medjidie, badge, silver, silver-gilt, gold and enamel; Turkish Crimea 1855, Sardinian die (D. Moodie - Lieut. & Adj. Rl. Scots Greys. 1859), mounted as worn on individual riband buckles adjoined with leather strap, *naming style contemporary and charming, good very fine* (3) £300-400
- Daniel Moodie** was serving as Regimental Sergeant-Major with the Scots Greys on their arrival in the Crimea. A letter of his regarding the Charge of the Heavy Brigade, was published on 27 October 1854:



374



375



376

‘We are never done day or night, but the worst job we have had was on the 25th, which commenced at daylight by the Russians attacking our outworks and driving back the Turks at the point of the bayonet and capturing three forts. We were under shot and shell from daylight till four p.m. The slaughter was dreadful, we were attacked by numerous body of Russian cavalry who thought to drive everything before them but our cavalry charged and our regiment leading, went in at a fine style. Such a ‘mill’ you could not imagine. We fought hand to hand, but we proved our superiority as swordsmen by beating them off the field. The charge made by the regiment was admired by everyone and proved that the young Greys were equal to the old ones.

Lord Raglan complimented Colonel Griffiths on the gallant conduct of the regiment and in doing so, asking him if he had any favour to ask. The Colonel told him he had recommended me a month ago for a commission on the death of Captain Freeman ... His Lordship told him that by all means, I should have it.

I suppose the engagement of the 25th will be called the ‘Battle of Balaklava’ ... our loses have been severe ... the only thing I am glad of is that the regiment acted with the greatest courage. French, English and Turks all expressed the greatest admiration of our gallant charges.

P.S. I may mention that I got off well. I never got a scratch although in the thickest of the battle the whole day. The non-commissioned officers got in for it a good deal.’

Commissioned Cornet and Adjutant, Moodie was present for all three clasps besides the action at McKenzie’s Farm and Chernaya. He was advanced Lieutenant in February 1856 and to Captain with the 60th Rifles in July 1865; sold with copied research.

Note:

A group of full-size awards, dated in a similar manner, was sold at Sotheby’s, November 1977.

x377

The mounted group of four miniature dress medals worn by Colonel F. Hammond, C.B., Punjab Cavalry



The Most Honourable Order of the Bath, Companion’s badge, gold and enamel; Indian Mutiny 1857-59, no clasp; India General Service 1854-95, 1 clasp, Jowaki 1877-8; Afghanistan 1878-80, 2 clasps, Charasia, Kabul, mounted as worn upon conjoined ribband buckle with gold retaining pin by *Hunt & Roskell, nearly extremely fine* (4)

£140-180

Frederick Hammond was born on Guernsey in May 1840 and was appointed to the Honourable East India Company as Ensign in September 1856. He served in the 62nd Native Infantry from January 1857 and was present in operations in the Indian Mutiny, including the actions fought around Gugera. Transferring to the 5th Punjab Cavalry in 1870, he was promoted Major and served as Second-in-Command during the operations against the Jowaki Afridis, being mentioned in the despatches (*London Gazette* 6 October 1879, refers). Hammond was again mentioned in the despatches for the operations around Kabul and in the defence of Sherput, 10-23 December 1879, an action for which Captain Vousden was awarded the Victoria Cross. Promoted Colonel in March 1885, he was created C.B. in 1887 and returned to England on sick leave in November 1889 and died at Southampton in February 1892; sold with a comprehensive file of research, including copied photograph of the recipient.

- x378 **The mounted group of six miniature dress medals attributed to Colonel G. N. Mayne, C.B., King's Own Scottish Borderers, who commanded his regiment in South Africa and was later Colonel of the York and Lancaster Regiment**

The Most Honourable Order of the Bath, Military Division, gold and enamel, ring suspension; Afghanistan 1878-80, no clasp; India General Service 1854-95, 2 clasps, Burma 1885-7, Burma 1887-9; India General Service 1895-1902, 3 clasps, Relief of Chitral 1895, Punjab Frontier 1897-8, Tirah 1897-8; Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Paardeberg, Johannesburg; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902, mounted for display, *good very fine* (6)

£180-220



George Nisbett Mayne was born on 28 July 1854, son of Major Robert Graham Mayne, H.E.I.C.S., and was educated at Wellington College, 1866-71. He entered the Army as 2nd Lieutenant, unattached from Sandhurst, and was gazetted as Lieutenant on 13 June 1874 to the 25th (King's Own Borderers). He accompanied the regiment to India and took part in the 2nd Afghan War of 1878-80 with the Khyber Line Force.

He subsequently held a staff appointment in the Burmese Expedition of 1886-88, and was mentioned in despatches by Major-General Sir G. S. White (Medal & 2 clasps). During the Chitral operations of 1895, he accompanied the relief force and commanded 'C' Company in the storming of the Malakand Pass on 3rd April (Medal & clasp). He then took part in further operations on the North-West Frontier with the Tirah Expeditionary Force in 1897-98, against the rebellious Afridi, Zakka Khel and Orakzai tribesmen, and was mentioned in despatches (*London Gazette* 5 April 1898, refers). During one phase of the operation in 1897, he commanded four companies of the 2nd Battalion who successfully assaulted and captured the Dargai Heights, accompanied by the 1st/3rd Gurkhas, on 18 October, only to be forced into a difficult retirement for not being equipped to hold such a position so far from their base camp. The undoubted gallantry of this magnificent frontal attack, however, was rather lost sight of and forgotten in the more tragic events of the second attack on the 20 October (2 clasps).

Mayne was posted back to the 1st Battalion and commanded it in South Africa from September 1900 until February 1902. He took part in operations in the Orange Free State, February to May 1900, including the battle of Paardeberg (17 to 26 February); the actions at Poplar Grove, Karee Siding, Vet River (5 and 6 May) and the Zand River. At Karee Siding, the Battalion suffered 83 casualties in driving the Boers from the hills.

He also served in the Transvaal in 1900, when, in late May, the Battalion crossed the Vaal River and was present at the surrender of Johannesburg and on 4 June, at the reduction of the southern forts at Pretoria. During further operations in the Transvaal, the Battalion was employed in small detachments garrisoning the railway lines between Pretoria and Middleburg, and west of Pretoria between July and November 1900, including the action at Zilikats Nek.

In his despatch dated 8 September 1901 (*London Gazette* 3 December 1901, refers), Lord Kitchener, referring to the capture near Damhoek on 10th August of 40 Boers, including Commandant Wolmaarans, chairman of the late Volksraad, said, 'The majority of these prisoners, who were fully equipped with rifles, horses, and saddlery, were taken by the Volunteer Service Company of the K.O.S.B. under Major Mayne.'

In September 1901, the Battalion relieved the West Yorkshire Regiment on the Mooi River blockhouse line where, in January 1902, Mayne superintended the construction of a new line. In addition to two 'mentions', Mayne was rewarded with the Brevet of Lieutenant-Colonel and created a Companion of the Bath (*London Gazette* 31 October 1902, refers).

On being confirmed in the rank of Lieutenant-Colonel, he was appointed commanding officer of the 1st Battalion, York and Lancaster Regiment in October 1903, then stationed at Mhow, near Bombay. Given the Brevet of Colonel in June 1904, Mayne was placed on half-pay in January 1906.

Re-employed during the Great War, he commanded the 10th (Reserve) Battalion, South Staffordshire Regiment. Originally raised as a Service Battalion at Plymouth in October 1914, it became a Reserve Battalion in May 1915 at Harrogate and, in September 1916, was absorbed into the Training Reserve battalions at Rugeley in the 2nd Reserve Brigade. Mayne commanded the Battalion through to the end of 1916. He retired to Monte Carlo and died on 6 June 1932, aged 77; sold with unglazed display frame containing copied research.

x379 **The mounted group of four miniature dress medals worn by Lieutenant-Colonel N. A. H. Budd, 1st Bhamin Native Infantry, late Oxfordshire & Buckinghamshire Light Infantry**

India General Service 1854-95, 1 clasp, Chin-Lushai 1889-90; East and West Africa 1887-1900, 1 clasp, Witu 1890; India General Service 1895-1902, 1 clasp, Punjab Frontier 1897-8; British War Medal 1914-20, mounted as worn, *fine quality overall, good very fine* (4)

£80-120

Norman Arthur Hay Budd was born in April 1864, the fifth son of Edward Hay of Vale Lodge, Leatherhead, Surrey. Educated at Winchester College and Cambridge, he was commissioned 2nd Lieutenant in the Oxfordshire & Buckinghamshire Light Infantry in May 1885. Transferring to the Indian Army he saw varied active service, being mentioned in the despatches in East Africa and in the Punjab. Promoted Lieutenant-Colonel and Commanding Officer of the 1st Brahmin Native Infantry in August 1910, Budd retired on 25 April 1918; sold with copied research.

x380 **The mounted pair of miniature dress medals worn by Captain C. O. Halliday, Sappers & Miners**

India General Service 1895-1902, 3 clasps, Punjab Frontier 1897-8, Tirah 1897-8, Relief of Chitral 1895; Delhi Durbar 1903, mounted as worn, *very fine* (2)

£60-80

Charles Ogilvie Halliday was born in October 1867 and was commissioned from the Royal Indian Engineering College in November 1889. Advanced Lieutenant in November 1892, he was present at the Relief of Chitral in 1895 and in 1897 'he accompanied the Mohmund and Tirah Field Forces in charge of the Wells flashlight sections' (*Army & Navy Gazette* 27 October 1906, refers). Promoted Captain in August 1900, Halliday commanded the 2nd Company, Bombay Sappers & Miners from February 1904. He died, aged 29, whilst Garrison Engineer at Poona in October 1906; sold with copied research.

x381 **The mounted group of seven miniature dress medals worn by Lieutenant-Colonel C. F. Minchin, D.S.O., Imperial Yeomanry, late Thorneycroft's Mounted Infantry and Punjab Cavalry and formerly a distinguished Political Agent**

Distinguished Service Order, V.R., gold and enamel; Delhi Durbar 1903, with top riband buckle; Delhi Durbar 1911; India General Service 1854-95, 1 clasp, Hazara 1888; India General Service 1895-1902, 1 clasp, Relief of Chitral 1895; Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902, mounted court-style as worn, *toned, good very fine* (7)

£140-180

Charles Frederick Michin was born in September 1862 and was educated at Cheltenham College, the United Services College, Westward Ho! and the Royal Military College, Sandhurst. Commissioned 2nd Lieutenant in the Bedfordshire Regiment in 1882, he joined the Indian Army in 1885, with an appointment in the 1st Punjab Cavalry. By the early 1890s he was serving with the Political Department and was advanced to Political Agent in Baghelkhand in 1908 and Deputy Commissioner in Bannu from 1909.

During the last years of the nineteenth century Minchin was Second-in-Command of the British West Charterland Company expedition into the country surrounding Lake Ngami and he served with distinction in the Boer War, commanding the 18th Battalion, Imperial Yeomanry. He was awarded the D.S.O. (*London Gazette* 19 April 1901, refers). Minchin was placed on the Retired List in 1921.



379



380



381

- x382 **The mounted group of five miniature dress medals worn by Colonel R. F. Peel, East Surrey Regiment, late Coldstream Guards: a grand nephew of the famous statesman Sir Robert Peel and himself a Member of Parliament, he latterly served as Governor of St. Helena**
- The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's badge, silver-gilt and enamel; Queen's South Africa 1899-1902, 6 clasps, Belmont, Modder River, Driefontein, Johannesburg, Diamond Hill, Belfast; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; British War Medal 1914-20; Coronation 1911, mounted as worn, by *Spink & Son, London, nearly extremely fine* (5) £80-120
- Robert Francis Peel** was born in April 1874, the son of Captain Francis Peel, a distinguished veteran of the Crimea and Indian Mutiny, and a grand nephew of the famous statesman Sir Robert Peel. Educated at Harrow, he was commissioned 2nd Lieutenant in the Coldstream Guards in February 1898 and saw action in the Boer War.
- He was present in the advance on Kimberley, including the engagements at Belmont, Enslin, Modder River and Magersfontein; in operations in Orange Free State in February-May 1900, including the engagements at Poplar Grove, Driefontein, Vet River and Zand River; in operations in the Transvaal in May-June 1900, including the engagements near Johannesburg, Pretoria and Diamond Hill, and likewise, east of Pretoria in July-November 1900, including the action at Belfast, and was subsequently employed in Cape Colony from November 1900 until May 1902 (Queen's Medal & 6 clasps; King's Medal & 2 clasps).
- Advanced to Captain in 1906, Peel retired from the Army in 1909 and took a commission as a Major on the Special Reserve; it was in this latter capacity that he was re-employed on the home establishment as C.O. of the 4th (Extra Reserve) Battalion, East Surrey Regiment, during the Great War.
- Peel had been elected to Parliament for the Woodbridge Division of Suffolk in 1910 and was prominent in 'Clubland', holding memberships to the Carlton, Guards' and the Windham. Appointed Governor of St. Helena in 1920, in which capacity he was awarded his C.M.G., he died while still in office in August 1924; sold with copied research.
- x383 **The mounted group of seven miniature dress medals worn by Rear-Admiral J. F. Grant-Dalton, Royal Navy**
- Queen's South Africa 1899-1902, no clasp; Africa General Service 1902-56, 1 clasp, Jubaland; 1914-15 Star; British War and Victory Medals; Coronation 1902; Coronation 1911, mounted as worn, *the first two of particularly fine quality, good very fine* (7) £70-90
- Provenance:
Sotheby's, May 1989, Lot 356, when sold with the recipient's full-size awards.
- John Foster Grant-Dalton** was born in May 1873 and was appointed Midshipman in November 1888. Having witnessed active service off South Africa and Jubaland aboard H.M.S. *Magicienne*, he gained steady advancement and was serving as a Captain in H.M.S. *Hannibal* on the outbreak of hostilities in August 1914. He later commanded the *Crescent* and *Challenger* and, in November 1918 was appointed Senior Naval Officer for Africa. Advanced to Rear-Admiral on his retirement in September 1924, Grant-Dalton died in August 1938; sold with copied research.
- x384 **The mounted group of five miniature dress medals worn by Lieutenant-Colonel W. A. Clayton, Royal Artillery**
- Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902; Africa General Service 1902-56, 1 clasp, N. Nigeria 1906; 1914-15 Star; British War and Victory Medals 1914-19, M.I.D. oak leaf, mounted as worn, *good very fine* (5) £70-90
- William Arthur Clayton** was born at Bembridge on the Isle of Wight, the son of the Vicar of Ventnor. Commissioned 2nd Lieutenant in The Duke of Connaught's Own Hampshire and Isle of Wight Artillery in May 1900, he saw active service in South Africa (Queen's Medal & 5 clasps). Subsequently attached to No. 2 Battery, North Nigeria Regiment, Clayton served in the engagements at Satiru. During the Great War he served with the 1/4th Hampshire Battery, Royal Field Artillery in Aden from 20 October 1915. He was advanced Lieutenant-Colonel in August 1917 and retired in May 1922.



382



383



385

x385 The mounted group of seven miniature dress medals attributed to Surgeon Vice-Admiral Sir Arthur Gaskell, K.C.B., O.B.E., Royal Navy

The Most Honourable Order of the Bath, badge, gold, silver-gilt and enamel; The Most Excellent Order of the British Empire, (O.B.E.), Military Division, Officer's 1st type, silver-gilt; The Order of St. John of Jerusalem, badge, silver and enamel; China 1900, no clasp; 1914-15 Star; British War Medal 1914-20, 5 clasps, North Sea 1914, North Sea 1915, Dardanelles, Gallipoli Landings, Gallipoli; Victory Medal 1914-19, mounted on *Gaunt, Montreal* wearing bar, *sometime cleaned, otherwise good very fine* (7)

£140-180

Arthur Gaskell was born in Hastings, Sussex in April 1871 and joined the Royal Navy in 1893. Appointed Staff Surgeon in 1902 and Fleet Surgeon in 1906, he served during the Great War on attachment to the Royal Naval Division in the Dardanelles. He was appointed C.B. (*London Gazette* 1 January 1916, refers) and O.B.E. (*London Gazette* 12 September 1920, refers). Advanced to Surgeon Captain in 1920 and to Surgeon Vice-Admiral in 1927, he served as Medical Director-General of the Royal Navy from 1927-31 and was created K.C.B. (*London Gazette* 3 June 1930, refers). An Honorary Surgeon to the King, Fellow of both University College, London and the Royal Sanitary Institute, he died on 12 January 1952; sold with copied service record and research.

x386 **The mounted group of seven miniature dress medals worn by Lieutenant-Colonel M. W. R. de Courcy, D.S.O., Indian Army, 34th Baron Kingsale and Premier Baron of Ireland**



Distinguished Service Order, G.V.R., gold and enamel, with top riband bar; Tibet 1903-04, no clasp; India General Service 1908-35, 3 clasps, Abor 1911-12, Afghanistan N.W.F. 1919, Waziristan 1921-24; British War and Victory Medals, M.I.D. oak leaf; Delhi Durbar 1911, silver; Serbia, Kingdom, Order of the White Eagle, Military Division Badge, silver, gold and enamel, mounted court-style as worn, *the second fine, the remainder good very fine*, housed in *Spink & Son, King Street* leather case (7)

£300-350

Michael William Robert de Courcy was born on 26 September 1882, the eldest son of Michael Constantine de Courcy, the 33rd Baron Kingsale (created 1223) and Baron of Ringrone. He was educated at Dulwich College, Kelly College, Tavistock, and Sandhurst. In the latter he passed out first and was awarded the King's Medal and the Anson Memorial Sword. Commissioned 2nd Lieutenant in the Connaught Rangers in October 1902, he transferred to the Indian Army in August 1904 and serving with the 32nd Sikh Pioneers. He served in the latter part of the Tibet Expedition and then in the Abor Expedition, 1911-12, for which he was mentioned in despatches (*London Gazette* 16 July, 1912 refers). Serving during the Great War, 1915-18, he was Brigade-Major of the 6th Infantry Brigade in Mesopotamia. He was thrice mentioned in despatches (*London Gazettes* 19 October 1916, 14 November 1916 and 15 August 1917, refer), awarded the D.S.O. (*London Gazette* 25 August 1917, refers) and the Serbian Order of the White Eagle, 5th Class with swords. Major de Courcy then served in the Marri Operations for which he was mentioned in despatches (*London Gazette* 18 May 1920, refers), the Afghan War of 1919 for which he was again mentioned in despatches (*London Gazette* 3 August 1920, refers), and the Waziristan Campaign of 1921-24. In 1922 he was appointed D.A.Q.M.G. Eastern Command, India. He retired from the Indian Army as a Lieutenant-Colonel in 1931 and in the same year succeeded his father as 34th Baron Kingsale, Baron of Ringrone and the Premier Baron of Ireland. He died on 21 October 1965 and was succeeded by his only surviving grandson, John.

x387 **The mounted group of eight miniature dress medals worn by Captain Sir John Leche, K.C.M.G., O.B.E., Ambassador to Chile, late 12th Lancers**

The Most Distinguished Order of St. Michael and St. George, Knight Commander's (K.C.M.G.) badge, silver-gilt and enamel; The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 1st type badge, silver-gilt; 1914 Star, with clasp; British War and Victory Medals; Jubilee 1935; Coronation 1937; Belgium, Kingdom, Order of the Crown, Knight's badge, silver and enamel, mounted court-style as worn, *good very fine* (8)

£140-180

Provenance:

Spink, April, 2009, when sold alongside the recipient's full-size awards.

John Hurleston Leche was born in Cheshire in 1889, son of John Hurleston Leche of Carden Park, Chester. Educated at Eton and the Royal Military College, Sandhurst he was commissioned 2nd Lieutenant in the 12th Lancers in 1910. He served in the Great War as a G.S.O. 3 (Intelligence) on the Western Front from 17 August 1914 and was awarded the O.B.E. and twice mentioned in despatches.

Entering the Diplomatic Service in 1919, he was awarded the Belgium Order of the Crown, 5th Class in January 1921, but served mainly in Latin American postings during a long and distinguished career, among them his appointment as Minister and Consul-General to Central America in 1939-45: 'He was very popular ... with headquarters in Guatemala. Here in his last year he gave sanctuary to deposed President of Guatemala, General Ubico, and his wife until they could be smuggled out of the country to New Orleans, and by this humanitarian act no doubt saved the fallen dictator's life' (his *Times* obituary, refers). Ambassador to Chile from 1945-49, for which services he was appointed K.C.M.G., he retired from the Diplomatic Service in 1950 and died in May 1960.

x388 **The mounted group of ten miniature dress medals worn by Brigadier H. St. G. 'The Count' Schomberg, C.B.E., D.S.O., East Surrey Regiment, a gallant Battalion C.O. who was twice wounded in 1914**

The Most Excellent Order of the British Empire, (C.B.E.), Military Division, Commander's 2nd type badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel, with integral top riband bar; 1914 Star, with clasp; British War and Victory Medals, with M.I.D. oak leaf; Defence and War Medals 1939-45; Jubilee 1935; Coronation 1937; Italy, Kingdom, Al Valore Militare, silver, mounted as worn, *good very fine* (10)

£140-180

Provenance:

Sotheby's, May 1989, Lot 439, when sold alongside the recipient's full-size awards.

Harold St. George Schomberg, fondly known as 'The Count' to his friends, was born in August 1886, son of Lieutenant-General Herbert St. George Schomberg, Royal Marines. Educated at Kelly College, Tavistock, he was commissioned 2nd Lieutenant in the East Surrey Regiment in July and promoted Lieutenant in January 1910. He served with the 1st Battalion on the Western Front from 16 August 1914 and was dangerously wounded on 24 September near the Aisne, his diary entry taking up the story:

'I suddenly felt as if I had had a hard blow on the side of the head. I reeled back and felt the blood streaming down my face and a slight stunning feeling but otherwise not bad ... I had been hit by a bullet on the top of my ear and the side of my head ... I also had two fingers hit.'

Re-joining his battalion on 30 October 1914, he was again wounded before being promoted Captain on 15 November 1914. An Acting Major from 3 August 1916, he remained in France until transferring to the 1/4th Oxfordshire & Buckinghamshire Light Infantry in Italy and latterly served as C.O. of 1/6th Gloucestershire Regiment. He was awarded the D.S.O. in June 1918, received four 'mentions' (*London Gazette* 18 December 1917, 30 May 1918, 6 January and 5 June 1919, refer) and the Italian Al Valore Militare (*London Gazette* 29 November 1918, refers).

Post-war, Schomberg commanded the 1st Battalion, East Surrey Regiment in India from December 1931 and was promoted Brigadier in November 1937. Having then been placed on the Retired List, he returned to command Shorncliffe Garrison and 222nd Infantry Brigade, being made C.B.E. (*London Gazette* 15 December 1944, refers). He died at home in Seend, Wiltshire on 11 July 1954; sold with copied *MIC* and research.

x389 **The mounted group of eight miniature dress medals worn by Brigadier O. F. G. Hogg, C.B.E., Royal Artillery**

The Most Excellent Order of the British Empire, (C.B.E.), Military Division, Commander's badge, silver-gilt and enamel; 1914 Star, with clasp; British War and Victory Medals; Defence and War Medals 1939-45; Coronation 1937; Poland, Republic, Order of Poland Restored, badge, dated '1918', silver-gilt and enamel, mounted as worn, *good very fine* (8)

£70-90

Oliver Frederick Gillian Hogg was born in December 1887, son of Colonel A. M. Hogg, 6th Bombay Lancers. Educated at Bedford and the Royal Military Academy, Woolwich, he was commissioned 2nd Lieutenant in the Royal Artillery in 1907. Advanced to Captain by 1914, he served on the Western Front from 26 August 1914 in the Royal Garrison Artillery's No. 2 Anti-Aircraft Section (his *MIC* refers). Returning home, his subsequent career was focussed on researching the use of artillery in war. He remained engrossed in his work at Woolwich, taking a number of senior technical postings throughout the inter-war years. During the Second World War Hogg held

positions as Assistant Master-General of Ordnances (1939) and Director of Military Administration (1939-46). He was awarded the C.B.E. (*London Gazette* 2 June 1943, refers) and the Order of Poland Restored (*London Gazette* 7 December 1944, refers). Widely published throughout his career, his greatest work is considered to be his monumental *The Royal Arsenal*, published in 1963. Hogg died on 19 February 1979; sold with copied research.

x390 **The mounted group of five miniature dress medals worn by Company Quarter-Master Sergeant W. S. Wayman, East Surrey Regiment**

1914 Star, with clasp; British War and Victory Medals, M.I.D. oak leaf; Army L.S. & G.C., G.V.R., 1st issue; Army Meritorious Service Medal, G.V.R., mounted as worn, *good very fine* (5)

£20-30

Walter S. Wayman served with the 1st Battalion, East Surrey Regiment on the Western Front from 16 August 1914. Having earned a "mention" (*London Gazette* 22 May 1917, refers), he is likely to have seen service with the North Russian Expeditionary Force; sold with copied research and images of the full-sized awards which are understood to have previously resided in a private collection.

x391 **The impressive mounted group of seven miniature dress medals worn by Captain C. W. Minty, Royal Army Service Corps, late Honourable Artillery Company**

1914 Star, with slide-on clasp; British War and Victory Medals, M.I.D. oak leaf; Greece, Kingdom, Order of the Redeemer, 5th Class, silver and enamel; Medal for Military Merit 1916-1917, 3rd Class, bronze, laurel wreath emblem upon riband; Serbia, Kingdom, Order of the White Eagle, 5th Class, silver and enamel; Order of St. Sava, Knight's Cross, 2nd type, with rosette upon riband, mounted as worn by *Goldsmiths & Silversmiths Co.* 112 Regent St, *miniscule enamel chipping in places, otherwise good very fine* (7)

£70-90

Cyril Ward Minty served on the Western Front in the ranks of the Honourable Artillery Company from 19 August 1914. Wounded in action on 16 June 1915, he was subsequently commissioned in the Royal Army Service Corps. Minty served in Salonika from September 1916, was promoted to Captain in July 1918, and received a mention in despatches the following year (*London Gazette* 28 January 1919 refers). Appointed D.A.D.S.T. with the British Military Mission at Belgrade, he resigned his commission in January 1921; sold with copied *MIC* and *London Gazette* verification for all of his Serbian and Greek awards.

x392 *'To lose the rank I have had the honour to bear adds heavily to the existing punishment for my offence.'*

George Brighten, formerly an Acting Lieutenant-Colonel and the holder of the D.S.O. and Bar, writing from Wormwood Scrubs in 1932.

The mounted group of eight miniature dress medals worn by Colonel G. S. Brighten, D.S.O., O.B.E., Home Guard, formerly a gallant Battalion C.O. of the 2/5th Lancashire Fusiliers

Distinguished Service Order, G.V.R., with Second Award Bar, gold, silver-gilt and enamel; The Most Excellent Order of the British Empire, (O.B.E.), Military Division, Officer's 2nd type badge; 1914-15 Star; British War and Victory Medals, M.I.D. oak leaf; Defence Medal 1939-45; Belgium, Order of the Crown, silver-gilt, silver and enamel; Belgium, Croix de Guerre, 'A' cypher, mounted as worn, *good very fine* (8)

£140-180

George Stanley Brighten was born in May 1890 and educated at Falmouth and Haileybury. With the commencement of hostilities, he enlisted in the 20th Battalion, London Regiment, direct from his employment as a solicitor. Commissioned shortly after as a 2nd Lieutenant in the 1/8th Liverpool Regiment, he served on the Western Front from 12 May 1915. Clearly a talented leader, he rose to Lieutenant-Colonel and was considered to have displayed '... still more brilliant leadership' than his predecessor, Lieutenant-Colonel B. Best-Dunkley, V.C., when he took command of the 2/5th Lancashire Fusiliers in August 1917 (*British Infantry Commanders in the First World War*, by P. E. Hodgkinson, refers). Evidence of that 'fighting' command may be found in the citations for his D.S.O. and Bar:

D.S.O. *London Gazette* 26 November 1917:

'For conspicuous gallantry and devotion to duty. When his battalion could advance no further owing to intense machine-gun fire, he went forward and personally reorganised it and established a strong defensive line. Later, when this hostile fire slackened, he at once initiated an advance which gained a considerable amount of ground. Throughout, his admirable reports were of the greatest assistance. His ability, coolness, and grasp of the situation had a marked effect on all ranks.'



389



391



392

D.S.O. Second Award Bar *London Gazette* 26 November 1917:

‘For conspicuous gallantry and devotion to duty during an enemy attack. He was commanding the Battalion in reserve and employed it with such advantage that the attack was held up and the enemy repulsed with heavy loss, many prisoners being taken. His clever disposal of his forces and his fine example of coolness did much to restore the position.’

He held command through to the Armistice and was additionally twice decorated by the Belgians and thrice ‘mentioned’ (*London Gazette*s 15 June 1916, 18 December 1917 and 27 December 1918, refer).

Returning to civilian life was clearly a strain for the gallant Brighten, whose legal practice was struck off in April 1932. He was imprisoned for three years at the Old Bailey for fraud, including an embezzled cheque of large proportions.

Happily, he was able to return to favour in the Second World War, commanding ‘K’ District of the London Home Guard with distinction. He was advanced to Colonel and awarded the O.B.E. (*London Gazette* 15 December 1944, refers); he was killed in a motor accident on 4 October 1954; sold with copied research.

x393

The mounted group of eight miniature dress medals worn by Lieutenant-Commander G. G. D. Salmon, D.S.C., Royal Navy, who, having lent valuable service aboard H.M.S. *Superb* at Jutland, was awarded a D.S.C. for his gallant command of the Q-Ship *PC-62*



Distinguished Service Cross, G.V.R.; 1914-15 Star; British War Medal 1914-20, 4 clasps, Jutland 31 May 16, Q-Ships, North Sea 1916, Narrow Seas 1918; Victory Medal 1914-19; 1939-45 Star; Africa Star; Defence and War Medals 1939-45, mounted as worn, *good very fine* (8)

£120-150

George Gordon Dunstan Salmon was born in Portsmouth in May 1889, the son of an Inspector of Machinery. Appointed a Midshipman in H.M.S. *Black Prince* in May 1906, he was serving as a Lieutenant in the *Superb* on the outbreak of hostilities in August 1914. He was subsequently present at Jutland, when *Superb* fired 54 salvos and claimed hits on the stricken *Wiesbaden*.

Having then transferred the Q-ship *PC-62* in August 1917, Salmon’s courage and leadership would be displayed to great effect on 26 January 1918. *The German Submarine War* takes up the story:

‘Just after four o’clock in the morning H.M.S. *P 62* was zigzagging between the Tuskar and Smalls across the Irish Sea when she sighted the enemy, made for him, but before the latter had time to dive, rammed him good and heartily at right angles. Now, the P-boats had been designed specifically for ramming and this one was travelling at seventeen knots. She smote the submarine just abaft the conning-tower and was brought up all standing in the darkness of night. A magnificent occasion! Down disappeared *U 84* and when dawn came it showed a sea smooth, with large quantities of oil; but a depth-charge set at 200 feet was dropped as a final full stop.’

Salmon was duly presented with his D.S.C. aboard *PC-26*. A Lieutenant-Commander by war’s end, he witnessed further active service in the Second World War; sold with copied research.

x394 **The mounted group of four miniature dress medals worn by Major B. D. Rudd, M.C., Tank Corps, the South African hero of the 1920 Olympics**

Military Cross, G.V.R.; 1914-15 Star; British War and Victory Medals, mounted as worn by *Spink & Son, London, good very fine* (4)

£40-60

Provenance:

Kaplan, Johannesburg, September 2012, Lot 268.



Bevil Gordon D'Urban Rudd was born in Kimberley in October 1894. Educated at St. Andrew's, Grahamstown, he excelled in athletics from a young age and won a Rhodes Scholarship to Trinity College, Oxford.

He subsequently served with distinction in the Tank Corps in the Great War, winning the M.C. in February 1918. But he would make his greatest mark at the 1920 Antwerp Olympics, bringing home three medals - a Gold in the 400m, Silver in the 4 x 400m relay and Bronze in the 800m, an achievement that has yet to be eclipsed by another South African athlete.

Following his marriage in 1926, a long publishing career would see him serve as editor of the *Daily Telegraph* for over a decade. Bevil died on 2 February 1953; sold with the recipient's calling card, in the name of 'Major Bevil Rudd, M.C., The Athenaeum, Pall Mall, S.W.1.', and copied research.

x395 The mounted group of twelve miniature dress medals worn by Major F. H. Plummer, M.C., D.C.M., Royal Artillery



Military Cross, G.V.R.; Distinguished Conduct Medal, G.V.R.; 1914-15 Star; British War and Victory Medals; Defence and War Medals 1939-45; Coronation 1937; Efficiency Decoration, G.V.R., Territorial, silver and silver-gilt, with four 'G.V.I.R.' Bars; Belgium, Albert Cross; Belgium, Somme Medal; Belgium, Flemish Cross, 3 clasps, Nieuport, Diksmuide, Ieper, mounted as worn, *good very fine* (12)

£60-80

Fred Harold Plummer initially served in the ranks as Sergeant and Battery Sergeant Major, Royal Field Artillery on the Western Front from 14 April 1915. He was awarded the D.C.M.:

‘For conspicuous gallantry. When the wagon lines in the rear of the position were shelled, and several men and horses killed, Sergeant Plummer exhibited great courage and presence of mind in organising the horses and getting them away from the lines. He has consistently shown great cheerfulness and energy in his work since his arrival at the front’ (*London Gazette* 11 March 1916, refers).

On being commissioned, he added the M.C. to his accolades:

‘For conspicuous gallantry and devotion to duty. He was acting as F.O.O. and was heavily shelled during the day. He succeeded in maintaining communications and directing his battery’s fire with great-effect. His information was of the utmost value’ (*London Gazette* 26 July 1917, refers).

Awarded his Territorial Decoration in February 1932, he went on to serve with 102 Middlesex Home Guard Rocket Battery during the Second World War; sold with copied research.

x396 The mounted group of six miniature dress medals worn by Captain Sir Henry Braund, Kt., who served as Adjutant of the 5th Battalion, Wiltshire Regiment in Gallipoli, where he kept the unit’s war diary and was fortunate to emerge unscathed from the action at Chunuk Bair in August 1915: he afterwards enjoyed a successful legal career

1914-15 Star; British War and Victory Medals; India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919; Jubilee 1935; Coronation 1937, mounted as worn, *good very fine* (5)

£40-60

Henry Benedict Linthwaite Braund was born in March 1893, the son of Marwood Leonard Boyd Braund, and was educated at Rugby and St. John’s College, Oxford, where he studied Law.

Commissioned as a 2nd Lieutenant in the Wiltshire Regiment in August 1914, he landed with the 5th Battalion in Cape Helles, Gallipoli in July 1915. Although at one point left in charge of numerous members of the Battalion recovering from dysentery on Lemnos, he appears to have returned to his unit in time for the costly action at Chunuk Bair on 8 August - he took over as Adjutant from Lieutenant Belcher, who had been killed in action on the 6th. On that occasion the

Turks attacked over the crest of the hill, three companies of the Wiltshires being caught in the open and all but annihilated - regimental records state 'more than half the officers and men were never seen again.' Amazingly, five men survived the ordeal after being rescued after 16 days. Others, it is said, were massacred by the Turks. In his capacity as Adjutant, Braund was responsible for keeping the unit's war diary, a difficult task in view of heavy casualties and much confused fighting.

At which point Braund departed the 5th Wiltshires remains unknown, but he appears to have been attached as a Staff Captain to 10th Infantry Brigade, 4th (Quetta) Division, around May 1918; moreover, his *MIC* entry confirms his entitlement to the India General Service 1908-35, with clasp for 'Afghanistan N.W.F. 1919'.

In 1920, Braund returned home, where he pursued a legal career and practised at the Chancery Bar until 1934. Taking up appointment as Judge of the High Court of Judicature in Rangoon, Burma in the latter year, he remained similarly employed until taking up a similar post at Allahabad in the United Provinces, India in 1939; this after having acted as Chairman of Committee appointed to inquire into the Burma riots of 1938-39. Latterly a Member of the Regional Food Commission, Eastern Region, India, 1943-44 and Chairman of the Bengal Foodgrains Policy Committee 1944, Braund was knighted in the following year.

Back in the U.K. he served as Judge of County Courts (Circuit No. 46) 1950-54 and Circuit No. 19 1953-64. He retired to Etwall, near Derby and died in April 1969; papers in respect of his legal career are held by the British Library (Asian and African Studies).

x397

The mounted group of eight miniature dress medals worn by Admiral R. G. A. W. Stapleton-Cotton, C.B., C.B.E., M.V.O., Royal Navy, Gentleman Usher of the Scarlet Rod, Registrar and Secretary of the Most Honourable Order of the Bath



The Most Honourable Order of the Bath, Military Division, Companion's Badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, (C.B.E.), Military Division, Commander's 1st type badge, silver-gilt and enamel, *minor enamel damage to lower arm of cross*; Royal Victorian Order, Badge, silver and enamel; British War and Victory Medals; Jubilee 1935; Coronation 1937; Union of South Africa Commemoration Medal, mounted as originally worn, *generally very fine or better* (8)

£140-180

Provenance:
Spink, April 2015.

Richard Grenville Arthur Wellington Stapleton-Cotton was born in November 1873 at Wellington Barracks, the eldest surviving son of Colonel The Honourable Richard Southwell George Stapleton-Cotton of Plas Llwynon, Anglesey. Entering the Royal Navy as a Cadet in 1887, he was created M.V.O. in September 1905 'on the occasion of His Majesty's visit to Marienbad', and had risen to the rank of Captain by the eve of the Great War. He was subsequently created C.B.E. for 'valuable services as Flag Captain to the Commander-in-Chief, Portsmouth, during the first two years of the War, and in connection with the escort of troopships from Southampton to Havre.'

Appointed Aide-de-Camp to H.M. The King in 1922, he was awarded the C.B. in 1926 and promoted Vice-Admiral - and appointed Gentleman Usher of the Scarlet Rod of the Order of the Bath - in 1928. Made Registrar and Secretary of the Order of the Bath in 1932, he retired in the rank of Admiral in the same year. He subsequently took part in the procession during the Coronation of King George VI in 1937 and died on 5 January 1953 in Merionethshire.

x398

The mounted group of nine miniature dress medals worn by Brigadier Sir Basil Schonland, C.B.E., South African Special Signals Service and South African 'Scientist of the 20th Century'

The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 1st type badge; British War and Victory Medals, M.I.D. oak leaf; 1939-45 Star; France and Germany Star; Africa Star; Defence and War Medals 1939-45; Africa Service Medal 1939-45, mounted as worn, *very fine* (9)

£80-120



Basil Ferdinand Jamieson Schonland was born in February 1896 at Grahamstown, South Africa, son of Professor Selmar Schonland, himself a noted botanist and founder of Rhodes University. Basil was educated at St. Andrew's College, Rhodes University and Gonville and Caius College, Cambridge.

During the Great War he served with the Signal Service, Royal Engineers in France, rising to the rank of Captain. He was wounded at Arras, being awarded the O.B.E. and twice mentioned in the despatches (*London Gazette* 3 June and 7 July 1919, refer).

Returning to Cambridge and resuming his scientific career as a research student at the Cavendish Laboratory, he excelled with studies in lightning. Back in South Africa in 1922, he took up the post of lecturer and later Professor of Physics at the University of Cape Town.

With the commencement of hostilities in 1939, Schonland rose to the rank of Brigadier with the South African Special Signals service and, by war's end was serving as Scientific Advisor directly to Field Marshal Montgomery. He was appointed C.B.E. (*London Gazette* 1 December 1944, refers).



Once again returning home, this time at the express insistence of General Smuts, he founded the South African Scientific Research Council in 1945, becoming the first Chancellor of Rhodes University in 1951, together with a directorship of the Atomic Energy Research Centre, Oxfordshire. Widely published, Knighted in 1960 and scientifically decorated, Schonland retired to The Down House, Shawford, Winchester. He died in November 1972 and appeared on a South African 45 cent stamp; sold with copied research

- x399 **The mounted group of four miniature dress medals worn by 2nd Lieutenant S. B. Tonge, M.C., Worcestershire Regiment, late Lincolnshire Regiment and Coldstream Guards**

Military Cross, G.V.R.; British War and Victory Medals; Defence Medal 1939-45, the first three mounted as worn, *nearly extremely fine* (4)

£20-30

Provenance:

Dixon's Gazette, when sold in the same edition as the recipient's full-size awards.

Samuel Bardsley Tongue initially served in the ranks with the 3rd Battalion, Lincolnshire Regiment, before being commissioned 2nd Lieutenant in the Coldstream Guards. He subsequently served with the 2/8th Worcestershire Regiment on the Western Front from 27 July 1918 and was awarded his M.C. for gallant work at Maresches on 1 November 1918 when, having personally shoot three of the enemy, he took 46 prisoners; sold with copied research.

- x400 **The mounted group of four miniature dress medals worn by Brigadier H. Shuker, Indian Army**

British War and Victory Medals; India General Service 1908-35, 2 clasps, Afghanistan N.W. Frontier 1919, Northwest Frontier 1930-31; Coronation 1937, mounted as worn, *a little polished, nearly very fine* (4)

£20-40

Harold Shuker was born in March 1893. Having been commissioned 2nd Lieutenant in the Duke of Wellington's Regiment in June 1915, he served in France with the Machine Gun Corps in February-November 1916. Transferring to the Indian Army, Shuker served with the 3/6th Gurkhas from December 1917. Shuker attained the rank of Brigadier in 1st Punjab Regiment and was onetime Provost Marshal, India. He was appointed O.B.E. (*London Gazette* 1 January 1948, refers); sold with copied research.

- x401 **The mounted group of eight miniature dress medals worn by Squadron Leader H. H. King, B.E.M., Royal Air Force**



British Empire Medal, E.I.I.R., Military Division; General Service 1918-62, G.V.R., 1 clasp, Kurdistan; France and Germany Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Coronation 1953; Royal Air Force L.S. & G.C., G.V.R.; Iraq, Active Service Medal, mounted as worn, *good very fine* (8)

£40-60

Harry Hatton King served as a Flight Sergeant (Mechanic) in No. 145 Squadron during the Battle of France and Britain. The Squadron was reformed at Croydon on 10 October 1939, as a day and night fighter unit equipped with Blenheims. In March 1940, it began to convert to Hurricanes and in May became operational, flying its Hurricanes to France to back up the Advanced Air Striking Force. The Squadron was subsequently heavily engaged during the opening weeks of the Battle of Britain. King was awarded the B.E.M. (*London Gazette* 17 March 1941, refers), the recommendation stating:

'He was left in charge of a flight whilst pilots were engaged in carrying out intensive operations over France in May 1940. The high state of serviceability maintained during these operations was in a great measure due to the tireless devotion to duty displayed by this Airman. He rendered valuable service during the initial formation of his Squadron and has invariably set a fine example to all the Members.'

Commissioned Pilot Officer on 29 April 1941, King was also the recipient of a 'mention' (*London Gazette* 24 September 1941, refers). He attained the acting rank of Squadron Leader in January 1955 and died in February 1992; sold with copied research.

- x402 **The mounted miniature dress medal named to Sergeant H. M. Butcher, South African Forces**
 Coronation 1937 (36205 Sgt. H. M. Butcher.), mounted upon brooch as worn, *very fine* £15-20
Howard Montague Butcher confirmed upon the roll as a member of the South African Contingent.

- x403 **The mounted group of nine miniature dress medals worn by Lieutenant-Commander Sir Peter Scott, C.H., C.B.E., D.S.C., late Royal Naval Volunteer Reserve**



Knight Bachelor's Badge; The Most Excellent Order of the British Empire, (C.B.E.), Military Division, Commander's 2nd type badge; Distinguished Service Cross, G.V.I.R., with Second Award Bar; 1939-1945 Star; Atlantic Star, clasp, with France and Germany; Defence and War Medals 1939-45, M.I.D. oak leaf; United States of America, European, African, and Middle Eastern Campaign Medal 1941-45; Netherlands, Kingdom, Order of the Golden Ark, Commander's badge, mounted court-style as worn, *nearly extremely fine* (9)

£600-800

Peter Markham Scott was born in London on 14 September 1909, the only son of the famous Antarctic explorer, Captain Robert Falcon Scott, C.V.O. Educated at Oundle and Trinity College, Cambridge, his early passions were art, wildlife and sailing. Excelling at the last, he represented Great Britain in the 1936 Berlin Olympic Games, winning a bronze medal in the single-handed sailing event.

His subsequent career in Coastal Forces need little introduction here, his command of the 1st S.G.B. Flotilla at H.M.S. *Aggressive* in Newhaven proving just that: he was awarded the D.S.C. and Bar and thrice mentioned in despatches. He was also awarded the M.B.E. for his skills in camouflage work; see his definitive history *Battle of the Narrow Seas*.

After the War Scott founded the Severn Wildfowl Trust and in 1961 was one of the co-founders of the World Wildlife Fund, designing the Fund's well-known Panda logo. His sporting ambitions remained, skippering the yacht *Sovereign* in the 1964 America's Cup whilst President of the International Sailing Federation and he became British gliding champion in 1963, later taking up the post of Chairman of the British Gliding Association.

Between 1955 and 1981 he regularly appeared on the television, presenting the B.B.C. Natural History series *Look*. A long time Vice President of the British Naturalists' Association, he was honoured by Conservation and Zoological Societies both at home and abroad. In 1976 he was appointed a Commander of the Dutch Order of the Golden Ark, an Order of Knighthood founded in 1971 to honour outstanding wildlife conservationists; and in 1987 he was created a Companion of Honour (C.H.) and elected a Fellow of the Royal Society. Having achieved remarkable success in many fields, Sir Peter died in Bristol on 29 August 1989; sold with copied research.

Note: The C.H. is never represented in miniature.

x404 **The mounted group of twelve miniature dress medals worn by Admiral G. G. O. Gatacre, C.B.E., D.S.O., D.S.C., Royal Australian Navy**



The Most Excellent Order of the British Empire (C.B.E.), Military Division, Commander's 2nd type badge; Distinguished Service Order, E.II.R.; Distinguished Service Cross, G.VI.R., with Second Award Bar; 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; War Medal 1939-45, with M.I.D. oak leaf; Australia Service Medal 1939-45; Korea 1950-53; U.N. Korea 1950-54; Coronation 1953, mounted as worn, *good very fine*, together with the recipient's uniform riband bar (12)

£140-180

Provenance:

Ex-Noble's, when sold with the recipient's full-size awards.

Galfrey George Ormond Gatacre was born in Cleveland, Queensland on 11 June 1907. He enjoyed a most distinguished career afloat. His D.S.C. and Bar were awarded in respect of the following deeds:

D.S.C. *London Gazette* 14 October 1941:

'For mastery, determination and skill in action against the German battleship *Bismarck*. This officer, serving in H.M.S. *Rodney* was with the Captain on the compass platform throughout the action and he handled the ship, under the Captain's instruction, with coolness and skill. His advice was on several occasions invaluable and his bearing under fire in every way admirable. By his accurate navigation and judicious selection for courses to steer he was largely responsible that H.M.S. *Rodney* was in such favourable position relative to *Bismarck* on the night of 26 May 1941.'

Bar to D.S.C. *London Gazette* 9 February 1943:

'For skill, resolution and coolness in H.M.A.S. *Australia* during operations in the Solomon Islands. During the period 16 July to 31 August 1942, when Task Force 44 was engaged in operations for the occupation of Guadalcanal and Tulagi, Commander Gatacre as Staff Officer (Operations) proved himself to be a staff officer of the highest order throughout the operations, during which many unusual and complicated situations arose. He displayed enterprise and skill combined with great stamina and capacity for work. He is quick in action and displays sound judgement and is considered to be quite outstanding.'

Gatacre subsequently added the D.S.O. to his accolades, 'for distinguished service in operations in Korean waters, whilst commanding H.M.A.S. *Anzac*' (*London Gazette* 1 June 1953, refers), in addition to the C.B.E. (*London Gazette* 1 January 1960, refers). He died in 1985; a detailed career biography may be accessed online via the Royal Australian Navy website.

- x405 **The mounted group of six miniature dress medals worn by Captain C. B. ‘Hurricane Hank’ Alers-Hankey, D.S.C., Royal Navy, a distinguished destroyer and carrier C.O. whose wartime record included valuable work at Dunkirk**
- Distinguished Service Cross, G.V.I.R., with Second Award Bar; 1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; Burma Star; War Medal 1939-45, mounted as worn, together with his miniature riband bar, *very fine and better* (6) £60-80
- Provenance:
DNW, March 2013, when sold alongside his full-size awards.
- Conrad Byron ‘Hurricane Hank’ Alers-Hankey** was born in British Columbia, Canada in February 1904, the son of Gerald Cramer Alers-Hankey, a descendant of the banking dynasty Hankey & Co.
- Entering the Royal Navy as a Cadet in the early 1920s, young Conrad was advanced to Sub-Lieutenant in January 1925 and to Lieutenant in March 1927, winning in the interim high praise for an act of bravery in the cruiser H.M.S. *Capetown* during a hurricane at Bermuda - hence his nickname.
- As Captain of H.M.S. *Vanquisher* by May 1940, he won his first D.S.C. and mention, the latter for ‘good services in the withdrawal of the Allied Armies from the beaches of Dunkirk’ (*London Gazette* 16 August 1940, refers).
- Removing to the destroyer depot ship H.M.S. *Tyne* in August 1940, Alers-Hankey is believed to have commanded the destroyer *Nestor* in the Bismarck action in May 1941. Be that as it may, he added a second “mention” to his accolades (*London Gazette* 1 January 1943 refers), before taking command of the destroyer *Limbourne*, in September 1943. As it transpired, the latter appointment was short-lived, *Limbourne* falling victim to an enemy torpedo boat in the Channel, near Guernsey, on 23 October 1943, with a loss of 42 of her ship’s company - a victim of a disastrous attempt to intercept a blockade runner which also witnessed the loss of the cruiser *Charybdis*. For his gallant example under trying circumstances, Alers-Hankey was awarded a Bar to his D.S.C.
- Having been advanced Captain he ended the war as C.O. of the escort carriers *Campania* and *Trumpeter*, out in the Far East from May 1945.
- Post-war, Alers-Hankey held a variety of appointments, among them Naval Attache at Buenos Aires 1949-50, C.O. of the *Diamond* 1951-53, and Naval A.D.C. to the Queen. The Captain, who was placed on the Retired List in June 1954, died in Chelsea, London, in November 1984.
- x406 **The mounted group of six miniature dress medals worn by Major Sir Henty Clayden, South African Engineers**
- Knight Bachelor’s Badge, silver-gilt; 1939-45 Star; Africa Star; War Medal 1939-45; Africa Service Medal 1939-45; Coronation 1953, mounted as worn, *good very fine* (6) £40-60
- Henry John Clayden** was born on 26 April 1904 and educated at Charterhouse and Brasenose College, Oxford. Called to the Bar in 1927, he practised in Johannesburg in the 1930s. Having then seen active service as a Major in the South African Engineers in Kenya, Abyssinia and Egypt in the last war, Clayden was appointed a Judge of the Transvaal Supreme Court in 1946.
- Knighted in June 1958, he was appointed Chief Justice of the Federation in 1960 and in 1962 presided over the Accident Commission following the death of U.N. Secretary-General Dag Hammarskjöld. Made a Privy Councillor in 1963, Clayden retired to Walton Street, London and died on 11 July 1986; sold with copied research and photograph of the recipient.
- x407 **The mounted group of eight miniature dress medals worn by Colonel J. E. Marnham, C.M.G., M.C., Royal Artillery, who later served with the Foreign Office**
- The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion’s badge, silver-gilt and enamel; Military Cross, G.V.I.R.; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Coronation 1953; Efficiency Decoration, G.V.R., Territorial, with second ‘G.V.I.R.’ and third ‘E.I.I.R.’ Awards Bars, mounted as worn, *good very fine* (8) £70-90
- Provenance:
Sotheby’s; sold with catalogue extract, circa 1985.

John Ewart Marnham was born in Hampstead on 24 January 1916 and educated at Mill Hill and Jesus College, Cambridge. An Assistant Principal in the Colonial Office at the start of the Second World War, he was commissioned in the Royal Artillery. Advanced to Major and awarded the M.C. and a 'mention' (*London Gazette* 22 March 1945, refers), he commanded 353 (London) Regiment, Royal Artillery from 1954-57 (C.M.G.). Retiring from the Army, Marnham was appointed to Consul-General at Johannesburg (1967-70), British Representative to the West Indies (1970-73) and Ambassador to Tunisia (1973-75). He died on 28 December 1985; sold with copied research.

x408 *'It does all white men good to have an occasional beating.'*

The Des Moines Register quotes the words of Major C. E. Collinge, Singapore Volunteer Corps, on being liberated from captivity from the Japanese in September 1945.

The mounted group of eight miniature dress medals worn by Major C. E. Collinge, C.B.E., Singapore Volunteer Corps, late London Regiment: he bravely commanded the Armoured Cars Unit during the defence of Singapore and proved to be a remarkable Camp Commander in Japanese captivity

The Most Excellent Order of the British Empire, (C.B.E.), Civil Division, Commander's 2nd type badge, silver-gilt and enamel; British War and Victory Medals 1914-19; Jubilee 1935; Coronation 1937; Defence and War Medals 1939-45; Efficiency Medal, G.V.R., Territorial, mounted as worn, *good very fine* (8)

£80-120

Cyril Ernest Collinge was born in March 1897 and was commissioned 2nd Lieutenant in the 8th Battalion (Post Office Rifles), London Regiment from the Inns of Court O.T.C., seeing action on the Western Front from March 1917.

Made a J.P. for the Straits Settlements in 1937 and Singapore Manager of Truevers & Sons, Collinge was also an active member of the Singapore Volunteer Corps. He had been the first commander of the Armoured Cars Unit during the 1930s and by the time of the Second World War was serving in the rank of Major. Having gone 'in the bag' after the fall of Singapore in February 1942, he was held in a variety of camps. At the war's end, he was Camp Commandant at the Sime Road Camp. His sobering words published in *The Birmingham Mail* and *Des Moines Register* in September 1945 include:

'Some 200 are in a critical condition from emaciation ... If they had remained under internment conditions for a few more months, I believe there would have been mass deaths. Men were dying on their feet already.'

Appointed C.B.E. for his efforts in January 1946, Collinge returned to England and retired to St. Brelades, Jersey; sold with copied research.

x409 **The mounted group of eight dress miniature medals worn by Lieutenant-Colonel D. S. Lister, M.C., The Buffs, who went on to command No. 4 Commando in the Lofoten raid in 1940**



Military Cross, G.V.R.; British War and Victory Medals; 1939-45 Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Danish Order of the Dannebrog, breast badge, Christian X issue, silver-gilt and enamel; Norway, King Haakon VII's Liberty Cross 1945, gilt and enamel, mounted as worn, in fitted *Spink & Son* leather case, *good very fine and better* (8)

£140-180

Dudley Stuart Lister was born in April 1899 and commissioned in The Buffs as a 2nd Lieutenant and joined the 1st Battalion in the Ypres salient in May 1918. He was awarded the M.C.:

‘For conspicuous gallantry when leading his platoon in a raid. He succeeded by his example and daring in enabling his men, though harassed by machine-gun fire, to reach their objective. He shot a sentry and personally secured several prisoners. He did splendid work’ (*London Gazette* 15 October 1918, refers).

Remaining a regular soldier between the wars, Lister was advanced to Lieutenant in June 1919 and to Captain in January 1932, the latter promotion taking place on his return from attachment to the Royal West African Field Force 1929-32. He had, meanwhile, in January 1926, while serving in the 2nd Battalion, The Buffs, been awarded the Knight’s insignia of the Danish Order of Dannebrog, and added to his impressive tally of boxing titles - in 1925 alone he became the Army Officers’, Imperial Service Officers’, Imperial Service All Ranks’ and British Amateur Heavyweight Champion.

Soon after the outbreak of hostilities Lister was appointed a Company Commander in No. 7 Commando, but in due course was given command of No. 4 Commando in the rank of Lieutenant-Colonel. A glimpse of him at this time may be found in James Dunning’s excellent history, *The Fighting Fourth, No. 4 Commando at War 1940-45*:

‘Tall, well-built and rugged-looking, he was an imposing figure on parade. He was a fitness fanatic, and he based his own fitness - and ours - mainly on the pre-war boxing regime of ‘road work’. So naturally, we had plenty of both speed and endurance marches which, to his credit, he led from the front. Typically, he ended one of his C.O.’s talks, in which he had been emphasising the necessity for the highest standards of physical fitness, with this rejoinder, “And what’s more, you can’t even make decent love, either, unless you are really physically fit!”

However, he suffered from ‘weak legs’ when it came to cross-country marches or hill walking, when the softer underfoot conditions took their toll on him. This wasn’t his only weakness, and I quote Lord Lovat, who wrote, ‘Dudley Lister suffered wife trouble (the old story) with a girl in every port ...’. This extravagance prompted him to try and save money, so instead of living in a hotel or billet, when we were in Troon, Lister decided to rough it and live cheaply, thereby netting his subsistence allowance, by pitching a tent on the seaward side of the famous Troon golf course. Therein, with the aid of his trusty and capable batman, ‘kipping’ in a sleeping bag on a camp bed, feeding on meals cooked on a primus stove and reading and writing by the light of a hurricane lamp, Lister survived the winter of 1941-42.’

Meanwhile, in early 1940, on the recommendation of Churchill, Admiral Sir Roger Keyes had summoned Lister to a top secret meeting at his H.Q. to discuss a raid on the Lofoten Islands, an operation codenamed “Claymore” - both No. 3 and 4 Commandos were chosen for the assault, the former under Colonel Durnford-Slater. And so it was, a few weeks later, that Lister and his Commandos (some 250 men) were embarked in the (L.S.I.) *Queen Emma*, arriving off the Lofotens on 4 March, the Colonel having set himself “Task 1” - to secure a bridgehead at Svolvær and to seal off the area with road blocks. As it transpired, Lister and his party achieved these aims within an hour of landing, in addition to gathering intelligence documents and rounding-up assorted Quislings - he established his H.Q. in the Harbour Master’s office (who was believed to be a collaborator) and gained instant popularity by distributing the latter’s wine cellar among the locals. In fact, the raid was a great success, the combined attacking force destroying 18 cod-liver oil factories (capable of producing nitro-glycerine) and taking around 215 prisoners, in addition to embarking over 300 Norwegians.

He was mentioned in despatches (*London Gazette* 27 May 1941, refers). The original joint recommendation for the Lofoten raid states:

‘All four officers carried out their tasks with admirable precision, punctuality and skill, and all kept me in the closest touch with the progress of the operations for which they were responsible. It is very clear from the results obtained that their officers and men worked very well and rapidly under their command. The tasks given to these officers called for considerable tact and quick thinking and the fact that they were carried through within the time allotted and without unpleasant incidents of any sort, shows the officers in question possessed these qualities in addition to military skill and the power of command.’

He was also awarded the Norwegian Liberty Cross *London Gazette* 25 March 1949.

Lister remained employed as C.O. of No 4 until early 1942, when he took over command of No. 10 (Inter Allied) Commando, which comprised assorted volunteers from the occupied countries,

including Belgians, Dutchmen, Free French and Norwegians. That August, some of Lister's men went into action for the first time, in the Dieppe raid, and under his hard training agenda new recruits were prepared for the Normandy landings. But the Commando was not solely employed in regular operations, his period of command witnessing his men contributing to small-scale raids on Norway and S.O.E.-type operations in Yugoslavia and Czechoslovakia.

Placed on the Retired List in September 1946, he became the Sporting Editor of a well-known London paper and an official of the Greyhound Racing Association. The Colonel died in September 1965.

x410 **The mounted group of seven miniature dress medals worn by Major A. F. Brown, M.C., South African Artillery**

Military Cross, G.V.I.R.; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Africa Service Medal 1939-45, mounted as worn, the M.I.D. oak leaf full-size, *nearly extremely fine* (7)

£20-30

Provenance:
Kaplan, Johannesburg.

Arnold Frank Brown was born in 1911 and served with the South African Artillery in Africa and Italy during the Second War. Besides his award of the M.C. - for gallant deeds in command of 66th Battery of the 4/22 Field Regiment, South African Artillery, in Italy in April 1945 - he was twice mentioned in despatches (*London Gazettes* 19 July and 18 October 1945, refer). He later took up Rhodesian citizenship.

x411 **The mounted group of six miniature dress medals worn by State Porter L. D. Hillier, Lord Chamberlain's Office, a long-served member of the Royal Household**



The Royal Victorian Medal, E.II.R., silver, with Second Award Bar; Defence and War Medals 1939-45; Coronation 1953; Jubilee 1977; Royal Household Faithful Service Medal, E.II.R., mounted court-style as worn, traces of lacquer, *good very fine* (6)

£70-90

Leslie Donald Hillier served initially in the Royal Household as a Messenger (Broken Service) in the Central Chancery of Orders of Knighthood. Awarded the Royal Household Faithful Service Medal in July 1967, he was awarded the Royal Victorian Medal in silver on 1 January 1972. His Bar was awarded as a State Porter, Lord Chamberlain's Office, on 11 June 1994; sold with copied research.

x412 **The mounted Royal Household group of eight miniature dress medals worn by Cyril Hailey, Page of the Backstairs**

Defence Medal 1939-45; Royal Victorian Medal, G.V.I.R., silver; Jubilee 1935; Coronation 1937; Coronation 1953; Royal Household Faithful Service Medal, G.V.I.R., suspension dated '1924-1944', 2 Bars, Thirty Years, Forty Years; Denmark, Kingdom, King's Medal of Recompense, Christian X, silver; Norway, Kingdom, Royal Household Medal, Haakon VII, silver-gilt, first six court-mounted as worn, last two individually mounted court-style, *nearly very fine* (8)

£70-90

Provenance:
Ex-John Tamplin Collection.

- x413 **The mounted group of nine miniature dress medals attributed to H. G. Sorensen, South African Medical Corps**
- South Africa, Good Service Medal; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Africa Service Medal 1939-45; Efficiency Medal, G.VI.R., Union of South Africa; Denmark, Kingdom, War Medal 1939-45, mounted as worn, *good very fine* (9) £40-60
- H. G. Sorensen** is understood to have been of Danish descent and served with the 3rd Field Ambulance, South African Medical Corps during the Second World War. He later saw service during the expeditions to Marion Island and Robben Island; sold mounted within an unglazed presentation frame with copied research.

- x414 **The mounted group of nine miniature dress medals worn by Lieutenant S. Dunin-Borkowski, Polish Resistance, late 3rd Polish Lancers**
- Poland, Republic (8), Cross of Valour, Type I, with second award Bar; Cross of Merit, First Class, with Second Award Bar; Cross of Merit, Second Class; Home Army Cross; Army Medal, Type III, with Second and Third Award Bars; Cross of Valour and Merit; War Medal 1918-21; Ten Year Merit Medal; Yugoslavia, Kingdom, 1941-45 Cross, mounted as worn by *J. R. Gaunt, Montreal, good very fine* (9) £40-60
- Provenance:
Morton & Eden, November 2012, Lot 557.

Stefan Dunin-Borkowski served with the 3rd Polish Lancers during the Great War and afterwards in the Silesian Uprising in 1921. During the Second World War he saw service with the Polish Maquis and assisted the Yugoslavian Partisans in their efforts, his award of the Commemorative Cross being a testament to this; sold with copied research, including a photograph of the recipient wearing his awards.

Other Properties

MINIATURE MEDALS



- x415 **Army Gold Cross**
- Army Gold Cross 1806-14, Lady's 'Sweetheart' Badge, 28mm including ring suspension x 16mm, gold and silver-gilt, marked 'C' to reverse, with integral top riband bar, *extremely fine*, mounted upon bow and tails riband £200-300

x416 A miniature Waterloo Medal of the finest quality



Waterloo 1815, 20mm including unusual crown suspension x 12mm, silver-gilt, suspended from an ornate wide suspension, with three loops and adjoining chains, 36mm, silver-gilt, *good very fine and most unusual*

£240-280

417 The miniature dress Crimea Medal named to Lieutenant J. E. Doran, Royal Navy

Crimea 1854-56, 1 clasp, Sebastopol (Lieut. I. E. Doran, R.N), contemporarily engraved naming, *good very fine*

£70-90

John Edward Doran was born at Sidmouth, Devon during 1828. He was appointed Mate in the Royal Navy in September 1849 and promoted Lieutenant whilst aboard *Persian* in September 1852. Serving with *Leander* during the Crimea campaign, he was landed as a Bluejacket during the Defence of Euratoria and at Sebastopol - he would receive a letter of thanks from Rear-Admiral Sir E. Lyons in January 1855. Doran died at Axminster, Devon in 1868; sold with copied research.

418 The miniature dress Crimea Medal named to Captain E. A. Stotherd, 60th Foot, late 93rd Highlanders, a member of 'The Thin Red Line'

Crimea 1854-56, 3 clasps, Alma, Balaklava, Sebastopol (Lt. E. A. Stotherd. 93rd Highrs.), contemporarily engraved naming, *very fine*, with top riband buckle

£70-90

Edward Augustus Stotherd was appointed Ensign in the 93rd Foot in February 1851. He served with the Regiment in the Crimean campaign (Medal & 3 clasps) before transferring to the 60th Foot. Stotherd was tragically drowned in the wreck of the *Anglo Saxon* off Cape Race, Newfoundland on 27 April 1863, aged 30.

419 The miniature dress Crimea Medal named to Captain J. G. Campbell, 42nd Foot

Crimea 1854-56, 3 clasps, Alma, Balaklava, Sebastopol (Capt. I. G. Campbell. 42nd. Foot.), contemporarily engraved naming, with *Hunt & Roskell* top riband buckle, *good very fine*

£100-140

Note:

The recipient's full-size medal, named identically is known upon the market.

John Gordon Campbell was born in Glasgow on 24 February 1830. His great uncle was Lieutenant-General Sir Colin Campbell. He purchased an Ensigncy in the Black Watch for £450 on 17 November 1848 and became a Lieutenant by purchase on 12 December 1853 and Captain by purchase on 9 May 1855. He retired by the sale of his commission on 9 May 1856 and died at Peebles on 30 November 1865.

420 The miniature dress Crimea Medal named to Captain E. N. Falkner, 30th Foot

Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (Captain E. N. Falkner. 30th Regt.), contemporarily engraved naming, *very fine*

£70-90

Edward Newstead Falkner was born at Templemore, Ireland in March 1892. He was appointed Ensign, by purchase in the 30th Foot in November 1850. Promoted Captain in December 1854, he served with the Regiment in the Crimean campaign and was present at the Battles of Alma, Inkermann and Sebastopol (Medal & 3 clasps). He was presented his Crimea Medal by Queen Victoria in May 1855 and retired in November 1860; sold with extensive research.

421 **The pair of miniature dress medals named to Major F. J. S. Lindesay, 3rd Dragoons, late 4th Dragoons and 17th Foot**

Crimea 1854-56, 1 clasp, Sebastopol (Frederick John Sandys Lindesay); Turkish Crimea (Frederick John Sandys Lindesay), both attractively engraved in contemporary 'old english' style, *very fine*, mounted as individually worn upon silver with gold retaining pin, *Hunt & Roskell* claw buckles (2)

£140-180

Frederick John Sandys Lindesay was born in June 1828 in County Tyrone, second son of the High Sheriff, Frederick Lindesay and a grandson of Sir Edwin Bayntun Sandys Bt. His mother was the joint heiress of the family estate, which included Miserden Park, Gloucestershire, and Hadlington Hall, Oxfordshire. Lindesay purchased his Ensigncy in the the 17th Foot in March 1848 and served in the rank of Captain with the Regiment during the Crimea campaign (Medal & clasp). Subsequently serving with the 3rd and 4th Dragoons, he retired home to Ireland by sale of his commission in July 1873 and died in 1877; sold with copied research.

422 **The mounted group of five miniature dress medals attributed to Admiral J. F. L. P. Maclear, Royal Navy, who commanded the *Challenger* expedition of 1872-76**

Crimea 1854-56, 1 clasp, Sebastopol; Baltic 1854-55; China 1857-60, 1 clasp, Taku Forts 1860; Abyssinia 1867-68; Turkish Crimea 1855, mounted as worn in this order, *good very fine* (5)

£300-400



John Fiot Lee Pearse Maclear was born at Cape Town in June 1838, the son of Sir T. Maclear, Astronomer Royal of the Cape of Good Hope. Entering the Royal Navy as a Cadet aboard H.M.S. *Castor* in 1851, he was promoted Midshipman and served aboard *Algiers* for the operations in the Crimea (Medal and clasp) and the Baltic (Medal). A Lieutenant aboard *Sphinx* for the China operations China (Medal and clasp), he transferred as Flag Lieutenant of the *Octavia* in 1868 for the Abyssinia expedition, in the process earning his promotion to Commander (Medal).

It would be in command of the *Challenger*, at the request of Sir George Nares that Maclear would lead the truly ground-breaking expedition of 1872-76. During her journey of nearly 70,000 nautical miles, the vessel would lay the foundations of modern oceanography and discover nearly 5,000 marine species.

Maclear himself would end the expedition with mountains, islands, plants and even rats taking his name. Succeeding Nares aboard *Alert* in 1877, they would complete important survey work in the Magellan Straights and he was promoted Admiral upon retirement in 1903. Having married a daughter of Sir John Herschel and been made a Fellow of the Royal Geographical Society and the Royal Meteorological Society, he died at Niagara in 1907.

Sold by Order of a Direct Descendant

- 423 **The miniature dress medal worn by Assistant Surgeon F. Collins, 5th (Northumberland) Fusiliers**
- Indian Mutiny Medal 1857-59, 2 clasps, Relief of Lucknow, Lucknow, *good very fine*, mounted as worn with a buckle claw and housed in a glazed frame with a fine portrait miniature of the recipient £240-280
- Sold with an original commission warrant appointing Collins a Brigade Surgeon, dated 7 January 1880.
- Please see lot 141 for the recipient's full-size medal and a biographical entry.
-
- 424 **The mounted pair of miniature dress medals named to Lieutenant of Orderlies W. McKay, Army Hospital Corps**
- Egypt and Sudan 1882-89, dated reverse, 2 clasps, Suakin 1885, Tofrek (Lieut. of Ords. W. McKay. A.H.C.); Khedive's Star 1882, the points of the Star engraved 'Lieut. of Ord. W. McKay. A.H.C.', mounted court-style, *very fine (2)* £60-80
- William McKay** was appointed Lieutenant of Orderlies in April 1876, served during the Egypt and Sudan campaign (Medal & 2 clasps; Star). He was promoted Honorary Captain in April 1886 before retiring in March 1893.
-
- 425 **The miniature dress India General Service Medal named to Captain F. A. L. Davidson, Royal Scots Fusiliers**
- India General Service 1854-95, 1 clasp, Burma 1885-7 (Lt. F. A. L. Davidson. 2nd. Bn. R. S. Fus.), contemporarily engraved naming, *good very fine*, mounted upon *Spink and Son* pin for wear £40-60
- Frederick Augustus Lascelles Davidson** was born in September 1858 and commissioned 2nd Lieutenant in the 25th Foot in October 1880. He served with the 2nd Battalion, Royal Scots Fusiliers as a Signalling Officer during the Third Burmese War (Medal & clasp). Promoted Captain in 1888 he saw further action in South Africa, including at the Battle of Colenso (also entitled to Queen's Medal & 4 clasps), before retiring in 1902.
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- 426 **The pair of miniature dress medals named to Sub-Divisional Inspector R. T. Hooper, Metropolitan Police**
- Jubilee 1897, Metropolitan Police (93. P.S: R. Hooper. R. Div.); Coronation 1902, Metropolitan Police (93. P.S: R. Hooper. R. Div.), engraved naming, *very fine*, both mounted upon original *Jenkins, London* pins for wear (2) £40-60
- Race Thomas Hooper** was born in May 1868 at Chippenham, Wiltshire. He served with 'R' (Greenwich), 'P' (Camberwell), 'V' (Wandsworth) and 'W' (Clapham) Divisions, Metropolitan Police and was promoted to the rank of Sub-Divisional Inspector on 13 May 1911 and resigned in November 1921. Hooper died on 15 May 1959 and is buried in Kingston Cemetery; sold with copied service record.

Sold by Order of a Direct Descendant

- 427 The mounted group of eight miniature dress medals worn by Brigadier-General W. G. Thompson, C.M.G., D.S.O., Royal Artillery



The Most Distinguished Order of St. Michael and St. George, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel; India General Service 1895-1902, 3 clasps, Punjab Frontier 1897-8, Samana 1897, Tirah 1897-8; Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State; 1914 Star; British War and Victory Medals, with M.I.D. oak leaf; Russia, Order of St Anne, silver-gilt and enamel, mounted as worn by *Spink & Son, 17-18 Piccadilly, London S.W.*, where applicable, *generally good very fine* (8)

£180-220

Please see Lot 559 for the recipient's full-size awards and a biographical note.

Sold by Order of a Direct Descendant

- 428 The mounted group of four miniature dress medals worn by Major M. A. Foster, D.S.O., Somerset Light Infantry



Distinguished Service Order, V.R., gold and enamel; Jubilee 1897, silver; Queen's South Africa 1899-1902, one clasp, Cape Colony; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902, mounted as worn, *toned, good very fine* (4)

£180-220

Please see Lot 554 for the recipient's full-size awards and a biographical note.

Sold by Order of a Direct Descendant

- 429 **The mounted group of miniature dress medals worn by Colonel G. D. Gray, O.B.E., K.P.M., South African Police Force**
- The Most Excellent Order of the British Empire, (O.B.E.), Civil Division, Officer's 1st type breast badge; Queen's South Africa 1899-1902, 3 clasps, Relief of Kimberley, Driefontein, Paardeberg; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; King's Police Medal, G.V.R., mounted as worn on original ribbons, toned, *nearly extremely fine* (4) £80-100
- Please see Lot 352 for the recipient's full-size awards and a biographical entry.
- 430 **The mounted pair of miniature dress medals attributed to Major-General H. P. Hickman, C.B., Royal Artillery**
- Delhi Durbar 1911, silver; Queen's South Africa 1899-1901, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1901, mounted in this order as worn, *very fine* (2) £60-80
- Hugh Pallister Hickman** was born in July 1856 and was educated at Cheltenham College. He served with the Royal Artillery from 1875, including service in South Africa and during the Great War on the Western Front. Retired in April 1918, he lived on Beaufort Gardens, Knightsbridge and died on 13 May 1930; sold with old label stating 'H. P. Hickman. Medals. Step-father of Lady M. H. Hambro', envelope from the Lord Chamberlain to Lady Hambro, dated July 1912 and copied research.
- 431 **The pair of miniature dress medals named to Private A. J. M. Shaw, Lord Strathcona's Horse**
- Queen's South Africa Medal 1899-1902, 3 clasps, Orange Free State, Belfast, Natal (A. J. Shaw); King's South Africa Medal 1901-02, 1 clasp, South Africa 1901 (A. J. Shaw), contemporarily engraved naming, *good very fine* (2) £70-90
- A. J. M. Shaw** served with Lord Strathcona's Horse in South Africa. His full-size awards were delivered to him in 1906 whilst he was serving with the Peking Syndicate, Chias-Tzo, North China; sold with roll confirmation of attribution.
- 432 **The group of three miniature dress medals named to Lieutenant A. S. Meiring, late Montmorency's Scouts**
- Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, Diamond Hill (102 Lt. [sic] Corpl. A. S. Meiring. Montmorency's Scouts.); British War Medal; Victory Medal (Lieut. A. S. Meiring), contemporarily engraved naming, *very fine* (3) £40-60
- 433 **The mounted group of seven miniature dress medals worn by Captain E. V. Whish, Royal Indian Marine**



The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 1st type breast badge, silver-gilt; China 1900, no clasp; Africa General Service 1902-56, 1 clasp, Somaliland 1902-04; Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914; 1914 Star; British War and Victory Medals, mounted as worn, *good very fine* (7)

£140-180

Please see Lot 556 for the recipient's full-size awards and a biographical entry.

- 434 **The mounted group of five miniature dress medals attributed to Lieutenant-Colonel H. K. Sadler, D.S.O., M.C., Royal Field Artillery**
- Distinguished Service Order, G.V.R., silver-gilt and enamel; Military Cross, G.V.R.; 1914 Star, with clasp; British War and Victory Medals, with M.I.D. oak leaf, mounted as worn by *Spink & Son, 17/18 Piccadilly, ribands a little frayed, otherwise good very fine* £70-90

Provenance:

Wallis & Wallis, February, 1966 when his full-size awards were sold.

Henry Knight Sadler was born in November 1877 and educated at Eton and Christ Church, Oxford. Commissioned 2nd Lieutenant in the Royal Artillery in August 1900, he was promoted Lieutenant in August 1903 and saw service in North Nigeria from November 1911-June 1912. Promoted Major in March 1915 he served with distinction during the Great War whilst commanding 25th Battery R.F.A. Sadler was twice wounded besides being awarded the D.S.O. (*London Gazette* 4 June 1917), the M.C. (*London Gazette* 23 June 1915) and being mentioned in the despatches on no less than six occasions. He died in 30 January 1961 and is buried in St. Pancras Cemetery, East Finchley; sold with the original auction catalogue and copied research.

- 435 **The mounted group of three miniature dress medals named to Captain H. G. Hegarty, M.C., Royal Air Force, late Royal Flying Corps, an Irish Great War fighter ace**
- Military Cross, G.V.R, the reverse engraved 'H.G.H. 28.5.18. R.F.C.', British War and Victory Medals, mounted as worn, *good very fine (3)* £80-120

Herbert George Hegarty was born in County Galway in 1887 and educated at Portora Royal School, Enniskillen, Ireland. He was employed as a banker with the Hong Kong and Shanghai Bank and served as a 2nd Lieutenant in the Hong Kong Volunteer Corps from October 1911-1917. On returning to the UK he joined the Royal Flying Corps in June 1917 and after training was posted as a pilot to No. 60 (Fighter) Squadron (S.E. 5a's), at St. Marie Cappel in November 1917. Carrying out offensive patrols with the squadron he amassed 2 destroyed, 2 shared destroyed and 2 forced down out of control in the space of just six months, being awarded the Military Cross (*London Gazette* 16 September 1918, refers). The recommendation, dated 16 May, states:

'On the 14th instant this officer whilst leading his patrol in extremely adverse weather, attacked alone an E.A. two-seater and fought him down from 3,000ft to 100 ft about 4 miles over the lines. He eventually drove down the E.A. which crashed. Also this morning he, together with another officer, attacked and destroyed an E.A. two-seater which crashed just in the enemy lines near Arras.

This officer has also the following victories to his credit:

29 January 1918. Attacked 6 E.A. Scouts in vicinity Sheet 20 E22 at height of 13,000 feet and succeeded in driving down one completely out of control.

4 February. Together with another officer attacked an E.A. Scout in vicinity of Sheet 28 D14 at 10,000 feet. This E.A. crashed in our lines.

18 February. Attacked an Albatros Scout over Menin at 13,000 feet which he drove down completely out of control.

30 March. Attacked an Albatros Scout S. of Albert at 12,000 feet and fought him down to 500 feet and E.A. crashed.

Lieutenant Hegarty has fought many other combats and has driven down several which he has not claimed owing to lack of confirmation. He is a bold and fearless pilot and is extremely modest. He has frequently led patrols in an extremely capable manner. Throughout the time he has served in the Squadron (five and half months) he has never missed his turn on patrol and has always shown a splendid spirit and example to all.'

He was promoted Temporary Captain and Flight Commander of 'A' Flight in June 1918 and added an Albatros Scout to his score. Having completed his tour with No. 60 Squadron he saw out the remainder of the war as an Instructor at No. 4 Fighter School. Hegarty died in Somerset in 1953; sold with comprehensive research.

- 436 **The mounted group of five miniature dress medals worn by Commander F. P. O. Bridgeman, Royal Navy, who earned the rare accolade of the Portuguese Lifesaving Medal and the French Legion of Honour, besides being present at Jutland aboard H.M.S. *Marlborough***



1914-15 Star; British War and Victory Medals; France, Legion of Honour, Chevalier's breast badge, silver, silver-gilt and enamel; Portuguese Medal for Lifesaving, silver, mounted as worn, *good very fine* (5)

£240-280

Note the manufacture of the Portuguese miniature, which is embossed with the central motifs and subsequently engraved with the surrounding text upon both obverse and reverse. See Lot 308 for the recipient's full-size awards and a biographical entry.

- 437 **The mounted group of three miniature dress medals named to Lieutenant F. J. T. Murdoch, Manchester Regiment**

1914-15 Star, the reverse engraved 'Lieut. F. J. T. Murdoch. 1/8 Bn. Manchester Regt.'; British War and Victory Medals, mounted as worn, *very fine* (3)

£40-60

Frederick James Templeton Murdoch was born in Mansourah, Egypt on 24 October 1891. As a 2nd Lieutenant in the 8th (Ardwick) Battalion Manchester Regiment, he entered the Egypt theatre of war on 24 April 1915. Serving with them in Gallipoli, he was seriously wounded at the 3rd Battle of Krithia on 4 June 1915. Returning to England, no longer fit for war service, he was seconded for duty with the Ministry of Munitions in December 1915 and was promoted to Lieutenant in June 1916. He left the Army after the war and in 1920 his address was the British Consular Agency, Mansourah, Egypt. With the start of the Second World War, he obtained a Regular Army Emergency Commission as a Lieutenant in the Royal Engineers in September 1939. On 24 October 1943 he relinquished his commission on account of ill-health and was granted the honorary rank of Captain; sold with copied *MIC*.

- 438 **The mounted group of three miniature dress medals named to 2nd Lieutenant T. H. Ruther, South Wales Borderers**

1914-15 Star (M2-150185 Pte. T. H. Ruther A.S.C.); British War and Victory Medals (2. Lieut. T. H. Ruther.), mounted as worn, the retaining pin removed, *good very fine and scarce in this detail* (3)

£50-70

Tom H. Ruther served on the Western Front from 18 December 1915 as a Private in the Royal Army Service Corps before being commissioned into the South Wales Borderers; sold with copied *MIC*.

- 439 **The miniature dress Military Medal named to Corporal L. Elliott, Royal Engineers**

Military Medal, G.V.R. (538246 Cpl. L. Elliott 28/Ds Coy. R.E.), contemporarily engraved naming, *nearly extremely fine*, mounted upon pin as originally worn

£40-60

Lewis Elliott, a native of Brighton, served with 28th Divisional Signal Company, Royal Engineers during the Great War. He was awarded the Military Medal for service on the Western Front (*London Gazette* 26 April 1917, refers) and received his medal whilst serving in Salonika; sold with copied service record.

- 440 **The group of eight mounted miniature dress medals worn by Instructor Commander E. R. Trendell, Royal Navy, late Royal Flying Corps and Royal Air Force**
- British War and Victory Medals; 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, M.I.D. oak leaf; Coronation 1937, mounted court-style as worn, *good very fine*, together with the recipient's British War and Victory Medals, mounted as worn by *A. & N.C.S.*, his inter-war trio comprising British War and Victory Medals, Coronation 1937, mounted as worn and naval miniature riband bar for all eight awards (13) £70-90
- For the recipient's full-size awards and a full biographical entry, please see Lot 8; sold with two copied portrait photographs.
- Sold by Order of a Direct Descendant*
- 441 **The mounted group of miniature dress medals worn by Lieutenant D. A. Gray, South African Engineer Corps**
- 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Africa Service Medal 1939-45, mounted as worn, together with a related uniform riband bar, *good very fine* (6) £20-40
- Please see Lot 352 for the recipient's full-size awards and a biographical entry.
- 442 **Four: The mounted group of miniature dress medals worn by Lieutenant-Commander R. M. Fillery, Royal Navy**
- Defence and War Medals 1939-45; Korea 1950-53; U.N. Korea 1950-54, mounted as worn, *good very fine* £20-30
- x443 **A most unusual Order of the Crown of India brooch**
- The Imperial Order of the Crown of India, represented upon brooch, the Badge, 29mm x 19mm, gold, stamped '18' to the reverse, the central Royal Cypher set alternately with pearls and turquoises and surmounted by Imperial Crown with red enamelled caul, applied to a gold brooch with pin-bar back, 46mm, *nearly extremely fine and of the finest quality* £400-500
- x444 **The Most Exalted Order of the Star of India, Badge, 37mm including star suspension x 25mm, gold, silver and enamel with a central onyx cameo of a youthful Queen Victoria, with integral top riband bar, nearly extremely fine, mounted upon Lady's bow and tails riband** £240-280
- x445 **The Most Eminent Order of the Indian Empire, Badge, 27mm including crown suspension x 18mm, gold and enamel, stamped '18ct' to the reverse, with integral top riband bar, extremely fine, mounted upon Lady's bow and tails riband** £160-200
- x446 **A sweetheart's D.S.O. in gold and enamel**
- Distinguished Service Order, G.V.R., 20mm, with intricate swivel suspension, suspended from an enamelled riband with pin-back, gold and enamel, stamped '18ct' to the reverse, *miniscule green enamel chipping to the obverse wreath, nearly extremely fine* £140-180
- x447 **A sweetheart's M.C. in gold and enamel**
- Military Cross, G.V.R., 20mm, suspended from an enamelled riband with pin-back, gold and enamel, *nearly extremely fine* £140-180



443



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448 **An unattributed Order of the British Empire, Order of St. Michael and St. George, M.C. group of five miniature dress medals**

The Most Excellent Order of the British Empire, Civil Division, Badge, silver-gilt and enamel; The Most Distinguished Order of St. Michael and St. George, Badge, silver-gilt and enamel; Military Cross, G.V.R.; 1914-15 Star; British War and Victory Medals, M.I.D. oak leaf, mounted as worn by *Spink & Son, 5 King Street, good very fine* (5)

£50-70

449 **An unattributed pair of mounted miniature dress medals**

The Most Distinguished Order of St. Michael and St. George, Badge; Royal Victorian Order, silver-gilt and enamel, mounted as worn, *good very fine*, in *Spink & Son, King Street* card box (2)

£20-30

- 450 **An unattributed D.S.O. group of five miniature dress medals**
- Distinguished Service Order, G.V.R., silver-gilt and enamel; 1914 Star, with clasp; British War and Victory Medals, M.I.D. oakleaf; France, Legion of Honour, mounted as worn by *Hunt & Roskell*, *good very fine*, in *Hunt & Roskell* case (5) £50-70
- 451 **An unattributed Order of St. John group of seven miniature dress medals**
- The Most Venerable Order of St. John, Badge, silver and enamel; 1939-45 Star; Burma Star; Defence and War Medals 1939-45; Coronation 1953; Efficiency Decoration, Territorial, G.V.R., mounted court-style as worn, *good very fine* (6) £30-50
- 452 **An interesting 14th/20th King's Hussars Regimental Merit Medal named to Lieutenant-Colonel J. D. L. de Wend-Fenton, King's Own Hussars**
- 14th/20th King's Hussars Merit Medal, 20mm, silver, the rim engraved 'Major J. D. L. De Wend Fenton' and the reverse dated '1933', *planchet a little buckled, nonetheless very fine*, mounted as worn upon pin £30-50
- James Douglas Leonard de Wend-Fenton** served with the 3rd King's Own Hussars, Royal Armoured Corps during the Second War. He died on active service in the Middle East, aged 52, on 6 April 1942 and is buried in the Heliopolis War Cemetery, Egypt.
- Another example of this medal features in the *OMRS Miniature Branch Broadsheet*, issue 45, 1996.
- 453 **A most attractive glazed frame of miniature dress medals**
- Twenty-four miniature dress campaign awards comprising: Indian Mutiny 1857-59, 1 clasp, Lucknow; India General Service 1854-95, 1 clasp, Samana 1891; Cabul 1842; India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98; Khedive's Sudan, no clasp; Punjab, 2 clasps, Chillianwallah, Goojerat; Afghanistan, no clasp; Queen's Sudan; China 1856-60, 1 clasp, Taku Forts 1860; Crimea, no clasp; Egypt 1882-89, undated, 1 clasp, The Nile 1884-85; Queen's South Africa, 4 clasps, Cape Colony, Orange River Colony, Transvaal, South 1901; King's South Africa 1901-01, 2 clasps; British South Africa Company Medal, Matabeleland 1893; Waterloo 1815; Sutlej 1845-46, 1 clasp, Sobraon; Turkish Crimea; East and West Africa 1887-1900, 1 clasp, Witu 1890; India General Service 1895-1902, no clasp; Army of India 1799-1826, no clasp; India General Service 1854-95, 1 clasp, Burma 1889-92; Kabul to Kandahar Star; China 1900, no clasp; Ashanti 1901, *very fine or better*, mounted for display by *Spink & Son, King Street* in a glazed wooden frame, 680mm x 635mm x 50mm, the medals surrounding a mounted print of 'Rule Britannia!' by H. Dupray - depicting British Forces hailing Britannia, *generally very fine* (24) £800-1,000
- Given the scale and nature of this Lot, collection is advised.
- 454 Punjab 1848-49, 1 engraved clasp, Mooltan, *polished, nearly very fine* £20-30
- 455 **An assortment of five Victorian campaign miniature dress medals**
- Crimea 1854-56, no clasp; Punjab 1848-49, no clasp; Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow; Abyssinia 1867-68; China 1900, no clasp, silver throughout, *good very fine, period and of quality manufacture* (5) £20-30
- 456 **An assortment of six Victorian campaign miniature dress medals**
- Afghanistan 1878-80, 1 clasp, Ali Musjid; Egypt 1882-89, dated reverse, no clasp; Egypt 1882-89, undated reverse, 1 clasp, Suakin 1884; India General Service 1854-95, 1 clasp, Burma 1889-92; Queen's South Africa 1899-1902, 4 clasps, Modder River, Paardeberg, Diamond Hill, Belfast; Khedive's Star, 1882, *good very fine, period and of quality manufacture* (6) £20-30
- 457 **An assortment of five Coronation and Jubilee miniature dress medals**
- Jubilee 1897, silver, mounted upon *Hunt & Roskell* pin; Jubilee 1897, Metropolitan Police, bronze; Coronation 1911 (2), one mounted upon pin as worn; Jubilee 1935, *good very fine and original striking throughout* (5) £20-30

- 458 **An unattributed campaign group of seven miniature dress medals**
- Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Orange Free State, Transvaal, Laing's Nek, Relief of Ladysmith, Tugela Heights; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; Africa General Service 1902-56, 1 clasp, N. Nigeria 1906; 1914-15 Star; British War and Victory Medals; Army L.S. & G.C., G.V.R., mounted as worn, *very fine and good quality overall* (7) £40-60
- 459 **Miscellaneous British Campaign miniature dress Medals**
- Miscellaneous miniature dress medals (45), comprising mixed Great War and Second War awards with a number of campaign medals struck in silver, *generally very fine* (Lot) £40-60
- 460 **An assortment of eighteen miniature dress British Orders, Decorations and Medals**
- Royal Victorian Order, silver and enamel; The Most Honourable Order of the Bath, Civil Division, Companion's Badge (C.B.), silver-gilt; Distinguished Service Order, V.R., silver-gilt and enamel, with slide top riband bar; The Most Excellent Order of the British Empire, Civil Division (2), Badge, silver-gilt and enamel; O.B.E. Officer's Badge, both mounted upon pin for wear; Distinguished Service Cross, G.V.I.R.; Military Cross, G.V.R.; Air Force Cross; Distinguished Service Medal, G.V.I.R.; Military Medal (4); Air Force Medal, G.V.I.R.; Queen's Gallantry Medal (2); British Empire Medal (2), *generally good very fine and a good representation overall* (18) £40-60
- 461 Miscellaneous miniature dress medals, an assortment of British awards, including a number of original strikings, *generally very fine* (16) £30-50
- 462 **An assortment of fifteen miniature dress medals for Long and Meritorious Service**
- including Royal Naval Reserve Decoration, E.II.R.; Volunteer Force L.S. & G.C., E.VII.R., (4), H.A.C. riband (2), one finely engraved 'Major Woolmer Williams H.A.C. London'; Army L.S. & G.C. (3); Cape of Good Hope L.S. & G.C., G.V.R.; Permanent Forces Beyond the Seas L.S. & G.C., G.V.R.; Efficiency Decoration, E.II.R.; Royal Air Force L.S. & G.C. (2); Air Efficiency Award, G.V.I.R. (2), *generally good very fine* (15) £40-60
- 463 **An assortment of eighteen miniature dress medals**
- comprising Victoria Cross; George Cross; The Most Excellent Order of the British Empire, (O.B.E.), Military Division, Officer's 1st type Badge; Distinguished Flying Cross; China 1857-60, 1 clasp, Taku Forts 1858; India General Service 1895-1902, 1 clasp, Waziristan 1901-02; Tibet 1903-04, silver, 1 clasp, Gyanste; India General Service 1908-35, 2 clasps, Abor 1911-12, Afghanistan N.W.F. 1919; General Service 1918-62, no clasp; India General Service 1936-39, 1 clasp, North West Frontier 1936-37; Defence Medal 1939-45; General Service 1962-2007, 1 clasp, Northern Ireland; Efficiency Medal, Territorial (2), G.V.I.R., E.II.R.; Coronation 1937; Jubilee 2002; Royal Navy L.S. & G.C., E.II.R.; Special Constabulary Long Service, G.V.R. (2), *a good number of fine quality contemporary examples, generally very fine or better* (18) £50-70

JUBILEE, CORONATION AND LONG SERVICE AWARDS

- | | | |
|------|--|----------|
| 464 | Empress of India 1877, silver, unnamed as issued, <i>light contact marks, otherwise good very fine</i> | £300-350 |
| x465 | Jubilee 1887, clasp, 1897, Metropolitan Police issue, bronze (P.C. F. Bentley, P. Divn.), very fine
Peckham Divison. | £20-30 |
| 466 | Jubilee 1887, clasp, 1897, Metropolitan Police issue, bronze (P.S. D. Sweeny, P. Divn.), <i>edge bruising, otherwise very fine or better</i> | £20-30 |
| x467 | Coronation 1902, Hong Kong issue, bronze, <i>good very fine</i> | £40-60 |
| 468 | Royal Navy L.S. & G.C., V.R., narrow suspension (George Tylee, Gunner, No. 1171, R.M.A.), <i>contact marks, fine</i> | £40-50 |
| 469 | Royal Navy L.S. & G.C., G.V.R., 1st issue (PLY. 9638 Henry Hall, Private, R.M.L.I.), <i>very fine</i>
Henry Hall was born in Wolverhampton on 17 August 1880 and enlisted in the Royal Marines Light Infantry in January 1899, when he was drafted to the Plymouth Division.

He was serving aboard armoured cruiser H.M.S. <i>Carnarvon</i> on the outbreak of hostilities in August 1914 and quickly saw action off the Falklands on 8 December. On that memorable occasion <i>Carnarvon</i> engaged both the <i>Scharnhorst</i> and <i>Gneisenau</i> and rescued 20 survivors from the latter ship.

Having then been awarded his L.S. & G.C. Medal in June 1915, Hall was drafted to the 1st R.M. Battalion (R.N.D.) and it was in this capacity that he was killed in action at Gavrelle Windmill in the battle of Arras on 28 April 1917. On that date, he was among 1,000 casualties suffered by the ranks of the 1st and 2nd Battalions of the R.M. Brigade, the heaviest losses inflicted on that corps in a single day: at one point in the action an overwhelming enemy counter-attack was faced off by the senior officer's rapid enlistment of his H.Q. staff, cooks and bottle-washers among them.

Hall has no known grave and is commemorated on the Arras Memorial. He left a widow, Henrietta Hall of 43 Seymour Avenue, Lipson, Plymouth; sold with copied research. | £80-120 |
| x470 | Royal Navy L.S. & G.C., G.VI.R. (PO. 22511 S. E. Gomm, Mnc., R.M.), <i>nearly extremely fine</i> | £30-50 |
| 471 | Royal Fleet Reserve L.S. & G.C., G.V.R. (SS.5868 (Dev. B. 10908) G. Ambler, A.B., R.F.R.), <i>edge bruising, very fine</i>

George Ambler was born at Leeds, Yorkshire in March 1897. A collier by trade he enlisted in the Royal Navy in May 1915. Having left <i>St. Vincent</i> shortly before she distinguished herself at the Battle of Jutland, Ambler saw service in P-class Patrol boats until war's end. The vessels were designed with a low silhouette perfect for U-boat hunting in the Channel. He was mentioned in the despatches whilst aboard <i>P 17</i> 'For services in the Dover Patrol during the period from 1st July- 31st December 1916' (<i>London Gazette</i> 23 May 1917, refers). He transferred to the Royal Fleet Reserve in May 1920; sold with copied service record. | £30-40 |
| 472 | Army L.S. & G.C., E.VII.R. (92357 C.Q.M. Sjt: T. Ewen. R.G.A.), <i>nearly extremely fine</i> | £40-60 |
| 473 | Army L.S. & G.C., G.V.R., 2nd issue (701 S.Q.M. Sjt. H. A. Ellery, A.P.C.), <i>extremely fine</i> | £40-60 |
| 474 | Army L.S. & G.C., G.V.R. (12206 S.S. Mjr. T. Carter, A.S.C.), <i>pawnbroker's mark to reverse field, otherwise very fine</i> | £20-30 |
| x475 | Militia L.S. & G.C., E.VII.R. (5277 Pte. J. Lewis, 7th K.R.R.C. Mil.), <i>edge cut at 8 o'clock, otherwise good very fine</i>

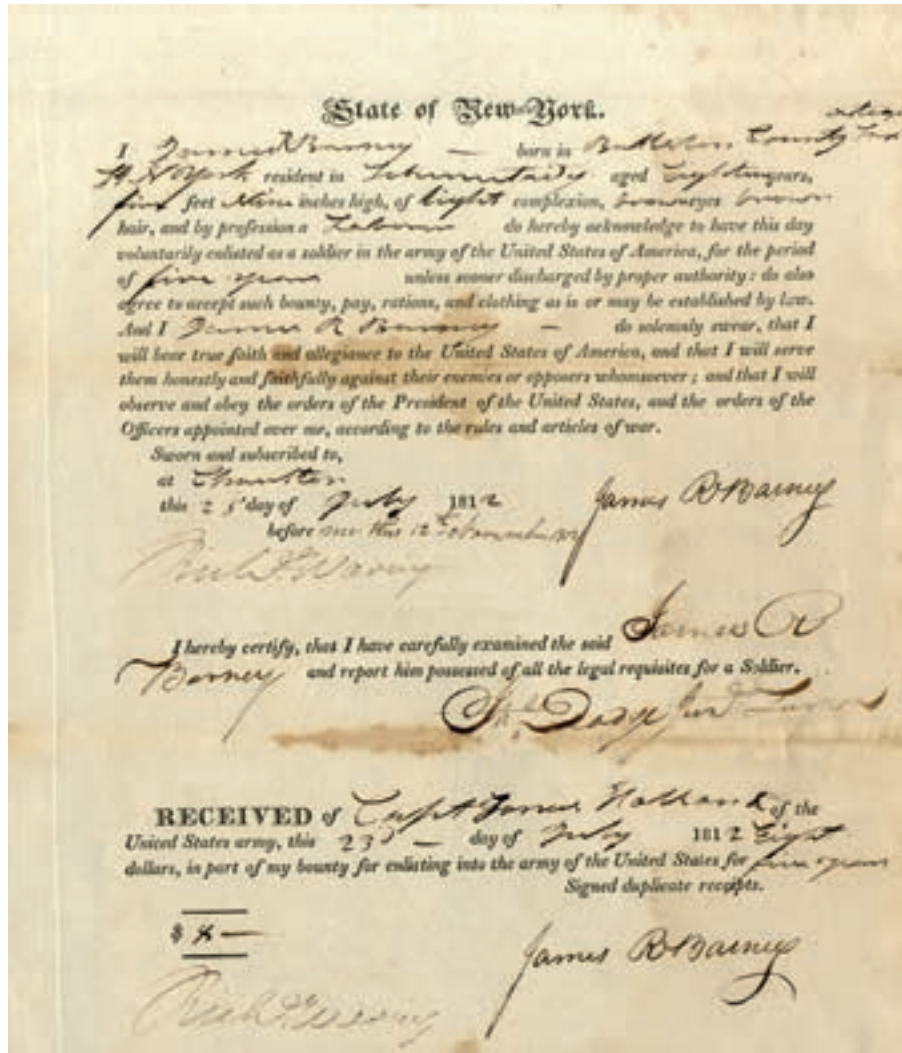
James Lewis was born in the parish of Cripplegate in London in January 1857 and attested for the 2nd Royal Middlesex Militia (Edmonton Rifles) in May 1882. He would later transfer to the 7th (Militia) Battalion of the K.R.R.C. but he was not among those selected for active service in the Boer War. He was awarded his L.S. & G.C. Medal in AO 27 of February 1905. | £250-300 |

- 476 Royal Observer Corps Long Service, E.II.R. (**Leading Observer T. W. Staniforth**), *good very fine* £100-120
Thomas William Staniforth served as Leading Observer, 18 Group, based at Leeds, and was awarded his Medal in 1959.
- 477 Royal Observer Corps Long Service, E.II.R., 1st type, with Bar (**Observer C. H. Hatcher**), *extremely fine* £140-180
C. H. Hatcher served as an Observer in No. 4 Group and was awarded his Medal in 1951 and a Bar in 1964.
- 478 Special Constabulary Long Service Medal, G.V.R., robed bust, 1 clasp, The Great War 1914-18 (**Rev. Frederick T. Astbury**), *officially corrected, nearly extremely fine* £20-30
Frederick Thomas Astbury was born at Eccles Hall, Staffordshire in 1865. He served as a Minister at the Tavistock United Reformed Church from 1901 to 1909.
- 479 Special Constabulary Long Service Medal, G.V.R., robed bust, 1 clasp, The Great War 1914-18 (**Insp. Boyd C. P. Hamilton**), *good very fine* £20-30
Boyd Cullen Polley Hamilton was born in Boulogne in 1847 and was commissioned in the Royal Marine Light Infantry in 1865. Following his retirement in 1887, he lived at Brandon House, Suffolk, where he served as a J.P. and as a magistrate at Brandon Police Station, later working at Paget Hall on Alcohol Licensing Sessions. During the Great War, he offered up his Maltings building for the local Volunteer Training Corps, attained the rank of Lieutenant-Colonel and was instrumental in organising the Corps; his wife was vice-chair of the Brandon Volunteer Aid Detachment and the Suffolk County Red Cross.
- 480 Special Constabulary Long Service Medal, G.V.R., robed bust, 1 clasp, The Great War 1914-18 (**Sub.-Insp. George R. Dix**), *minor edge bruises, otherwise very fine* £20-30
George Richard Dix was born in Mile End, Bethnal Green, London on 21 December 1872, the son of James and Emma Dix. In 1901 he married Bessie Marie Mayers and gave his profession as an iron safe maker. He was made a Freeman of the City of London on 30 October 1913 and died on 11 March 1940.
- 481 Special Constabulary Long Service Medal, G.V.R., robed bust, 1 clasp, The Great War 1914-18 (**Sergt. Burnet B. Fuller**), *good very fine* £20-30
Burnet Blanch Fuller was born at Lock's Bottom, Kent in 1864. In the 1901 census his occupation is listed as Keg Merchant, whilst in the 1911 census he is described as an Advertisement Representative of Provincial Newspapers. He was a Freeman of the City of London and died at Barnet on 1 October 1938.
- 482 Special Constabulary Long Service Medal, G.V.R., 1 clasp, Long Service 1941 (**Henry P. La-Trobe**), *minor edge bruise, good very fine* £10-20
Henry Percival La Trobe was born in Bristol on 19 February 1869 and served as Master of Music at Fulneck Boy's School, Leeds. He died there in 1949.
- 483 Special Constabulary Long Service (4), comprising: G.V.R., 4 clasps, The Great War 1914-18, Long Service 1929, Long Service 1939, Long Service 1942 (**Archibald Lorden**); G.V.R. (**Edward Avison**); G.VI.R., 1 clasp, Long Service 1948 (**Jesse B. Owen**), scratches to obverse across the cheek; E.II.R. (**Stephen J. House**); together with a Great War Special Constabulary Long Service Medal for 2 Years of Service and 150 duties, bronze, with sleeve star for service 1914-18, and Corporation of Glasgow Medal, 1914-19, silver, with 4 year clasp, engraved to reverse 'Roderick M. Ferguson', in *Edward & Sons, Glasgow* case of issue, *unless otherwise stated, generally very fine or better* (7) £40-60
- 484 Special Constabulary Long Service Medal, G.V.R., robed bust (**Asst.-Cdr. Harold Robinson**); Special Constabulary Long Service Medal, G.V.R., robed bust, 1 clasp, The Great War 1914-18 (2) (**Sergt. Frank Furnell**; **Sergt. Walter M. Lockwood**); Special Constabulary Long Service Medal, G.V.R., coinage bust (**Percy H. Begernie**), *good very fine* (4) £30-40
- 485 Special Constabulary Long Service Medal, G.VI.R. (3) (**George J. Hodder**; **Acting Sergt. Roland Baileff**; **Gordon W. Pearce**), the last mounted as worn with the recipient's Defence Medal 1939-45, *generally good very fine* (4) £30-40

- 486 Police Long Service, G.VI.R. (**Const. C. Bennett**); another similar, E.II.R. (**Sergt. Arthur L. Forber**), *extremely fine* (2) £20-40
- 487 Ceylon Police L.S. & G.C., E.II.R. (**262 Sgt. M. H. Sydeen**), officially prepared, *nearly extremely fine* £120-160
- 488 Ceylon Police L.S. & G.C., E.II.R. (**1025 Sgt. A. G. Fernando**), officially prepared, *good very fine* £120-160
- 489 Ceylon Police L.S. & G.C., G.VI.R. (**2458 Const. C. D. Gunasekera**), officially prepared, *very fine* £120-160
- 490 Imperial Service Medal, G.VI.R. (**Leonard Beer Bignell**), *extremely fine* £20-30
Leonard Beer Bignell was born in Totnes, Devon in 1879, the son of a Master Mariner. The *London Gazette* of 4 January 1918 lists his appointment by the Admiralty as a Sailmaker, H.M. Dockyards and Naval Establishments, and on 13 January 1939 he was awarded the Imperial Service Medal as an Inspector of Sailmakers, H.M. Dockyard, Sheerness. Bignell died in Portsmouth on 13 December 1954, leaving just under £2000 to his wife, Eva Mary; Bignell appears to have been the only Inspector of Sailmakers to have been awarded an Imperial Service Medal.
- 491 Imperial Service Medal, G.VI.R. (**Job Ellis, D.C.M.**), officially re-impressed naming, *good very fine* £20-30
Job Ellis served as a Lance-Corporal, latterly Sergeant, with the 2nd Battalion, West Riding Regiment from 13 April 1914. He was awarded the Distinguished Conduct Medal for gallant deeds at Mount Pleasant on 11 April 1917, the citation published in the *London Gazette* of 18 July 1917 stating:
‘For conspicuous gallantry and devotion to duty. He took over temporary command of the battalion during the advance and handled the men with the utmost confidence and skill, inspiring a fine example in the face of heavy fire.’
Ellis was awarded the Imperial Service Medal for his services as a Postman in Shrewsbury (*London Gazette* 21 October 1947, refers); sold with copied service record, war diary entries and reference to the sale at auction of his D.C.M. and 1914 Trio on 29 July 1992.
- 492 Imperial Service Medal, G.VI.R. (**Charles William Foster, M.M.**), *officially re-impressed naming, good very fine* £20-30
Charles William Foster was a regular soldier who is recorded as serving with the Royal Engineers at St. Francis Barracks, Malta, in 1911. Later advanced to Sergeant, he served in France from 19 July 1915 and was awarded the Military Medal (*London Gazette* 9 July 1917, refers); sold with copied research and reference to the sale at auction of his Military Medal on 13 September 2012.
- 493 Imperial Service Medal, E.II.R. (**John Henry Sephton**), in original case of issue, *extremely fine* £20-30
John H. Sephton served as a Night Patrol Officer in H.M. Prison, Liverpool.
- 494 Territorial Decoration (2), E.VII.R, silver, silver-gilt, unnamed with brooch bar; G.V.R, silver, silver-gilt, hallmarks for London, 1903, undated, in fitted leather case, *extremely fine* £80-120
- x495 Territorial Decoration, G.V.R., silver-gilt and silver, unnamed as issued, hallmarks for London 1922, with integral top riband bar, *good very fine* £40-60
- 496 Efficiency Decoration, G.VI.R., the reverse officially dated ‘1950’, silver, silver-gilt, complete with top bar, *very fine or better* £40-50
- 497 Volunteer Force Long Service, E.VII.R., erased naming, *good very fine* £10-15
- x498 Efficiency Medal, G.VI.R., Territorial (**W-19100. Sjt. E. R. B. Martin. A.T.S.**), *good very fine* £20-30
- x499 Efficiency Medal, G.VI.R., Territorial (**W. 5140. Sjt. M. Pendercast. A.T.S.**), *the ‘S.’ of A.T.S. double-struck, good very fine* £20-30

MISCELLANEOUS

- 500 Distinguished Conduct Medal, G.V.R., specimen planchets (2), *nearly extremely fine*; together with Crimea 1854-56, bronze specimen planchet, *nearly extremely fine* (3) £100-150
- 501 Military Medal, G.V.R., erased naming, *contact marks and polished, otherwise very fine* £20-30
- 502 Royal Naval Division, 'Nelson Battalion' cap badge, by *J. Gaunt, London, extremely fine* and scarce £20-30
- 503 An original State of New York 1812 enlistment document to James R. Barney, aged 18 years, formerly a labourer



stating true faith and allegiance to the United States of America for the period of five years, bearing the ink signature of Barney; received and signed by Captain Francis Holland, 23 July 1812, *in good condition* £60-80

- 504 **Original documentation appertaining to Schoolmaster G. Pratt, Royal Artillery**

A hand-written document reminding the recipient as to General Order No. 294 of 1867, in particular references 58 and 80, authorising a subsistence allowance and rations to the widows and orphans of trained Army Schoolmasters in India; funeral allowances may be also credited to the estates of Schoolmasters; a letter from the Military Education Branch of the War Office to the Officer Commanding Royal Artillery, Rawal Pindee, regarding the authority to increase the rate of pay of Schoolmaster G. Pratt, Royal Artillery, and requesting the signature of the latter, dated 23 March 1871, *generally in good condition* £10-20

- 505 **A selection of original Boer War photographs (12), as taken by 2nd Lieutenant H. V. Rhodes, Sherwood Foresters**
- Reverses captioned in pencil (e.g. 'Railway bridge destroyed by Boers at Fredrechstadt' and 'A days shooting at Mafeking. L. to R.: Guise, Buckle and Baraars'), *unusual and in good condition overall* (12) £40-60
- 506 **A striking Past Chief Noble's jewel of the Order of the Sons of the Phoenix**
- United Order of the Total Abstinent Sons of the Phoenix, Past Chief Noble's jewel, Star and riband, silver-gilt, silver and enamel, comprising a Star with 'Pride of the City of London' in blue enamel to the centre, florally engraved, above this the arms of the City of London, mounted upon a riband with additional devices of a handshake and intricate top section; a pair of crossed keys hanging from a banner with the title 'Treasurer' engraved upon the banner, silver, all mounted within a period gilt and glazed frame, *good very fine and of superb quality manufacture* (2) £250-300
- The United Order of the Total Abstinent Sons of the Phoenix was a Temperance Friendly Society which existed in the South East and the Midlands throughout the 19th century. They are known to have produced similar jewels of an expensive and intricate nature; sold with copied research and the frame with a label to the reverse relating to the engraving of the Star stating:
- 'Pride of the City of London Lodge. U.O.T. A.S.P. [United Order of the Total Abstinent Sons of the Phoenix]. Presented to P.C.N. [Past Chief Noble] Bro. T.J.J. Raven for Past Services Nov 26. 1880 (Silver Hallmarks)'
- 507 Bombay Service Medal 1914-18; Voluntary Work in India Medal 1914-19, in *H.M. Mint Calcutta* fitted leather case of issue, *the first somewhat worn, the second good very fine* (2) £20-30
- 508 Peace 1919 commemorative medal, silver, marked 'J. R. Gaunt, London', *good very fine* £20-30
- 509 Kingdom of Mourne, Great War Tribute Medal, silver, hallmarks for Vaughton & Sons, Birmingham 1920, 32mm, obverse with crossed rifles to centre, sailor and soldier either side, surrounded by wreath, the reverse with 'Kingdom of Mourne Presented for Voluntary Service in the Great War 1914-1918,' additionally engraved 'C. Moore', *extremely fine* £20-30
- The Kingdom of Mourne is situated on the Northern Irish coast.
- 510 **Assorted shooting badges:**
- National Rifle Association Medals (4), two of them in *Elkington & Co* fitted leather cases of issue; Army Rifle Association Medal (L Cpl. Hayworth. A); Society of Miniature Rifle Clubs Medal; The King's Shield Badge, *generally very fine or better* (7) £30-50
- 511 Great War Masonic Million Memorial Fund Jewel, silver, hallmarks for J. R. Gaunt & Son, Birmingham 1924, engraved, 'Bro. C. MacDonald. No. 4605', *good very fine* £20-30
- 512 **Cape badges of the Medical Services:**
- Queen Alexandra's Imperial Military Nursing Service Cape Badge, silver, hallmarks for Birmingham 1929; Queen Alexandra's Imperial Military Nursing Service Reserve Cape Badge, hallmarks for Birmingham 1916; another, smaller, without hallmarks; Territorial Force Nursing Service Cape Badge, silver; Territorial Army Nursing Service Cape Badge, silver; two further Great War nursing cape badges; British Red Cross Society Medal for War Service 1914-18, with top gilt riband bar; Boys' Brigade Life Saving Medal (Cpl. T. A. J. Beacock, 1925), *generally very fine or better* (9) £40-50
- 513 **Miscellaneous cap badges and accessories:**
- Guildhall Banquet commemorative medal, 28 December 1914; 'Welcome Home' badge issued to Prisoners of War of the Queen's Regiment, 1918; Battle of Jutland commemorative badge; City of London Volunteer Corps badge; Overseas Service badge; Royal Marines cap badge; Boys' Brigade cap badge; badge for Royal Service; further badges, various (6); Acme 'Thunderer' steel whistle; miniature 1914 Star, *generally very fine or better* (17) £20-40



506

BRITISH ORDERS AND SINGLE DECORATIONS

- x514 The Most Honourable Order of the Bath, G.C.B. (Military) a fine late Georgian Knight Grand Cross breast star, silver with appliqué centre in gold and enamels, 92 x 86mm, the reverse inscribed 'Wm. Gray Jeweller 13 New Bond Street', fitted with gold pin for wearing, *minor chipping to green and blue enamel, otherwise good very fine* £2,000-2,400



- x515 The Most Honourable Order of The Bath, C.B. (Military) Companion's breast Badge, 18 carat gold and enamel, hallmarks for London, date mark a little indistinct but probably 1843, complete with gold swivel ring and straight bar suspension and buckle on ribbon, in *R. & S. Garrard, Haymarket* case of issue, *nearly extremely fine* £1,400-1,800
- x516 The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck badge, silver-gilt, hallmarked for London 1916, *nearly extremely fine* £140-180
- x517 The Most Distinguished Order of St. Michael and St. George, Knight Grand Cross (G.C.M.G.) Collar Chain, comprising 24 medallions made up out of six English lions, eight Maltese crosses, four SM cyphers, four SG cyphers, and two pairs of winged lions, one pair surmounted by a crown, 1080mm, silver-gilt and enamel, with clip suspension from crown medallion to support Badge Appendant, *cleaned, otherwise good very fine* £1,800-2,200
- The Order of St. Michael and St. George does not have a separate Collar Badge, but utilises the sash Badge for this purpose.
- x518 The Most Distinguished Order of St. Michael and St. George, Knight Grand Cross (G.C.M.G.) Star, 75mm, gold, silver and enamel with gold retaining pin, circa 1840, *pin sometime adjusted and applied sections tightened, very fine, the centre of striking quality* £600-800



514



518

519 The Royal Victorian Order, case of issue for the Knight Commander's (K.C.V.O.) set of Insignia, by *Collingwood, 46 Conduit Street*, red leather outer with green velvet inserts, the reverse with label stating 'K.1187', *generally good very fine*, with full and evening-width neck ribands with fitments for wear

£40-60

520 The Most Excellent Order of the British Empire, (G.B.E.), Civil Division, Knight Grand Cross 2nd type set of Insignia, sash Badge, 94mm including crown suspension x 70mm, silver-gilt and enamel; Star, 103mm x 89mm, silver, silver-gilt, and enamel, *nearly extremely fine*, with full sash riband, in Garrard, London, case of issue (2)

£1,800-2,200

- x521 New Zealand Cross, silver, gold and silver-gilt, engraved 'SPECIMEN' to reverse centre, with gold riband buckle, in its original *Goldsmiths & Silversmiths, 112 Regent Street, London*, fitted case, *extremely fine* £2,000-3,000



This is one of two official specimens of the New Zealand Cross authorised in 1914 by the Minister of Defence, Sir James Allen, and struck by the Goldsmiths & Silversmiths Company, London. The other specimen struck at that time formed part of the collection of Dr. Hastings Irwin, and, after his death, it was passed to the Otago Museum, Dunedin. Only 23 New Zealand Crosses have been awarded and only 13 official specimens have been authorised up to the present day; formerly offered at DNW on 29 June 2006.

- 522 The Order of St. John of Jerusalem, Lady's breast badge, silver and enamel, together with related miniature dress version, both in original fitted cases of issue; St. John Ambulance Association Re-Examination Cross, silver, reverse engraved '345844 Elizabeth Hurn', hallmarks for Birmingham, 1930, *extremely fine* (3) £80-100

LIFESAVING AWARDS

- x523 Liverpool Shipwreck and Humane Society, Fire Medal, silver, with Second Award Bar, 'Second Service 28th. November 1911' (To **Fredk. Gray. For Gallant Service on 22 October 1906.**), *small edge bruise, otherwise good very fine and rare* £380-420
- Frederick John Gray** was awarded the Fire Medal in silver in the 68th Annual Report of the Liverpool Shipwreck and Humane Society.
- 'Silver Medal, Vote of Thanks and 10s. to Frederick John Gray, for rescuing a woman from a house on fire in Oxford Street, Liverpool, on 22 October, 1906.'
- He was awarded a Bar in the 73rd Annual Report:
- 'Silver Medal and Certificate of Thanks to John Montgomery; Silver Clasp to Medal and Certificate of Thanks to John Frederick Gray; also Bronze Medals and Certificate of Thanks each to James Montgomery, William Adolph, and Mariner Jones, for gallantly effecting the rescue of two women and one child from a house on fire in Mount Pleasant, Liverpool, on 28th November, 1911.'
- The design of the Fire Medal, which was carried out by Elkington and Company in 1882, is particularly interesting and was taken from a painting by Sir John Everett Millais (1829 - 1896), President of the Royal Academy. Reproduced on the obverse of the medal, it depicts a fireman in the act of rescuing children from the staircase of a house on fire; sold with copied Society Report extracts.
- x524 Liverpool Shipwreck and Humane Society, Fire Medal, bronze (To **John Hewitt for Gallant Conduct at a Fire. 30/1/04.**), *minor wear to edge obscuring naming and numerals in places, otherwise good very fine* £120-150
- John Hewitt** was awarded the Fire Medal in bronze in the 65th Annual Report of the Liverpool Shipwreck and Humane Society:
- 'Bronze Fire Medals and Votes of Thanks each to Police Sergeants 17B (R. H. Cannon), and 32H (Henry James Whitley), for their praiseworthy conduct at a fire at 8 Lynedoch Street, Liverpool, on 30 January, 1904; and Bronze Fire Medals, Votes of Thanks, and 20s. each to Francis Brown and John Hewitt, for their gallant rescue of three children in the house. Unfortunately, however, the little ones were found to have succumbed.'
- x525 **A rare Liverpool Shipwreck and Humane Society Marine Medal and Royal National Institute for the Preservation of Life from Shipwreck pair awarded to Chief Mate Thomas Lewis, for separate rescue attempts in S.S. *Earl of Erne***
- Liverpool Shipwreck and Humane Society Marine Medal, 1st type, silver medallion, 56mm. diameter, in glazed case with silver band inscribed: 'Mr Thomas Lewis Chief Mate Steam Ship "Earl of Erne" for Gallantly Jumping into Clarence Basin & Saving a Man & Boy, Feby. 1858'; Royal National Institute for the Preservation of Life from Shipwreck, G.IV.R., silver (Mr Thomas Lewis. Voted 6 May 1858), *this with traces of brooch-mounting to obverse and fitted with replacement 'double-dolphin' suspension, edge bruising and contact marks, fine, the first very fine* (2) £700-900
- Thomas Lewis** was awarded the Marine Medal in silver in the 19th Annual Report of the Liverpool Shipwreck and Humane Society:
- 'The second case is that of James Lewis, Mate of the steamer *Earl of Erne*, who, on two different occasions, jumped overboard into Clarence Basin (Liverpool Docks) and saved a man, and a boy, from drowning. A Silver Medal was presented to Mr Lewis, who, in the subsequent passage of the steamer across the Channel, was himself rescued from a watery grave.'
- One of just two such awards made that year.
- Details of the deeds behind Thomas's Silver Medal from Royal National Institute for the Preservation of Life from Shipwreck appear in Barry Cox's *Lifeboat Gallantry: R.N.L.I. Medals and How They Were Won*:

'6-10 April 1858: The barque *Mary Stoddart*, standing from Carlingford, Co. Louth, Ireland, into Dundalk Bay in a gale, was seen to be in distress by Captain Johnson who went to her assistance. Acting on his advice, the barque managed to anchor near the rocks and, after more than six hours, he returned to Dundalk with a high sea running. Next day, in another boat, Captain Johnston returned and managed to get aboard the casualty where the weather forced him to remain; his boat steamed off to seaward. By the end of the day the *Mary Stoddart* had dragged one and a half miles and was aground in 12 feet of water, with five feet over her deck and the crew in her rigging. On the 8th, although the gale was still fierce and the sea very high, boats were manned by Mr. Connick in charge of one of them, but they were soon forced to return. The following morning found the gale blowing with great fury yet other boats made further rescue attempts, those led by Mr. Lewis and Mr. Gilmer among them. None was successful, except that at 1 p.m. a boat from Balluragan got alongside the casualty but the survivors were too weak to do anything. Meanwhile, other attempts were being mounted and, at 5 p.m. a boat in the charge of Mr. Shankey put off from Gyles Quay and was able, three hours later, to land Captain Johnston and six men. Returning to the wreck with two fresh hands in his crew, Mr. Shankey brought ashore the remaining survivors at 6 a.m. on the 10th. Seven members of the barque's crew had perished. The other four medal winners had led rescue boats in the sustained efforts.'

A total of nine Silver Medals were awarded for this rescue.

The *Earl of Erne* was an iron paddle steamer, built by Robert Napier & Sons, Govan, and launched on 17 May 1855. Owned by the Dundalk Steam Packet Company, and registered at Dundalk, she offered a passenger and cattle service from there to Liverpool. Her history included the lifesaving exploits associated with the barque *Mary Stoddart*, but on 10 May 1869 the *Earl of Erne* ran down and sank the Chepstow schooner *Wye*, laden with copper ore, off the Mersey bar; the schooner's crew was rescued by the *Earl of Erne's* boats. In 1909 she ran into a trawler and in 1917 she collided with the S.S. *Clan Macfadden*, both vessels running without lights due to the suspected presence of U-Boats. The *Earl of Erne* was eventually wrecked in the Mediterranean in 1926.

- x526 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**Willm. Dalling for Jumping Overboard from S.S. "Oregon" in the Mersey to Rescue a Passenger, April 18. 1889.**), *good very fine* £100-120

William Dalling was awarded the Marine Medal in silver in the 50th Annual Report of the Liverpool Shipwreck and Humane Society:

'A Silver Medal and Vote of Thanks to William Dalling, seaman on board the steamer "*Oregon*", for having on the 18th April 1889, jumped overboard into the Mersey and rescued a passenger who had fallen from the steamer's forecastle. The tide was running very strong at the time, making the work one both of difficulty and danger, and the two men had drifted half a mile astern of the ship before they were picked up by its boat.'

The River Mersey has the third highest tidal run in Europe with the current reaching ten knots in places, equivalent to 11.5 miles per hour; the average water temperature is 8.9 degrees in April; sold with copied extract from the Society records.

- x527 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**To James Hunt. Stoker. 2nd. Class. H.M.S. Vanity. "For Gallant Service," 3-7-25.**), *severe edge bruise and loose suspension, otherwise very fine* £100-120

James Hunt was awarded the Silver Medal and a Certificate of Thanks for rescuing a boy of 9 years in peril of drowning in the King's Dock, Liverpool, on 3rd July 1926; sold with research that states that although the citation is not recorded in the 87th Annual Report, the events which led to the award can be found in an extract from a newspaper cutting attached to the Minutes of a Committee Meeting held on 29 July 1925.

- x528 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**To Charles Wilson Fearon. For Gallant Service at Meols on 26th. July 1911.**), *minor edge bruising and evidence of surface preparation for engraving, otherwise good very fine* £100-120

Charles Wilson Fearon was awarded the Marine Medal in silver in the 73rd Annual Report of the Liverpool Shipwreck and Humane Society:

'Silver Medal and Vote of Thanks to Charles Wilson Fearon, also Vote of Thanks to Cecil Darley, for rescuing three young lady bathers from danger of drowning in the sea at Meols, on 26th July, 1911.'

Meols is a village on the northern coast of the Wirral Peninsula, between Hoylake and Wallasey, taking its name from the Old Norse for 'sand dunes'. Popular with holidaymakers, the beach gives way to a vast expanse of mudflats which are a haven for birdwatching, but which can trap the unwary with a rapid change in tidal conditions.

Sold with original citation from the Liverpool Shipwreck and Humane Society, annotated in pen to the reverse by a previous custodian of the medal: 'My parents took my self, brother and friends to play cricket on the sands at Meols during many summers, 1945-55, as we lived at Greasley. It was a regular occurrence for people to be caught on the tricky sandbanks. Often people swam from the sandbanks to save their lives; these ladies were unaware of the currents, went out too far and returned too late, and could not swim back again.'

- x529 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**Richard Williams for Gallantly Jumping into the Mersey and Saving a Boy. 8 April 1874.**), named in engraved running script, *edge bruising, otherwise very fine* £100-120
- Richard Williams** was awarded the Marine Medal in silver in the 35th Annual Report of the Liverpool Shipwreck and Humane Society:
- 'To Richard Williams, boatman, a Silver Medal, for jumping into the river from the George's Pier-head, and rescuing a boy who had fallen in and was nearly drowned, on the 9th of April, 1874, in a rough sea. This rescue was very gallantly effected, and it is the third life Williams has saved.'
- George's Pier Head is a riverside location in the City Centre of Liverpool. It is part of the Liverpool Maritime Mercantile City UNESCO World Heritage Site, which was inscribed in 2004. As well as a collection of landmark buildings, recreational open space, and a number of memorials, the Pier Head was the landing site for passenger ships travelling to and from the city.
- x530 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**To William Bate. for Gallant Service at Widnes 4th. June 1917.**), *edge bruise and damaged claw, otherwise very fine* £100-120
- William Bate** was awarded the Marine Medal in silver in the 78th Annual Report of the Liverpool and Shipwreck Society:
- 'A Silver Medal and Certificate of Thanks to William Bate for gallantly rescuing a girl from the river, near the Transporter Bridge, Widnes, Cheshire, on June 4th 1917. Bate has only one arm, which rendered the service more difficult.'
- The Runcorn to Widnes Transporter Bridge crossed the river Mersey and Manchester Ship Canal. linking the towns of Runcorn and Widnes. Completed in 1905, it was Britain's first transporter bridge and the largest of its type ever built in the world, with a span of 1000 feet; sold with original Society citation.
- x531 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**Nicholas Grumley, Mate Woodside Stage for Having Rescued a Boy from Being Drowned in the Mersey July 4 1893.**), *fitted with replacement floral claw, otherwise very fine* £80-100
- Nicholas Grumley** was awarded the Marine Medal in silver in the Extract 55th Annual Report of the Liverpool Shipwreck and Humane Society:
- 'A Silver Medal and 20s., with repairs of watch, to Nicholas Grumley, Mate, Woodside Landing Stage, for having jumped into the River Mersey at the back of the stage and rescued a boy, who, while playing on the lower end of the floating bridge, had fallen into the river and was being carried away by the ebb tide, on the 4th July, 1893.'
- The Woodside Landing Stage was a floating landing stage which opened at Birkenhead in 1861 and could rise and fall with the tide; sold with copy citation from Society records.
- x532 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, silver (**To Wm. Carroll. For Gallant Service at Birkenhead. 27th June 1912.**), *good very fine* £100-120
- x533 Liverpool Shipwreck and Humane Society Marine Medal, 3rd type, bronze (**To Cyril Malone, for Gallant Service. 16/11/35.**), *claw tightened, edge bruise, very fine or better* £100-120

- x534 Liverpool Shipwreck and Humane Society, General Medal (1894), silver (**Owen Thompson for Stopping a Runaway Horse in Regent Rd. on 22nd January 1905 at 2.45. p.m.**), *edge bruising, very fine or better* £100-120
- Owen Thompson** was awarded the General Medal in silver the 64th Annual Report of the Liverpool Shipwreck and Humane Society:
- ‘Silver clasp, Vote of Thanks, and 20s. to Police Constable 136E (John Reed), and Silver General Medal and Vote of Thanks to Owen Thompson, tobacconist, of 34 Regent Road, Bootle, for pluckily stopping a runaway horse attached to a light float in Regent Road, on January 22nd, 1903, at 2.45 pm. Police Constable Reed already holds the Society’s Silver General Medal.’
- According to the website of the Liverpool Shipwreck and Humane Society, of approximately 1,400 awards of the General Medal, over 1,200 were for the stopping of runaway horses. Practically every one of these heroic deeds took place on the streets of Liverpool when, more often than not, it required the rescuer to leap out in front of one - or a pair - of frightened horses, stampeding down a cobbled street and pulling a heavily laden wagon at speed. It was not unusual for the rescuer to be seriously injured on such occasions; sold with copied citation and Annual Report for 1903.
- x535 Liverpool Shipwreck and Humane Society, General Medal (1894), silver (**Isaac Lipson for Gallantly Stopping a Runaway Horse in South John St. on 10 Nov. 1903.**), *minor edge bruising, otherwise very fine* £100-120
- Isaac Lipson** was awarded the General Medal in silver the 65th Annual Report of the Liverpool Shipwreck and Humane Society:
- ‘Silver Medal and Vote of Thanks to Isaac Lipson for gallantly stopping a runaway horse in South John Street on 10th November.’
- Sold with a letter from E. G. Williams, dated 23 June 1976, Secretary to the Liverpool Shipwreck and Humane Society, confirming the award.
- x536 Liverpool Shipwreck and Humane Society, General Medal (1894), silver (**To Fredk. Smith for Gallantly Stopping a Cycle and Saving a Girls Life at Eastham, 17 April 1901.**), *lacking upper brooch buckle, otherwise good very fine or better* £100-120
- Eastham is a village on the Wirral Peninsula, to the south of Bromborough and to the east of Willaston.
- x537 Hundred of Salford Humane Society Medal, cruciform type, silver (**Presented to J. Middleton, Liverpool, 9th March 1898, For Saving Life.**), *lacking top riband buckle, good very fine* £120-150
- The Humane Society for the Hundred of Salford was set up in 1789 and revived in 1824, for the recovery of persons apparently drowned or dead. It paid out rewards to individuals who had undertaken the rescue of drowning persons and also placed rescuing apparatus at various stations around Salford.
- x538 **An interesting Royal Humane Society Medal group of three awarded to Company Quarter-Master Sergeant J. G. Halsey, Royal Irish Regiment, late King’s Royal Rifle Corps**
- Following a chequered start to his military career - in which deserted on three occasions - he settled down to life as a rifleman and won the Society’s bronze medal for rescuing a Sepoy in the River Manipur during the Lushai operations of 1892**
- India General Service 1854-95, 1 clasp, Lushai 1889-92 (5859 Pte. J. Halsey, 4th Bn. K. Ryl. Rifles), officially re-engraved naming; Army L.S. & G.C., E.VII.R. (625 C.S.M. Instr. J. Anderson, S. of Msky.), ‘Anderson’ being an old alias; Royal Humane Society’s Medal, bronze, small (Private J. G. Halsey, 4th King’s Royal Rifles, 7th May 1892), complete with brooch bar for wearing, *the first with re-riveted suspension claw, contact marks, generally very fine* (3) £300-350
- John George Halsey** was born at Mimms, Tottenham on 13 December 1865 and enlisted in the Bedfordshire Regiment in December 1884, aged 19 years.



Thrice a deserter

He was posted to the 1st Battalion at Colchester but deserted in April 1884 and made his way to London, where he joined the Royal Marines Light Infantry under the alias of 'John Smith'.

In September 1886 he deserted for a second time and enlisted in the East Surrey Regiment at Kingston-on-Thames, using the alias 'John Anderson'. He was promoted to Lance-Corporal and passed his 2nd Class Certificate of Education. At this point in time - the summer of 1887 - he confessed to his fraudulent enlistment and earlier desertion from the Bedfordshires and R.M.L.I.; he was given the benefit of the Queen's Pardon, the Admiralty and Bedfordshires saying they no longer required his services.

There matters might have rested but for Halsey striking a fellow soldier and ending up in front of a Regimental Court Martial in December 1887. He was convicted of the offence and reduced to the ranks. A few days later, he slipped out of barracks and did another runner, this time enlisting in the Northumberland Fusiliers under the alias of 'John Mckenzie'. But his past misdemeanours soon caught up with him and he was sentenced to 56 days imprisonment with hard labour. That sentence fulfilled, he was posted back to the East Surreys and embarked for India in October 1888.

Back on the straight and narrow - Royal Humane Society Medal - rapid promotion

In the summer of 1890, Halsey transferred - officially! - to the 4th Battalion, King's Royal Rifle Corps at Allahabad and he was subsequently present in operations in the Lushai country in 1891-92, latterly as a member of the Kanhow Column (Medal & clasp).

It was during the course of these operations that he undertook a gallant rescue on 7 May 1892. The relevant Royal Humane Society case book entry describes how he went to the rescue of Sepot Peer Khan of the 4th Madras Pioneers, who was swept away by a strong current in the Manipur River. Halsey managed to reach Khan and to hold him up until Surgeon Captain E. C. White swam out to their rescue. White and Halsey were awarded the Society's bronze medal; case book entry 26,159 of 11 November 1892, refers.

Back home, Halsey gained rapid promotion, being advanced to Corporal in May 1893 and to Lance-Sergeant one year later. He extended his service to complete 12 - and later 21 - years with the Colours, passed his 1st Class Certificate of Education and was advanced to Colour-Sergeant in July 1899. Having then transferred to the School of Musketry at Hythe, he was awarded the L.S. & G.C. Medal in AO 242 of 1907 and advanced to Quarter-Master Sergeant Instructor. He was discharged in February 1909 and settled in Hertfordshire.

With the advent of hostilities in August 1914, Halsey volunteered for service in the Royal Irish Regiment, and he served in the 3rd and 5th Battalions in England and Ireland in the period leading up to his final discharge as a Company Quarter-Master Sergeant in March 1919; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

- 539 Royal Humane Society, large bronze medal (successful) (**Elias Wanell Shipwright 2 Dec 1865.**), *nearly extremely fine* £160-200
- Minutes of the Royal Humane Society Committee Meeting, 17 January 1866, state:
- ‘That the courage and humanity displayed by Elias Wannell, in having on 2nd December 1865, jumped into the Basin, and Devonport, to the relief of William Spiller who had fallen therein, and whose life he saved, call forth the sincere Thanks of this committee, which are hereby presented to him inscribed on Parchment.’
- Although the recipient would appear to be entitled to the Parchment rather than Medal, other examples are known to exist and this example appears entirely correct; sold with copied correspondence.
- 540 Board of Trade Medal for Gallantry in Saving Life at Sea, V.R., large, silver (**Patrick Picot Wrecks of the “Flower of Olrig” and the “James” on the 31st. March 1887.**), in embossed case of issue, *minor edge bruise, nearly extremely fine* £380-420
- Patrick Picot**, was a boatman at Scrabster, an important Scottish fishing port of its day and later a through port for Scapa Flow.
- On 31 March 1887 a fearful storm raged at Thurso which drove two schooners ashore in Murkle Bay, both becoming total wrecks. The schooners were bound for Castlehill Harbour, the *James* laden with coal and the *Flower of Olrig* holding a cargo of manure. As soon as the perilous condition of the schooners was observed, the rocket apparatus, under the charge of Mr. Russell, chief-boatman, was speedily conveyed to Murkle Bay, where the crews of both vessels, ten in all, were safely brought ashore. The *Birmingham Daily Post* adds more detail:
- ‘On the occasion in question, Picot repeatedly went into the surf, at the risk of his life, to keep the lines used in connection with the rocket apparatus clear of the rocks, and thus enabled the crews of both vessels to be brought safely by land by means of the apparatus.’
- 541 Board of Trade Medal for Gallantry in Saving Life at Sea, V.R., large, silver (**Duncan Murphy, Wreck of the “Annabella” on the 12th November 1888**), in damaged embossed case of issue, *nearly extremely fine* £300-350
- Duncan Murphy**, a Mate aboard the steamship *Iberia* was one of two men who was awarded the Board of Trade’s silver medal for going to the rescue of the barque *Annabella*, of Banff, which was sinking in the Bay of Biscay following a gale. On 12 November Murphy manned the rescue boat and succeeded in bringing ten crew to safety, but not before he had been washed overboard and the carpenter had been severely injured. Murphy made two trips to rescue the crew.
- At Ardrossan Town Hall on 9 December 1887, Murphy, by now promoted to Captain of the *Westphalia*, received a cheque for £26 as compensation from the Board of Trade for his injuries. Upon accepting:
- ‘Captain Murphy, in returning thanks, said when he performed the service referred to, he had had no thought of reward, he simply acted through a sense of duty.’ (*Glasgow Herald*, 9 December 1887, refers).
- 542 Board of Trade Medal for Gallantry in Saving Life at Sea, V.R., large, bronze (**Charles Glenn Wreck of the barque “Kwasind” on the 15th. November - 1877.**), in somewhat damaged embossed case of issue, *nearly extremely fine* £200-240
- Charles Glenn**, Boatswain’s Mate of the S.S. *England*, was awarded the Board of Trade’s Bronze Medal for Gallantry for his service in rescuing the crew of the barque *Kwasind* on 15 November 1877

‘At 2 o’clock on the afternoon of 15 November, the *Kwasind*, of Swansea, was sighted flying a flag of distress by the *England*. She rounded to, with her head to the sea, to avoid the heavy rolling caused by the immense waves. The starboard lifeboat was then launched with considerable difficulty, and manned by Chief Officer Hadley and nine sailors. When the boat came within hailing distance of the distressed vessel the Captain, Evan Davies, cried out that his vessel was sinking, his crew exhausted by the incessant labour, and that he desired to abandon the barque. Mr. Hadley, after much difficulty, managed to lay the lifeboat alongside the barque and near enough for the men to jump aboard her from the rail. Ten men thus jumped into the boat, and at last Captain Davies, thinking that all were off the vessel, followed their example.

The lifeboat had gone a long distance from the abandoned barque when a man was seen gesticulating fiercely upon her deck. The unfortunate seaman was told that his only chance for life lay in jumping overboard and swimming. He followed this advice and was picked up. The work of rescue occupied two and a half hours, and the rescued crew were landed at New York.’ (*The Sea Gallantry Medal*, by R. J. Scarlett, refers).

For this rescue the Captain of the *England*, Mr. W. H. Thompson, was awarded the Board of Trade’s Silver Medal for Humanity; Chief Officer Hadley the Board of Trade’s Silver Medal for Gallantry, and the nine sailors who accompanied him in the lifeboat the Board of Trade’s Bronze Medal for Gallantry. Thompson and Hadley were additionally awarded the Mercantile Marine Services Association Silver Medal for this rescue, and the Liverpool Shipwreck and Humane Society awarded Thompson a gold clasp to his existing Gold Medal.

543 Sea Gallantry Medal (Foreign Services), G.V.R., silver (**Fritz Meyer, “Volturno”, 9th October 1913**), *good very fine*

£240-280

Fritz Meyer was the Assistant Purser aboard the German steamer *Seydlitz* which was constructed in 1902 and build for steerage passenger and freight transfer between Bremen and New York. In October 1913 he found himself involved in one of the most dramatic maritime tragedies of the pre-war years, when the twin screw, triple expansion engine steam ship *Volturno* caught alight in the North Atlantic, six days out of Rotterdam. The flames were fuelled by a cargo of peat moss, straw covers, hides, rags, oil, celluloid, cotton, wines and luggage, and very quickly they burst through the decks placing the lives of 539 emigrants, 22 cabin passengers and 93 crew at grave danger.



According to R. J. Scarlett’s *Sea Gallantry Medals*:

‘Fire at sea is always one of the most terrible calamities, but this is a disaster with many unusual features. Raging flames, hideous boat disasters, superb heroism, and the final dramatic rescue in mid-Atlantic by twelve ships of different nationalities.’

Shortly before 7am the word "Fire" quickly passed from one end of the ship to the other. As soon as Captain Inch heard this, he ordered the ship to be turned round so as to bring the wind aft and take the flames over the bows instead of through the ship. An explosion blew off No. 1 hold, flames shooting as high as the foremast, trapping three men and a boy within the forecastle who thus met a terrible death. Every effort was made to get the fire under control, but it rapidly spread to the bridge, deckhouses and life-rafts, so the Captain therefore ordered the immediate launching of the boats in a heavy swell.

In the rolling waves the lowering gear jammed, nearly tipping all 41 occupants in the first boat overboard. The Chief Officer managed to scramble back on board, but the boat was driven away by the force of the sea and never seen again. The same fate befell the second boat lowered, the third was swamped with all perishing, whilst the fourth was smashed against the ships side with all drowning. Orders were given to cease lowering any more boats.

Five hours later, the first rescue ship, *Carmania* arrived, followed by *Seydlitz*. With such a swell, no further boats could launch, so as darkness fell, all that could be done was to place searchlights upon the ship - only to make more clear her desperate plight. At 8.45pm the steam in the *Volturno* had entirely failed and no longer could the flames be fought. At 9pm the bridge burst into flame and a few minutes later the magazine containing the ship's explosives went up with a deafening roar, with flames seventy feet high. In desperation, Inch gave orders for the passengers to jump into the sea and with many reluctant to do so, he then ordered the crew to set an example and lead the way, either jumping or using life lines down the ships side. It was at this time that the waiting boats and their crews from the rescue ships performed many a heroic deed in saving life, Fritz Meyer included.

According to official records, the rescue boats from *Seydlitz* saved 29 passengers and 16 crew.

The Board of Trade awarded 152 silver Sea Gallantry Medals (Foreign Services) to officers and men, but interestingly Meyer would not receive his award until 1925 due to the Great War. It hadn't been until 1923 that the Board of Trade found itself wondering whether the German officers and men of the *Seydlitz* and *Grosser Kurfurst* had ever received their awards. They appear to have languished in a safe in the British Embassy in Berlin since 1914; sold with a quantity of copied research.

AWARDS TO THE BERKELEY FAMILY

Sold by Order of a Direct Descendant

- 544 Canada General Service 1866-70, 1 clasp, Fenian Raid 1866 (**Capt. F. G. Berkeley 47th. Regt.**), a slightly late claim, engraved naming in serif capitals, *traces of lacquer, nearly extremely fine* £300-350

Frederick George Berkeley was born in April 1841 and was appointed Ensign in the 47th Foot in July 1858 and promoted Lieutenant in February 1860. Arriving in Canada in 1861, Berkeley was promoted Captain in June 1864 and served during the Fenian uprising of 1866, before postings to Barbados in 1868 and the cooler climbs of Ireland in 1870. Appointed Major-General of the Loyal North Lancashire Regiment in August 1897, he retired to The Almners, Chertsey in 1901, as Commanding Officer of the 47th District. Berkeley died on 6 December 1906, his coffin draped in the Union Jack and carried by his four sons (*Manchester Courier & Lancashire General Advertiser* 7 December 1906, refers). He left an estate of £25,461, which included a silver cup from the men of the 3rd Lancashire Militia, given to his son, Charles Walter.

- 545 Six: Colonel C. W. Berkeley, London Regiment, late City of London Imperial Volunteers, who having been severely wounded during the Boer War, commanded 2/7th Battalion 'Shiny Seventh' London Regiment during the Great War



Queen's South Africa Medal 1899-1902, 3 clasps, Cape Colony, Orange Free State, Johannesburg (Capt. C. W. Berkeley. C.I.V.); British War and Victory Medals, M.I.D. oak leaf (Col. C. W. Berkeley.); Territorial Force War Medal 1914-19 (Lt. Col. C. W. Berkeley. 7-Lond. R.); Coronation 1902, unnamed as issued, silver; Territorial Decoration, E.VII.R., silver, silver-gilt, hallmarks for London 1909, with integral top riband bar, this adapted for mounting, reverse attractively engraved 'Lt. Col. C. W. Berkeley, 7th Battn. London Regt.', *generally very fine and better* (6)

£600-800

Charles Walter Berkeley was born in August 1867, first son of Major-General Fredrick George Berkeley. Educated at Rossall School, Fleetwood, Lancashire, he served with the City of London Imperial Volunteers during the Boer War, being severely wounded at Florida on 29 May 1900 in the process. Berkeley saw action at the engagements at Houtnek, Vet River, Zand River and Doornkop. During the Great War, he Commanded the 2/7th Battalion, London Regiment. First at home from

their raising in November 1914, and then on the Western Front from 26 January 1917, where he led his men during their first engagement, during the Second Battle of Bullecourt in May 1917. Heavily shelled and counter-attacked having taken a German trench, they gallantly held the position despite taking 120 casualties. He was duly mentioned in the despatches (*London Gazette* 23 July, 1917 refers). Berkeley led his Battalion to the Armistice, a period that witnessed his men engaged at Ypres, inflicting heavy casualties on the Germans in September having moved up the line through Genoa Farm. Having suffered heavily from gassing at Villers Bretonneux, during which they observed the first tank versus tank action in history, they led the opening attacks at the Battle of Amiens and finished the War at Beloit, Belgium; sold with copied *MIC* and research.

546 **The Great War C.I.E. group of six awarded to Lieutenant-Colonel A. M. Berkeley, Indian Army, who despite being convicted of cheating during his Sandhurst entrance examination, led a distinguished career in the Assam Railways**

The Most Eminent Order of the Indian Empire, (C.I.E.), Companion's 2nd type breast badge, gold and enamel; 1914-15 Star (Capt. A. M. Berkley [sic], I.A.R.O. Attd. 1/S.&M.); British War and Victory Medals, M.I.D. Oak leaf (Lt. Col. A. M. Berkeley); Indian Volunteer Forces Officers' Decoration, G.V.R., with brooch bar adapted for mounting, reverse inscribed, 'Major. A. M. Berkeley. A.B. Ry. Vol. Rifles.'; Dehli Durbar 1911, engraved in running script 'Major A. M. Berkeley. A.B. R.V.R.', *generally good very fine* (6)

£1,000-1,200

C.I.E. *London Gazette* 26 August 1918.



Arthur Mowbray Berkeley was born in 1870, second son of Major-General Frederick George Berkeley. Educated at the Rossall School, Fleetwood, Lancashire and the Oxford Military Academy, he was put forward for the Royal Military Academy, Sandhurst in 1887. Unfortunately for Berkeley, he was convicted, of his own confession, of having copied from his neighbour during the examination. The matter caused something of a scandal, with a committee comprising the Earl of Stafford, Sir G. Dasent and T. Walrond meeting to decide his fate. Despite his masters suggesting he might be '...put back twelve months, as a sufficient punishment' he was not granted a second chance (*The Civil Service Commission, 1855-1991*, by Richard Chapman, refers). Changing tack, he joined the staff of the Assam Bengal Railway in 1893, as Chief Engineer, besides



being commissioned into the Assam & Bengal Volunteer Railway Rifles. With the commencement of hostilities his previous misdemeanors were forgotten, and he served with the Royal Engineers on the Western Front and the 42nd Assam Bengal Railway Rifles, Indian Defence Force in Mesopotamia. By the War's end, he would be appointed Assistant Direct of Railways, be awarded the C.I.E. and be twice mentioned in the despatches (*London Gazettes* 15 August 1917 & 27 August 1918, refer).

A Director of the Ebonite Container Company post-War, and a member of the Oriental Club and the Royal Dorset Yacht Club, Berkeley died at West Coker House, Yeovil, on 23 March 1937; sold with copied *MIC*, medal issuance records and copied research.

547 Pair: 2nd Lieutenant, G. R. Berkeley, Royal Army Service Corps, late Ambulance Driver, British Red Cross

British War and Victory Medals (2. Lieut. G. R. Berkeley.), *the first with officially re-impressed naming, otherwise good very fine* (2)

£30-50

George Rowland Berkeley was born on 27 November 1873, third son of Major General Frederick George Berkeley and twin brother of Lieutenant-Colonel Robert Esmé Berkeley. Educated at Haileybury College, he served in France from 8 September 1918, initially as an Ambulance Driver with the British Red Cross. Post-war, he took up a career in banking and lived at 43 Chester Square, with the vendor recounting tales of the din of the bells of St Michael's Church in George's flat and being 'summoned' for lunch once a year at his Club; sold with copied *MIC*.

548 The Great War D.S.O. group of seven awarded to Lieutenant-Colonel R. E. Berkeley, Loyal North Lancashire Regiment



Distinguished Service Order, G.V.R., silver-gilt and enamel; Queen's South Africa Medal 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (Lieut. R. E. Berkeley. 1st L.N. Lanc. Regt.); King's South Africa Medal 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Capt. R. E. Berkeley. L.N. Lanc. Rgt.); 1914-15 Star (Capt. R. E. Berkeley. L.N. Lan. R.); British War and Victory Medals, M.I.D. Oak leaf (Lt. Col. R. E. Berkeley); Defence Medal 1939-45; Delhi Durbar 1911, *the QSA with officially re-impressed naming, otherwise good very fine* (7)

£1,200-1,500

D.S.O. *London Gazette* 4 June 1917.

Robert Esmé Berkeley was born on 27 November 1873, third son of Major General Frederick George Berkeley and twin brother of Second Lieutenant George Rowland Berkeley. Educated at Wellington College and the Royal Military College, Sandhurst, he was commissioned 2nd Lieutenant in the Loyal North Lancashire Regiment in December 1895. Promoted Lieutenant in November 1898, he served with the 1st Battalion in South Africa, being promoted Captain in January 1902.

Berkeley's wartime career commenced in East Africa in 1914, and by the war's end he had seen active service with 239 Machine Gun Company, 1st and 2nd Battalion Loyal North Lancashire Regiment. Berkeley commanded the 1st Battalion from October 1918, was mentioned thrice in the despatches (*London Gazette*s 8 February & 22 September 1917 and 9 July 1919, refer) and awarded the Distinguished Service Order; sold with copied *MIC* and research.

Other Properties

AWARDS FOR GALLANT OR DISTINGUISHED SERVICE

Sold by Order of a Direct Descendant

549

'As to his personal character, he displayed all the Victorian virtues without their starchiness and attendant hypocracies. He is said to have been particularly concerned with conditions in military hospitals and to have made a point of visiting there every man wounded under his command - it also applies to the aftermath of Multan. He seems to have been devout and exceptionally kind and understanding and to have earned the very sincere attachment of all his troops, whatever their race and creed.'

An article by Major J. P. Kaestlin, in *The Journal of the Royal Artillery*, refers.

The important C.B. group of three awarded to Lieutenant-General Sir William Whish, Bengal Artillery, whose brilliant leadership turned the tide of war in the Punjab campaign in 1848-49, not least during his tenure of command of the British Army at the siege of Mooltan

A trailblazing and brilliant gunner from the outset, he was charged with forming a new rocket troop for the Bengal Army. He did not disappoint, his rockets causing the surrender of the fortress of Hattrass in February 1817, a pivotal victory in the Third Mahratta War

Having then lent valuable service at the siege of Bhurtpoor in 1826 - when he commanded the 1st Brigade of Horse Artillery - he was appointed C.B. for overseeing the standardisation of all ordnance in India: it proved to be an invaluable achievement when the Presidential and Royal Artilleries were amalgamated after the Mutiny

Yet it was for his crowning achievements in the Punjab campaign - for which he was elevated to K.C.B. - that he will best be remembered: he turned the tide of war by his brilliant victory at Al Suraj Khund in September 1848, Sir Hugh Gough stating, 'nothing could have been better timed, better planned or better executed'

That victory led to Whish's gallant and successful command at the siege of Mooltan, following which he again came to Gough's rescue by marching his force over 450 miles - and two rivers - inside a fortnight: by his subsequent seizure of some vital fords he trapped the Sikh army on the open plain of Goojerat

As described above Whish was imbued with significant philanthropic characteristics - the well-being of his men among them. That genuine sense of care was echoed in the sum of money he gave to his local parish, to be distributed annually to the poor on 22 January: the anniversary of Mooltan's surrender

The Most Honourable Order of the Bath (C.B.), Military Division, Companion's badge, 52mm x 44 mm, gold and enamel (Hallmarks for Daniel Hockley, London 1831), with ring suspension for neck wear; Army of India 1799-1826, 1 clasp, Bhurtpoor (Major W. S. Whish. H. Arty.), short-hyphen reverse, officially impressed naming; Punjab 1848-49, 2 clasps, Mooltan, Goojerat (M. Genl. W. S. Whish, C.B. Comg. Mooltan F.F. Bengal Army), *the enamel of the C.B. slightly chipped in places, the medals virtually as struck* (3)

£6,000-8,000

Confirmed by family repute and in accordance with the statutes of the Order at the time, his Knight Commander's set of Insignia was returned to the Central Chancery of Orders of Knighthood for re-issue.

William Sampson Whish was born at Northwold, Norfolk in February 1787, the son of Reverend Richard Whish, rector of West Walton, and Philippa, daughter of William Sandys of Helston.

On 23 April 1802 young William was nominated as a cadet at the Royal Military Academy, Woolwich, obtaining his certificate on 14 March 1804. He subsequently received his commission as a Lieutenant in the East India Company's service on 21 August and reached Calcutta in December. On completing the Company's Young Officer Course at Fort William, then the headquarters of the Bengal Artillery, he became Captain of the newly-formed 2nd Troop of Horse Artillery in 1809; by 1814 he was commanding the Bengal Army's station at Meerut.



Rocket pioneer

In 1816, a shipment of Congreve rockets arrived from England and Whish was assigned the task of forming a new rocket troop for the Bengal Army on the pattern of Whinyates' famous 'O' Troop. He didn't disappoint, his Rocket Troop first seeing action at the Siege of Hattrass in February 1817, when it proved very effective at reducing what was reputedly India's strongest fort. The rockets caused its main magazine to explode, and Hattrass surrendered after ten days' bombardment without the need for an infantry assault. This surrender was pivotal to British victory in the Third Mahratta War, sparing the Marquis of Hastings' force and enabling it to manoeuvre against the Pindaris in March.

Army of India

Whish returned to Meerut as Brigade Major and in January 1826 commanded the 1st Brigade of Horse Artillery at the siege of Bhurtpoor. The fortress was considered impervious to artillery, but once two breaches had been made in its 8-mile long walls it was stormed and taken within two hours.

His subsequent twelve years of peace-time soldiering saw Whish promoted to Lieutenant-Colonel in 1827 and Colonel in 1835. In the latter year, he was made President of the Board convened to standardise ordnance throughout India. This standardisation was invaluable when the Presidential and Royal Artilleries amalgamated after the Mutiny. Whish received a C.B. in the 1838 Coronation Honours and succeeded Major-General Faithful in command of the Presidency Division of Artillery at Dum-Dum in the following year; by 1841 he was a Major-General.

The Sikh Wars - background

The Punjab, a region spanning 133,000 square miles in India's north-western corner, was in 1845 a self-governing province. Its Sikh inhabitants had enjoyed a period of prosperity under Ranjit Singh, an outstanding ruler who pacified dynastic feuds among the Sikh nobility.

Ranjit Singh enticed French, Dutch and British officers to the Punjab for the purpose of training the Sikh army. He soon had at his disposal a crack force of disciplined line infantry equal to any in Europe. Known as the 'Khalsa' army, this force was complemented by a powerful artillery arm organised on European lines, with two superb batteries of horse artillery. When Ranjit Singh died in 1839 the Sikh state lapsed once more into internal feuding, but the Khalsa army remained, its leaders dominating Sikh politics.

The year 1845 saw British strength in India at a precarious level. Hard fighting in Burma had been followed by the disastrous 1st Afghan War of 1839-42, during which the 44th Regiment were massacred at Gandamak on the retreat from Kabul. This reversal shattered the East India Company's reputation for invincibility and undermined the morale of its Native Regiments. It also threatened the North-West Frontier with raids from Afghan tribes. In November 1845, the British held this vast and porous frontier with only 7,000 men, comprised of 12 sepoy and just 2 British battalions. Across the River Sutlej in neighbouring Punjab, the Khalsa army numbered 40,000.

The Sikh state had viewed British expansion in India with consternation, while the British saw the annexation of the Punjab as a vital step in securing the North-West Frontier. The 1st Sikh War began when the Khalsa Army under Lal Singh crossed the Sutlej and took up a defensive position at Ferozeshuhur. The British army, under General Gough's leadership, endured sanguinary actions at Ferozeshuhur and Aliwal but achieved a decisive victory over Lal Singh at Sobraon on 10 February 1846. This victory enabled Lord Hardinge, the East India Company's Governor-General, to impose severe penalties on the Sikh state under the Treaty of Lahore. These included the cession of the Jullundur Doab - the area between the rivers Beas and Sutlej - to the British, a promise not to employ European mercenaries, and the payment of an indemnity of half a million pounds, failing which Kashmir would also be ceded. The treaty restricted the Sikh army to 25 battalions and 12,000 horse. Hardinge also appointed Sir Henry Lawrence as British Resident at Lahore, Punjab's capital, with a small British garrison.

Advance on Mooltan

Since he was on sick leave in England, Whish missed the 1st Sikh War but he was nevertheless chosen to command the British garrison at Lahore, the 'Punjab Division', on returning to India in 1847. He worked tirelessly with Lawrence to impose the Lahore Treaty, and was at the Sikh capital on 19 April 1848 when Mooltan, 200 miles to the south-west, rose in revolt. The cause of this uprising was the



British decision to replace Mooltan's popular ruler, Diwan Mulraj Chopra, with the pro-British Sardar Kahan Singh. When two British emissaries, Van Agnew and Lieutenant Anderson, arrived in Lahore to arrange the transfer of power, Mulraj rallied his supporters and had both emissaries murdered.

Whish soon realised the potential of this incident to spread rebellion across the Punjab; he proposed marching to Mooltan immediately. He was restrained from doing so by Sir Frederick Currie, Sir Henry Lawrence's replacement as Resident at Lahore. Lawrence had gone to England on sick leave several months earlier, and his successor proved somewhat lethargic. The Mooltan rebellion was allowed to drag on until July, giving Mulraj plenty of time to gather ordnance and prepare the city's defence. British dithering encouraged the Sikhs to revolt.

The situation in Lahore was especially tense given that Whish's command, the Punjab Division, was composed of 20,000 Sikh auxiliaries under Sher Singh and only 600 British troops. Whish had repeatedly stressed the dangers of this situation to Currie and General Gough, the Commander-in-Chief. By July it became apparent that Lahore would fall unless the Sikh auxiliaries - inspired by Mulraj's success - were moved elsewhere. Whish was thus ordered to attack Mooltan with the Punjab Division, marching out on 24 July. As his force approached the city in early September, Mulraj sent overtures to Whish's Sikh auxiliaries and invited them into Mooltan's bazaars. Whish's Sikhs deserted and joined Mulraj in their thousands, while Sher Singh doubled back on Lahore with the remainder of his auxiliaries to block Whish's lines of communication. He had no option but to lift the 'siege' and on 15 September he withdrew southwards towards Bombay: the only direction from which British reinforcements might come.

It is a measure of General Gough's character that he immediately blamed Whish for the failed attack on Mooltan, claiming he "disapproved of the tactics". Yet Whish had sent pleas to Gough for reinforcements, especially British regulars and siege artillery, ever since the Mooltan rebellion began. At that time, Gough was relaxing among the cool lakes and woods of Simla. Gough suggested to Lord Dalhousie, the new Governor-General, that Whish's force was quite adequate, and that in any case the season was "too hot for campaigning" (Swinson 1968, xvii).

The Retreat from Mooltan

As Whish's force retreated from Mooltan, Mulraj set about harassing it. On 23 September there was an engagement at Al Suraj Khund which proves his brilliance as a commander. Private Waterfield of the 32nd Regiment, which had marched from Ferozepore to join Whish on 29 August, relates:

'In the evening it was strongly rumoured that the enemy intended to make an attack on our camp, but the British ever on the alert, can't well be taken by surprise. General Whish gave an order for the right wing of each regiment to be marched about one mile from camp... a body of the enemy's cavalry made their appearance, but a few rounds of shot and grape from our batteries, made them retire nor further molest us that day.'

From Waterfield's account it is clear that Whish's army - despite so many setbacks - had retained its discipline, cohesion and morale. This astonishing fact is testament to Whish's ability. Having repulsed Mulraj's cavalry, he deftly manoeuvred the 32nd against his opponent's flank. Whish not only routed the enemy force but captured all of its guns. The British artillery was handled with tremendous skill, and for this Whish deserves credit. Even Gough was later to remark that "nothing could have been better timed, better planned or better executed."

Having consolidated his forces, Whish marched once again towards Mooltan.

The Siege of Mooltan

Whish surrounded Mooltan on 7 November, and sporadic fighting took place for several weeks. It was not until 22 December, when reinforcements arrived from Bombay, that genuine siege operations could begin. He now had 16,000 men under his command, including powerful siege artillery and five regular British regiments. On Christmas Day the original trenches Whish's army had dug in September were re-occupied, and on 27 December a determined assault in four columns drove the enemy from Mooltan's suburbs into its centre. Whish then ordered a fierce bombardment, resulting in the explosion of the Mooltan's garrison's main magazine. He considered this the decisive moment of the siege, writing at the time:

'[The explosion] was awfully grand, and precisely similar to that at the siege of Hattrass. I hope the consequence may be the same - in which case the enemy may abandon the fort tonight; otherwise I contemplate assaulting the fort tomorrow.'



The siege of Mooltan, Whish standing centre with telescope.

The explosion of Mooltan's magazine appears in the background of the full-length portrait of Whish (held in the collection of the Defence Academy, Shrivenham). The explosion did not, however, result in Mooltan's evacuation and the bombardment continued. Two breaches in the walls were pronounced practicable on 2 January 1849. An assault was ordered that afternoon: a mistake since there was not sufficient daylight left. Private Waterfield recalled:

'The storming party of our column consisted of the Grenadiers of the 1st and 2nd companies of our Regiment. There was not room to take us up in sections, so we formed four deep, and awaited the signal to advance, which was the firing from our batteries of a salvo at 3 pm. I was in the front four, and we was headed by Captain J. D. C. Smyth of our company, and Mr. McMahon, a volunteer ... Though the ground was broken and narrow, and descending to the city wall, we soon reached the wall and found what they called a breach to be a small hole in the wall, where a small man could hardly get through. The enemy now peppered us with every kind of missiles ... finding any attempt to get into the city quite useless, [Captain Smyth] gave us the order to retire, and enter the town by the Khoone Bhoorj (Bloody Bastion), the breach the Fusiliers had already entered.'

The 32nd thus suffered heavily assaulting a breach which Whish's Chief Engineer, Major R. Napier, had wrongly reported as practicable. Captain Smyth's quick thinking had nevertheless retrieved the situation; the British infantry were soon storming into Mooltan via the Khoone Bhoorj, which still stands today. Although Waterfield recorded that 'A whole company in line could enter this breach', the assault was very costly as the bastion's ramparts had not been entirely reduced. E. R. Crawford estimates British casualties around the Khoone Bhoorj at 250 men (Crawford 1967, 60). The storming of the Khoone Bhoorj is depicted in a dramatic painting by Martens; Whish appears in the foreground, wearing a blue frock coat and holding a telescope. The fighting became very confused as daylight faded, and the Sikhs offered stubborn resistance. Brigadier Markham, who commanded the 2nd Brigade during the assault, described the situation to Whish:

'The enemy offered considerable opposition in the narrow streets and ramparts, which were strongly barricaded but the troops carried all before them, and before dark that part of the city was in our possession, and we connected our posts with those thrown out from the left column. Mulraj had, in fact, retired into the citadel with three thousand picked men, closing his gates against the rest of his troops.'

Mulraj continued to defy the British from Mooltan's formidable citadel, so Whish established mortars to bombard the citadel on 6 January, and batteries were moved up on 8 January. Mulraj now attempted to negotiate, but Whish demanded unconditional surrender. This was refused. Whish's artillery made breaches in the citadel's walls and saps were driven up to them. Threatened with storming, the citadel finally surrendered on 22 January.

Following the British victory, all involved in the murder of Van Agnew and Anderson were hanged. Mulraj was imprisoned and his sword awarded to Whish - he can be seen proudly wearing the sword in his full-length portrait. His family later bequeathed the sword to the Royal Artillery Institution at Woolwich, the Royal Artillery displaying it in the Officers' Mess.

Chilianwala and Goojerat

While the siege raged at Mooltan, Sher Singh had marched north with his force of Sikh deserters, picking up large numbers of recruits along the way. On 23 October he joined forces with his father, Chattar Singh, at Ramnagar on the Chenab. Garrisons of Sikh troops at Pakli and Bannu mutinied, killing their British and Muslim officers and then marching to join the army at Ramnagar. The northern Punjab rose in revolt. Dost Mohammed of Kabul, whose territory the British invaded in the 1st Afghan War, marched south with 5,000 cavalry and joined forces with Sher Singh. The combined Sikh force numbered 60,000.

Meanwhile, General Gough finally took action in November 1848. Troops were marched down from the hill stations around Simla, and reductions ordered in the Bengal Army at the conclusion of the 1st Sikh War were rapidly countermanded. The British Army crossed the Sutlej on 9 November and reached Lahore that very day. It comprised 21 battalions, of which 5 were British, and 12 cavalry regiments of which 3 were European. Gough had 11 batteries of artillery at his disposal, far superior in quality to the Sikh artillery since the Sikhs had lost their best guns at Sobraon. Dalhousie informed Gough that annexation was now the British policy, though a proclamation was issued to the people of the Punjab that the British were merely "restoring order" (Crawford 1967, 56).

On 22 November, Gough made contact with the Sikh army at Ramnagar, about 70 miles north-west of Lahore. The two sides were evenly matched, the Sikhs positioned in strong defensive earthworks along the Chenab's north bank. A frontal assault on these positions by the British would have been very costly, so Gough sent a column under General Thackwell to find an unguarded ford. Thackwell succeeded in turning the enemy's flank, and on 3 December the Sikhs withdrew north towards the river Jhelum. After waiting for supplies and reinforcements, the two armies fought a pitched battle at Chilianwala on 13 January 1849. Gough attacked late in the day, before his artillery were properly deployed. He launched his infantry into a belt of thorn and mimosa scrub a mile thick, and as they threshed about hopelessly the Sikhs kept up a relentless fire. The British infantry sustained 2,500 casualties, but with tremendous courage they kept advancing and took the Sikh positions.

Gough's mishandling of the action at Chilianwala provoked angry reactions in British newspapers, *The Times* exclaiming: 'Lord Gough is playing with the lives of our soldiers.' The Court of Directors of the East India Company recalled Gough and named Sir Charles Napier as his successor. News of Napier's coming spurred Gough into action; Gough offered battle hoping to save his reputation.

After Mooltan fell on 22 January, Whish left a brigade in the city and hurried to join Gough. It truly was a "relief". Whish's exhausted force covered 450 miles, over two major rivers, and by forced marches reached Ramnagar in under a fortnight. Gough and the Sikh army were barely 20 miles to the north. Through his own initiative, Whish swung right on reaching the Chenab and seized the fords at Wazirabad. This proved a brilliantly successful move. On 11 February, thinking that Whish was about to join Gough, Sher Singh extricated the Sikh army and moved towards Wazirabad, hoping to put the Chenab between himself and the British. Instead, he found the fords blocked by Whish. The Sikh army now found itself trapped on an open plain at Goojerat, and the result was a foregone conclusion. The flat terrain allowed the British artillery to have devastating effect, Whish's earlier ordnance reforms producing remarkable results. The 2nd Troop of Horse Artillery, Whish's old command, served with great distinction.

The decisive British victory at Goojerat on 21 February resulted in the final defeat of the Khalsa army and the annexation of the Punjab. A second Treaty of Lahore was drawn up, under which Maharajah Runjeet Singh was deposed and all his authority transferred to the Honourable East India Company. The Koh-i-Noor diamond was surrendered by the Maharajah and presented to Queen Victoria.

Whish meanwhile was elevated to K.C.B.

Journey's end

He was transferred to the Bengal Division in March and to the Cis-Jhelum Division in October 1851, but he never assumed the latter command. Nearly fifty years' soldiering in India had taken its toll on his health, and he went home again on sick leave. Though promoted Lieutenant-General on 11 November 1851, he never returned to India.

Whish lived in Cheltenham for three years, visiting London more and more frequently for medical treatment. It was during one of these visits, on 25 February 1853, that he died at Claridge's Hotel, aged 65. Before he died, Whish left a sum of money to Northwold, his native parish, with instructions that it should be distributed annually to the poor on 22 January, the anniversary of Mooltan's surrender.

Sold with a quantity of original documentation and research, comprising:

(i)

The box of issue for the recipient's Army of India Medal, inscribed 'Lt. Genl. Sir W. S. Whish, KCB - Rtd. October 24. 1852'; the envelope of issue for the Punjab Medal, inscribed 'Major General W. S. Whish C.B. Comg. Multan F.F. Bengal Army'.

(ii)

A newspaper cutting from the *Pembrokeshire Herald*, 1 February 1850, praising Whish's decision to distribute money to the poor.

(iii)

Four newspaper cuttings containing obituaries of Whish, all highly informative and revealing about the respect in which he was held.

(iv)

A family letter addressed to Whish's grandson, describing an encounter in a London Club between Whish, Lord Gough and Sir Charles Napier following the 2nd Sikh War.

(v)

Two handwritten family trees, showing the lineage of the Whish and Brazier families; a further family tree, in three parts, tracing the lineage of the Whish family back to 1713.

(vi)

Two letters concerning the full-length portrait of Whish at Shrivenham written by a Major in the Bengal Rocket Troop, a unit formed by Whish.

(vii)

Five letters pertaining to A. C. Whish's bestowal of Mulraj's Sword, captured by his ancestor at the Siege of Multan, to the Royal Artillery Institution at Woolwich in April 1965.

(viii)

Copied research extracted from Major J. P. Hodgson's *Officers of the Bengal Army* (1927); a biography of Whish taken from the *Dictionary of National Biography* (1890); and a photographic reproduction of Whish's full-length portrait at Shrivenham, 213mm x 154mm.

Reference sources:

Crawford, E. R., *The Sikh Wars, 1845-9*, in B. Bond, ed., *Victorian Military Campaigns* (London, Hutchison, 1969), pp. 31-68.

Kaestlin, Major J. P., 'Lieutenant-General Sir William Whish, K.C.B.', *The Journal of the Royal Artillery*, Vol. 84, No. 1, pp. 25-30.

Swinson, A. and Scott, D., eds., *The Memoirs of Private Waterfield* (London, Cassell, 1968).

Sold by Order of a Direct Descendant

550

'... I wish I could Crown you with a wreath of laurels for the proud deeds that you have done at Lucknow... I must declare in the face of the world that it was one of the noblest actions that was done by any officer at Lucknow...'

When Lieutenant William Cubitt received the letter from which the above extract is taken, he was convalescent in England, having been invalided home in 1858 after the second relief of Lucknow. The undated letter was written to him by 3256 Corporal James Kirby, 32nd (Cornwall) Regiment of Foot (Light Infantry), one of the three men whose lives Cubitt had saved in the disastrous action at Chinhut on 30 June 1857.

The unique Indian Mutiny V.C., Burma 1886 operations gold D.S.O. group of five awarded to awarded to Lieutenant-Colonel W. G. Cubitt, Indian Army

A Lieutenant in the 13th Bengal Light Infantry at the outbreak of the 'Great Mutiny', he actually won his V.C. as a member of the hastily raised Volunteer Cavalry in the famous action fought at Chinhut, outside Lucknow, on 30 June 1857: on that costly occasion he rescued three wounded soldiers of the 32nd Regiment from certain death, a feat subsequently - and splendidly - portrayed on canvas by the artist Louis Desanges

During the siege of the Residency, he served with equal distinction under Lieutenant Robert Aitken as part the Baillie Guard 'garrison' and was severely wounded on 25 September 1857 - just one of several close calls experienced by him during the siege

Having then risen to the rank of Colonel and nearly died of blood poisoning in the Second Afghan War in 1880, Cubitt added a gold D.S.O. to his accolades for his gallant leadership of the 43rd Goorkha Light Infantry in the Burma operations in 1886, when he took possession of the Ruby Mines

By popular family account the Colonel had a very short fuse - some say he had the worst temper known in the entire Indian Army - but he is otherwise described as being very modest and universally well-liked, especially for his generosity and gallantry

In one of those strange coincidences known to soldiering families, Cubitt's nephew and brother-in-law were also winners of the V.C.

(a)

Victoria Cross, the reverse of the suspension bar officially inscribed 'Lieut. Willm. G. Cubitt 13th Bengal N.I.' and the reverse of the Cross '30th June 1857.'

(b)

Distinguished Service Order, V.R., gold and enamel

(c)

Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (Lieut. W. J. Cubitt, 13th Regt. N.I), note initials

(d)

Afghanistan 1878-80, no clasp (Lt. Col: W. G. Cubitt, V.C. 16th Ben: N:I)

(e)

India General Service 1854-95, 2 clasps, Burma 1885-7, Burma 1887-89 (Colonel W. G. Cubitt. V.C. 43d. Bengal Infy.), *traces of old lacquer to reverse of V.C., the last with official corrections and second clasp loose upon riband, the campaign medals with contact marks, thus nearly very fine and better, the V.C. and D.S.O. good very fine* (5)

£140,000-180,000

V.C. *London Gazette* 21 June 1859:

'For having on the retreat from Chinhut, on the 30th of June, 1857, saved the lives of three men of the 32nd Regiment, at the risk of his own.'

D.S.O. *London Gazette* 27 November 1887.



William George Cubitt was the scion of a Norfolk landed family - Cubitt of Catfield Hall - that had produced numerous soldiers in the previous generation. His father was a soldier, as were three of his five uncles; one of his aunts was married to a soldier; one of his cousins was killed in action as a subaltern with the 49th Bengal Native Infantry at Multan in the Punjab in September 1848. Given his inheritance, Cubitt seemed destined to be a soldier; it was either that or the Church.

Early days

He was born in Calcutta on 19 October 1835, the son of Captain William Cubitt, 18th Bengal Native Infantry, and his wife Harriet, who had married in Calcutta in February 1834. His father had become a cadet in the East India Company's Bengal army at the age of fifteen in 1805 and arrived in India the following year, seeing active service in the Nepal War of 1814-16 and in the First Burma War a decade later. At the time of his marriage and the birth of his first child, Captain Cubitt was Assistant Secretary to the Bengal Government Military Department in Calcutta. Promoted Major in 1839, he died in the following year - before his son's fifth birthday. His widow and children returned to England following his death and in 1843, Harriet Cubitt remarried, to William Archer Shee. His step-father, eldest son of the portraitist Sir Martin Archer Shee, became a significant figure in the life of William George Cubitt.

William appears to have been educated by private tutors, as well as attending the school run by The Reverend John Buckland at Laleham, near Chertsey in Surrey; he was also instructed in religious education by the chaplain to the British residents in Bonn. In June 1853, his mother - then resident in Mannheim - applied on his behalf for a cadetship in the Bengal Native Infantry and secured his nomination for that cadetship from the Chairman of the Court of Directors of the East India Company, William Butterworth Bayley. Following his examination for a commission, which he passed, William became an Ensign in the 13th Bengal Native Infantry with effect from 26 July 1853 and set off for India. For the next four years, he learned his trade as a subaltern. He was promoted Lieutenant on 23 November 1856, after having seen active service in the suppression of the Santhall rebellion in Jharkand, eastern Bengal, late in 1855.

Mutiny

When the Indian Mutiny erupted, at the beginning of May 1857, William's regiment was one of those forming the garrison of Lucknow, capital of the state of Oudh. Far from being a co-ordinated and planned insurrection, the Mutiny rapidly spread outward from its beginnings among the soldiers of several regiments of Bengal native cavalry and infantry of the Meerut garrison. Warning of the Mutiny gave the garrison at Lucknow some time to prepare for the defence of part of the city - initially a 60-acre compound centred upon the Residency of the Chief Commissioner for Oudh, Sir Henry Lawrence, and a dilapidated fort, the Macchi Bhawan.

By the end of May, all Oudh was in open rebellion: Delhi was in the hands of mutinous soldiers of the Bengal army, a small British garrison at Cawnpore was besieged and British outposts elsewhere in Oudh had been fallen to mutineers; the murder of British soldiers and civilians, of all ranks and ages and both sexes, was widespread. Receipt of regular reports of the mutineers' activities and progress provided Lawrence and his military subordinates with time to create a rudimentary defensive perimeter surrounding the Residency and adjacent buildings. When some of the Lucknow garrison mutinied at the end of May, Lawrence's loyal sepoy and British troops expelled the mutinous units, pursuing, capturing and summarily executing a great many. When, late in June, Lawrence heard that the garrison at Cawnpore was on the verge of surrender, he knew that it would be Lucknow's turn next and so preparations for its defence were increased. During June, the garrison had been reorganised, with any elements whose loyalty was questionable being expelled and with the Sikhs redeployed into Sikh companies. William's regiment, the 13th Native Infantry, was one of the few such units to remain loyal; it was to that loyalty on the part of a few 'sepoy' regiments that the successful defence of Lucknow was largely attributable.

Although Lawrence occupied a civilian administrative post at Lucknow in 1857, he was a serving soldier and had been all his adult life - having seen more than twenty years' active service from the First Burma War through the First Afghan War to both Sikh Wars. In conducting the defence of Lucknow, Lawrence had to weigh military considerations of attack versus defence against logistical ones that included the protection of British civilians and the conservations of all supplies, while taking into account unknown factors such as how soon he could expect his garrison to be relieved. He was also dependent upon intelligence that was often faulty - an example of which was the size and composition of the rebel force that was reported to be advancing on Lucknow from the east on 29 June.

Disaster at Chinhut

Acting on the 'strike first' principle - and assured by the more fire-eating of his civilian colleagues that the rebel force was small in number - Lawrence decided to conduct a reconnaissance in strength against the mutineers approaching Lucknow from the village of Chinhut. He took that action while being somewhat out of touch with the realities of command in the field; he was also ill-informed and goaded into activity by his Director of Intelligence, Martin Gubbins. Without realising it until too late, Lawrence committed a small force from the garrison to action against a mutineer brigade ten times its size. That error, explicable by the faulty intelligence he was being fed, was exacerbated by the failure to coordinate the military and supply side of the small garrison force. The result was predictable but the ensuing disaster was marked by individual acts of gallantry, among which was that of William Cubitt.

Intended to sally from the garrison before dawn on the morning of 30 June (an extremely hot time of the year and one in which the monsoon was late), the advance from Lucknow was delayed by the late arrival of one of its contingents. The troops were unbreakfasted and sweltering as they set off towards Chinhut; the advance was slow and hampered by the ponderous movement of elephants drawing an eight-inch howitzer along the narrow causeway. After two hours, the garrison force had barely covered the same number of miles, without any sight of the mutineers, so Lawrence ordered a halt for breakfast. While camp-fires were being lit and appetites sharpened among the men, Lawrence and his staff rode forward towards Chinhut but found no sign of any mutineers. Convinced that the mutineers posed no immediate threat to Lucknow, Lawrence ordered his column to return to the city; that order was almost immediately countermanded as Lawrence was talked into advancing by younger, over-optimistic members of his staff who lacked both his caution and his responsibilities. So, the kettles were upset on the fires, the men resumed belts and - still unbreakfasted (and no doubt grumbling as only the British soldier can when being 'messed about') - resumed the march towards Chinhut. Big mistake: they were walking into a trap.

It was now nearing the hottest time of day and the British soldiers began to suffer from heat, hunger and shortage of water. The column moved slowly towards the village of Chinhut and soon came under well-directed artillery fire, the round-shot whistling in from guns situated about a mile in front and, ricocheting among the artillery train, rapidly caused casualties among some Indian bearers and artillery drivers. Observing the effects of a direct hit from round-shot did nothing to improve the morale of the non-combatants among the Indian troops and so Lawrence's logistics tail began to weaken as the inevitable desertions began. In the face of the mutineers' artillery, Lawrence shook his column out into line and deployed forward, either side of the road, to attempt to take the mutineer's positions, which appeared to be based in two villages flanking the road; his guns remained on the road and were soon engaging in effective counter-battery fire.

The loyal Indian soldiers were initially successful in storming the village on the right of the road but H.M's 32nd Foot - hungry, hot, thirsty and already exhausted - were unable to deploy sufficiently rapidly to their front to take the other village, Ismaelganj. As the advance of the 32nd slowed, the officers began to fall. Many of the 32nd attempted to return fire but some found that their muskets - loaded since before dawn and so with the charges in the breeches dampened by the humidity - refused to function and so the soldiers had, under fire, had to draw the charges before their muskets could be reloaded. A sizeable body of mutineers was by that time in possession of Ismaelganj and pinning down the 32nd with accurate musketry: they had, after all, been trained by British officers and N.C.O.s and knew their business.

After about an hour, the artillery duel petered-out, the garrison force briefly encouraged as the mutineers' artillery slackened and then fell silent. The firefight outside Ismaelganj continued, with the 32nd still halted in its advance and suffering continuing casualties from accurate and sustained volleys of mutineer musketry. Any optimism on the part of the British, generated by the end of the artillery duel, was sadly misplaced. The mutineer force, numbering some six thousand or so, was stiffened by a trained core of Bengal native regiments - cavalry and infantry - which was very well led by a mutineer Rissaldar (captain of cavalry), Barkat Ahmed; the reason for the cessation of the mutineer artillery rapidly became obvious - a general advance had been ordered. There are many published eye-witness accounts of this part of the Battle of Chinhut but that of John Lawrence - a civilian serving with a troop of Volunteer Cavalry - is the most oft-quoted, for reasons that will now become apparent:

'After an hour's cannonade, the opposite artillery ceased its fire: in a few minutes rolling volleys of musketry from the village of Ishmaelgunge showed that Jack sepoy was there. The Volunteer Cavalry was ordered to move further to the right, and then, for the first time, I got a view of the plain between Ishmaelgunge and Chinhutt. It was one moving mass of men: regiment after regiment of the insurgents poured steadily towards us, the flanks covered with a foam of skirmishers, the light

puffs of smoke from their muskets floating from every ravine and bunch of grass in our front. As to the mass of the troops, they came on in quarter-distance columns, the standards waving in their places, and everything performed as steadily as possible. A field day on parade could not have been better ... Our artillery ceased its fire but beyond might be heard the crashing roll of musketry in Ishamaelgunge, where the 32nd, outnumbered by myriads, still maintained a struggle ... a bustle in my rear attracted my attention: the rascally gunners were cutting their traces and were galloping away; the elephants for the howitzer gone ... A few European gunners, the Volunteer Cavalry, and the 32nd remained; but now the enemy pressed on more closely - he unlimbered his guns and swept us with grape and canister; the deadly *mitraille* of musketry poured in one leaden shower from the swarming skirmishers. And now the valiant few of the 32nd are beaten near the village and come upon the road; their gallant Colonel (Case) falls dead as he approaches; some of our guns are spiked and abandoned (the howitzer among them), four are limbered, and gun carriages, covered with wounded men, gallop towards Lucknow. The 32nd also retreat; mixed up with them are some of the braves of the 13th Native Infantry - noble fellows, who were seen carrying wounded soldiers to the gun-carriages, abandoning their own wounded comrades on the ground. The Volunteer Cavalry form upon the left of the road; the rest of the handful of England's army is in retreat. A cloud of insurgent cavalry is gathering on the far rear to the left of our retreating column. Do they mean to charge down among those staggering, half-dead heroes, who can scarcely walk along? The red and the blue flags thicken among them; when the tremendous voice of our leader (Captain Radcliffe of the 7th Light Cavalry), is heard, - 'Three's right!' 'Trot!' and we sweep out of the trees, and off the road, and we are within a quarter of a mile of our opponents. ... now two light guns open on us, but the 9-pounder scarce whistled over head when the stentorian 'Charge!' was heard; the notes of our trumpet sounded sharp above the din of the fight, and we rode straight at them; the cowards never bided the shock; they galloped like furies from the spot. Five hundred cavalry and two guns to be hunted by thirty-five sabres; it was a miserable fact ... The battle of Chinhut was done; the line of our retreat was marked by the bodies of the 32nd, their arms, their accoutrements; men were falling untouched by ball; the heat of a June sun was killing more than the enemy. Hard upon our heels they followed; and as we got into the Residency so did the round shot of the pursuing foe whistle in the air...'

Evolution of a V.C.

William Cubitt served with the troop of Volunteer Cavalry at Chinhut, on detachment from his regiment, and so took part in the famous charge described by John Lawrence. As the citation for the award of his Victoria Cross recounted, he was also active in the retreat, collecting, first, Lance-Corporal Kirby, whom he sat behind him on his horse, and, then, two privates of the 32nd, whom he dragged along as they clung to his stirrups. All that while being hotly pursued by the mutineers, who neither gave nor expected quarter: there can be no doubt that Cubitt saved those three soldiers from certain death - and probably a death that would have been bloody and prolonged. Let us return to Corporal Kirby's letter, which provides information about the circumstances of his rescue, and Cubitt's valour, not previously published. It is quoted in its original form:

'... I have no doubt Sir, but you remember saving the lives of three men of Her Majesty's 32nd Regiment. I am one of them, kind Sir, and this Irish man that you wanted to know his name, my name is Kirby, Sir, and the man that you brought in behind you on your horse. The names of the others are Joseph Deolin, 3rd Company 32nd Regiment, but the name of the 3rd man Sir I am sorry to say that I altogether forgot, for as you know I was struck with the gowling sun of the 30th June and for me Sir you know that you rode a gray charger and that you had to get one of the native Cavalry to get me on with your own assistance, the other two men you made them cling to your stirrups ... I can call on Colonel E.W.D. Lowe that you took me to Hospital verandah and stopped there until you saw me, carried into the Hospital ...'

In making a statement in support of the process to secure the award of the Victoria Cross for Cubitt, from Allahabad on 13 June 1858, Corporal Kirby testified:

'... I solemnly and sincerely believe that Lieutenant Cubitt saved my life and that of the two other men at the risk of his own ...'

Three months later, from Chatham Barracks on 17 September 1858, Private Joseph Deolin concurred:

'On the retreat from Chinhut on the 30th June 1857, I sincerely and truly believe that Lieutenant Cubitt of the 13th N.I., then serving with the Volunteer Cavalry, saved my life at the risk of his own by stopping behind under a very heavy fire from the enemy who were close to us by making me hold on by his stirrups and by that means enabled me to reach the Residency.'



An artist's impression of Cubbitt's V.C.-winning exploits, by Louis Desanges
(Courtesy of the National Army Museum, Chelsea, London).

As is often the case with reminiscences from the period, we are indebted to Louisa Hadow Jenkins, daughter, wife and sister of Army officers, for background information about how William Cubitt came to be recommended for the award of the Victoria Cross. Mrs. Jenkins accompanied Cubitt from Calcutta to England after the relief of Lucknow. Cubitt was wounded during the siege at least once, the last time severely, and so had been ordered home in 1858 on a well-earned furlough in order to recuperate. Mrs. Jenkins recorded, 'He was quite a lad then, modest and unassuming. He never talked of this deed as anything out of the common.'

However, when Cubitt got home he attended a dinner party in London. Jenkins continues:

'... [and] happened to be near some great man whom he did not know but who, struck by his modest way of recounting experiences (which at that time everyone wanted to know), found out his name and regiment, and Colonel Aitken was asked about him. The result was a V.C., given to him by Queen Victoria's own hands! And Colonel Aitken [Robert Hope Moncrieff Aitken, V.C.] told me that, even if that act of valour had never been performed, he richly deserved his reward for all his acts of self-denial in every way. In the time when rations were short he would surreptitiously make over his share to someone whom he thought required it more.'

Cubitt's 'V.C. file' at The National Archives is silent concerning the identity of the 'great man' but possibly implies that Cubitt's step-father, William Archer Shee, was somehow involved in securing the award on William's behalf. It is implicit from that file that Robert Aitken, V.C., who had commanded the Baillie Guard 'garrison' during the siege of Lucknow and who had been William's immediate commanding officer, had exercised himself in obtaining the necessary supporting documentation from India - which enabled a letter of recommendation from an examining Board of Officers in Calcutta to be sent to the British authorities on 3 March 1859.

The recommendation was passed to Queen Victoria on 15 June 1859, announced in the *London Gazette* six days later and William was decorated by the Queen at Windsor on 4 January 1860.

Return to India

Cubitt returned to India in 1861, to rejoin his old regiment. In 1857 the loyal remnants of the 13th, 48th and 71st Bengal Native Infantry had been formed into 'The Regiment of Lucknow'. The regiment was renumbered 16th Bengal Native Infantry in 1861; in 1864, it was sub-titled 'The Lucknow Regiment' in honour of its loyal service during the siege.

On 19 May 1863, William was married in St Peter's Church, Fort William, Calcutta. His bride was Charlotte Isabella Hills, sister of James Hills, V.C. of Delhi in 1857 - and, eventually, aunt of Brigadier Lewis Pugh Evans, V.C. The marriage produced five children.

William served as adjutant in his regiment between 1862 and 1867, being promoted Captain on 26 July 1865. He was appointed Brigade Major in Benares in 1867 and became a 'wing officer' in the 16th in 1872, promotion to Major coming on 16 July 1873. Between 1873 and 1874 he was officiating station officer in Dacca; in 1875, he served in the expedition against the Dufflas on the North-East Frontier and was mentioned in despatches. Between 1874 and 1880, he was a 'wing officer', second-in command and officiating as commandant of the 16th, being promoted Lieutenant-Colonel on 26 July 1879.

In early January 1876, William was summoned to Lucknow to attend the Prince of Wales, then on his tour of India. As Dr. Fayrer, who was also in attendance upon the Prince, recorded, the Prince's party toured the area of the siege and the Prince laid the foundation stone of a memorial to those loyal Indian soldiers who had died during the siege. At the ceremony, Fayrer recalled:

'I stood with three other officers - Smith, Cubitt and Birch, the only commissioned officers of the old garrison present - opposite to the Prince, the old sepoy pensioners and others of the garrison drawn up near us. ... the survivors were present to him [the Prince] by Cubitt, Birch and myself.'

Further active service - further laurels

Attached to the Bengal Staff Corps from 1879, he served as second-in-command of the 16th (Lucknow) Bengal Native Infantry in 1880, in which capacity he was employed in the Khyber Line Force and commanded the fort at Ali Musjid during the Second Afghan War until May 1880, when he was invalided - and nearly died - as a result of blood poisoning.



On returning to duty in 1881, he was given command of the 43rd (Assam) Bengal Native Infantry - afterwards the 43rd Goorkha Light Infantry - a command that he retained until 1888. He was promoted Colonel on 26 July 1883 and served on the North-East Frontier again, between 1883 and 1884 in operations against the Akkas; he was again mentioned in despatches.

Between 1886 and 1888, he served during the Third Burma War, being created one of the first Companions of the newly instituted Distinguished Service Order in recognition of his services and being again mentioned in despatches (*London Gazette* 2 September 1887, refers). During the latter operations he occupied the Ruby Mines and was based in the Enjouk Valley for several months.

William retired in 1889 and was placed on the Unemployed Supernumerary List in 1891.

He and his wife retired to England, to live in Camberley, where he died on 25 January 1903. He was buried in the churchyard of St. Peter's Church, Frimley, where a stone cross marks his place of interment. His widow survived him by thirteen years, dying on 4 August 1916 and being buried beside her late husband.

Sold with a portrait photograph and an old copy of Louis Desanges' painting of Cubitt in the process of winning his V.C., as commissioned by the family in 1918, oil on canvas, the reverse with ink inscription, 'Lieut. William George Cubitt, V.C., D.S.O., Indian Mutiny 1857, orig. by Chevalier L. W. Desanges' and 'Copied by Arabella L. Joy, 18 Woodside, Wimbledon, 1918', in gilt frame, with inscribed plaque:

'Lieut. afterwards Colonel W. G. Cubitt, V.C., D.S.O., Returning from Chinhut, Lucknow, 1857
....'

1362 mm. by 1056 mm., *somewhat faded and distressed.*

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Sold by Order of a Direct Descendant

551 *'I was wounded by three bullets on 18th July and again by one on 14th September ... In addition to these wounds, two musket balls went through my hat.*

The first slightly grazed my scalp, giving me a severe headache and making me feel very sick. The second cut through a very thick turban and knocked me down on my face, but without doing me any injury.

On the same day and shortly afterwards a ball hit me on the [right] jawbone but glanced off with no worse effect than making me bleed violently and giving me a very mumpish appearance for some days.

P.S. Tell the girls that I have a great ugly beard and dress myself like a ruffian for want of a razor and good clothes.'

Robert Shebbeare describes a litany of close shaves in a letter to his mother, 14 October 1857; his fellow officers joked that his miraculous survival was attributable to him being 'made of India rubber'.

The important 'Storming of Delhi' Victoria Cross awarded to Brevet Major R. H. Shebbeare, Corps of Guides, late 60th Bengal Native Infantry, who is said to have been wounded on more occasions than any other officer in the Great Mutiny

In that respect his experiences at Delhi on 14 September 1857 were no exception, for having gallantly led the Guides in the fourth column of the assault - under a 'murderous fire' - he departed the field of battle with 'one bullet through his cheek and a bad scalp wound along the back of his head from another'

His letters home - the basis of the publication *Indian Mutiny and Beyond* - vividly portray a daring, dashing and determined character who seemingly enjoyed a charmed life, striking characteristics that perhaps contributed to his premature death after raising a regiment of Mazhabi Sikhs for active service in the Second China War

On hurrying to meet his ship on its return to England, his family were felled by the sad news that he had died during the voyage home, weakened by fever and having - against all medical advice - displayed grim determination to see battle with his beloved Sikhs



Victoria Cross, the reverse of the suspension bar officially inscribed 'Bt. Capt. R. H. Shebbeare 60th. Bengal N.I.', and the reverse centre of the Cross dated '14 Sep.1857', and the lower arm 'Replacement 1959', *extremely fine*, upon original pin and in its *Hancocks & Co., 9 Vigo Street, London* leather case of issue

Together with the recipient's miniature dress awards, comprising the Victoria Cross, with floral top riband buckle; Indian Mutiny 1857-59, 1 clasp, Delhi, with claw buckle, *both of the period, as worn, toned very fine* (3)

£18,000-22,000

V.C. *London Gazette* 21 October 1859:

‘For distinguished gallantry at the head of the Guides with the 4th column of assault at Delhi, on the 14 September 1857, when, after twice charging beneath the wall of the loop-holed Serai, it was found impossible, owing to the murderous fire, to attain the breach.

Captain (then Lieutenant) Shebbeare endeavoured to re-organize the men, but one-third of the Europeans having fallen, his efforts to do so failed. He then conducted the rear-guard of the retreat across the canal most successfully.

He was most miraculously preserved through the affair but yet left the field with one bullet through his cheek, and a bad scalp wound along the back of the head from another.’



Robert Haydon Shebbeare was born at Clapham, London in January 1827 and educated at King’s College School. In one of those strange coincidences known to the history of the Victoria Cross, young Shebbeare would be a schoolboy with Philip Salkeld, who would win a posthumous V.C. for his gallantry at Delhi’s Kashmir Gate.

Leaving home at the tender age of 17, Shebbeare was appointed a Cadet in the 60th Bengal Native Infantry in 1844 and was promoted Lieutenant in 1849. Clearly a talented linguist, he was made Official Interpreter for the Regiment during 1852 and saw varied service in those years preceding the Mutiny.

Mutiny - opening shots

Shebbeare's first letter of note is dated the 30 May 1857 at Camp Mundlana, 'which you will not find on the map, I fancy'. It describes the opening operations of his regiment:

'Scorching weather! No thermometer in camp but I should suppose 120 in the tent to be about the mark. I wrote to my father before we started and hope he would get the letter and set your minds at ease, as the most wonderfully exaggerated reports will of course reach you as to the fate of the north western provinces.

I had better give you a slight sketch of our proceedings of late. On the 22nd we got (about sunset) our orders to march at midnight. We went down to Kurnaul by the regular marches and halted one day. We were then told that the Treasury at Rohtuck some 60 miles S.W. was in danger and were ordered to march by double marches for its protection, but when we arrived at Paneeputt where the advanced guard of army was, we heard that 600 mutineers from Delhi had gone out and robbed the Treasury and got safe back.

We found Mr. Lock the Collector of Rohtuck at Paneeputt whither he had escaped on horseback after seeing his house set fire to. We marched off next morning with him and made a second march today to a village in his district, the name of which is at the top of my note. We hear all sorts of terrible reports of atrocities committed in Rohtuck by the rebels but I believe nothing that I do not see unless on the authority of European eyewitnesses.

Poor Lock's property however was utterly destroyed without doubt, to the extent of some 10,000 Rupees. Our arrival in the district sets matters to rights wherever we are seen but we shall have to burn some villages and shoot or hang some of the head men of them before all is quiet. The forces are concentrating on Delhi and I fancy you will probably get a good account of it before you receive this scribble, which I only send you to assure you of my own safety. I am keeping a horseman waiting while I write this so I shall not extend it. I am trying to get the authorities here to raise a party of irregular horse and shall try and get command of it if they will do so - but I don't know how things will turn out.

Our Sepoys are behaving very well.

I will write on every possible occasion - assure my father and mother and all at home of my constant love and believe me dear Harry.'

During June, the 60th Bengal Native Infantry - at this time numbering around 900 officers and men - began the march to Delhi. They were engaged at Rohtuck, before they found themselves under fire from the Grenadier Company, who mutinied. With his horse saddled and the other officers in trail, Shebbeare 'had escaped in my shirtsleeves' (ibid). They subsequently completed a 45-mile journey in a day at foot pace and were lucky indeed to escape.

Delhi Ridge

By the time of Shebbeare's arrival on Delhi Ridge, he had taken an informal role in acting as Aide-des-Camps to Brigadier Showers. With no regiment of his own to command, he also soon found himself acting as Second-in-Command of the Corps of Guides, alongside his friend Major W. S. R. Hodson:

'It was too good an offer to refuse. It is a wonderful Regiment composed of 8 companies of infantry and 3 troops of cavalry. The men are from all countries ... They are capital men and do their work most pluckily, adding every day to their former fame. The present Commandant, Hodson, is an old friend of mine and we get on very well together. He takes the cavalry and I command the infantry in the field. The men are getting to know me now and we shall get on very well together. I can speak to the Sikhs in their own language and if I remain with them long, I shall pick up Poooshtoo from the Cabool people, I doubt not.

We have had several very sharp engagements and lost a very large number of men ... I can't tell when there is a chance of Delhi falling; we have so small a number of men that it appears to be thought imprudent to attack. They attack us on the heights every 2 or 3 days, but are of course always repulsed with great loss.

On the 10th (June) we drove them back to within 250 yards of the Cabool Gate, into which they retired in a great disorder.

As I escaped from camp without any servants or traps I am not very well furnished with clothes, but I manage to get on wonderfully well and I am very happy. Pray imagine for my dress, for I cannot send a sketch of it. A straw hat of this shape, covered with a turban of dust-coloured loose kind of cloth of the same colour, and lower were garments of the same prevailing hue, met by leather shooting gaiters. This with a native sword, a water bottle and a haversack completed my working costume' (*ibid*).

Shebbeare would no doubt have shared in the engagement near Metcalfe House on 12 June, during which a lively action took place over broken ground, the result being the establishment of picquets for the protection of the left flank. Constantly repulsing attacks upon Hindoo Rao's House, the men were rarely at rest. They would fight and sleep in the same clothing, with the threat of attack at any time.

About this time, Shebbeare and Hodson undertook an unusual mission, the latter writing in his diary of 2 July:

'I have been quite unable to write since the 29th, on the night of which I was ordered off again to Bhagput, to try to bring boats down to camp, either to make a bridge or a 'stop' for the enemy. I expected to be back in good time on the 30th, but the wind and waves were against me, and I could not get my fleet down the river.

Shebbeare was with me, and we worked like a couple of 'navvies', passing the two days and one night on the banks of the river, without shelter and almost without food, for we had nothing but a couple of 'chupatties' each and a small tin of soup and a little tea, which I fortunately took with me. Poor Shebbeare would soon lose the graceful rotund of his figure if he were long on such short commons ... All's well that ends well, however, and we succeeded in getting every boat safe into camp last night.'

The operations before Delhi continued apace throughout July, including a notable action fought on the 14th. Hodson takes up the story:

'The fight on that day was the old story. An attack in force on the right of our position; the enemy are allowed to blaze away, expending powder ... until 4 p.m. when a column was sent down to turn them out of the gardens and villages they had occupied and drive them back to the city.

I joined it and when we got under fire, I found the Guide Infantry, under Shebbeare, had been sent to join in the attack. I accompanied then and while the Fusiliers and Coke's men were driving the mass of the enemy helter-skelter through the gardens ... I went along the Grand Trunk Road leading right into the gates of Delhi. We were exposed to heavy fire of grape from the walls and musketry from behind trees and rocks; but pushing on we drove them right up to the very walls, killing uncounted numbers and then we were ordered to retire.

This was done too quickly by the Artillery and some confusion ensued, the troops hurrying back too quickly. The consequence was the enemy rallied to bring up infantry, and then a large body of cavalry and behind them two guns to bear on us. There were very few of our men but I managed to get eight horsemen to the front.

Shebbeare, though wounded, aided me in rallying some Guide Infantry. I called on the men to fire, assuring them that the body of cavalry coming down would never stand; my gallant Guides stood their ground like men; Shebbeare, Greville, Jacob and little Butler came to the front and the mass of the enemy's cavalry, just as I said, stopped, reeled, turned and fled in confusion.'

Shebbeare was wounded thrice in the action, placed upon the sick list and duly mentioned in Major Reid's despatch for the Main Picquet, Hindoo Rao's House (*London Gazette* 12 August 1857, refers). He thought it prudent to warn his mother:

'This mail leaves for England tomorrow and I must write a few lines as you will probably see my name amongst the wounded. I am thankful to be able to tell you that although I was struck by three bullets my wounds are very slight. One ball hit me on the right side, another almost simultaneously on the muscle of the right arm and a third about 5 minutes after on the right arm above the wrist. We are still before Delhi ... they have attacked the right of our position near Hindoo Rao's house 22 times! I have been present at nearly every engagement' (*ibid*).

Victoria Cross

It was however the events of 14 September - the Storming of Delhi - that led to Shebbeare's award of the V.C. He wrote to his mother on the 30th:

'I am again obliged to send you a shabby chit as I have been out of the district on an expedition, but as you will see again my name amongst the list of wounded I cannot leave you without the assurance that my wound was very slight and that it did not prevent my bringing the Regiment out of action - we have very severe fighting.

Poor young Murray, as a fine a young soldier as I ever met, fell close by my side. A great number were killed and wounded and our loss especially was very heavy but thank God the day was won and we are now living inside the city' (*ibid*).

He wrote in greater details to his father on 13 January 1858:

'On the 14th we were with Reid's Column, the 4th, on the Kichengunge attack. Major Reid was shot in the head at the very commencement and the consequence was, that the Fusiliers, who led the attack, were not properly supported, as we in the rear had received no orders. However we, shortly afterwards, went up to the front and finding it impossible at the moment to advance in face of the terrible fire, from the front and flanking fire from both sides, we tried a garden wall which gave us some shelter. This position we held for some time.

I tried to get the men to make another attack and jumped over the wall followed by Murray, McLean and Koodrutoola Subadar, with a Sergeant called Dunleary of the 1st Fusiliers, 2 riflemen and 3 or 4 Guides, but we were not supported and could do no good by advancing. I went back to call more men, while Murray with the others knelt behind a small bank.

At this moment poor Murray was struck by a bullet in the middle of his chest and died in the spot. McLean said to him 'Are you hit?' and he put his hand on his chest but could not speak. His death was perfectly sudden. I did not know it at the time for seeing that the enemy annoyed our men very much by firing from a small temple to the right of our position. I went with some men to run them out.

Shortly after we found the enemy coming round out flank to cut off our retreat and we withdrew towards our old position as we could never have made good our attack on the guns in the face of the overwhelming force which had assembled against us.

Captain Daly, however, saw Koodrutoola with some men and then managed to bring it in [Murray's body] the next morning. I buried him at once and afterwards Captain Daly, Sir Edward Campbell and I went and read the burial service over his grave' (*ibid*).

Shebbeare summed up the events at Delhi in another letter on 14 October, written exactly one month after the Victoria Cross action; the original letter is included in the archive:

'I have indeed great reason to be thankful for my good fortune during the campaign. In the first place I joined the camp just at the right time; at the commencement of the business and was offered the post of Second-in-Command of the Guide Corps, the finest Regiment of Asiatics in India. Daly the Commandant took command of the Cavalry and I held that of the Infantry until the end of July when I got command of the whole Corps, Daly having been wounded in action and my friend Hodson, who held the command after him, having raised a Regiment of his own. From this time until the capture of the city I commanded the Regiment. In the meantime, as I was only acting in the Guides, Hodson got me appointed 2nd in Command of his Cavalry Regiment.

I write all this to you, dear mother, as it happened because you will understand that I write it for your satisfaction and to prove to you that I have not neglected my duty and that my conduct has been favourably viewed by my superiors; but I write in this style to no one but my Father and yourself and I sincerely hope that you will not show the letter to anyone but our own family circle. Anyone else reading it would put me down as a braggart, a character which I despise.

I was hit oftener during the campaign than any other Officer I think, but was always so little that my friends used to laugh and say that I was made of India Rubber!

I have written a most horribly egotistical letter; but what can a soldier's letter be after a fight if not egotistical? (*ibid*).

Command - 15th Punjab Pioneers

Recovered from his wounds, Shebbeare remained in India and was charged to command a new regiment of Mazhabi Sikhs. Despatched to Lahore in early 1858, he soon found the 15th Punjab Pioneers 'only existed on paper.'

Having therefore begun his command by passing the time with 'a game of cricket now and again', he eventually raised the new regiment to a strength of 900 men. Meanwhile, he appears to have received certain news of the award of his V.C. He wrote to his mother in September 1859, stating:

'Colonel Norman wrote to me the other day that Lord Clyde has recommended me for the Victoria Cross so I shall get it before long. I told you that I thought I should get it but you did not seem to think it likely and Harry said he would believe it when he saw it in the Gazette. I should not have said anything about it if I had not thought and been told that it was pretty certain. You will now see that I was not far wrong ...' (*ibid*).

China - journey's end

With the onset of the conflict in China, the opportunities for Indian Regiments looked slim. However, Shebbeare's newly raised 15th Punjab Pioneers bucked the trend and quickly found themselves en route to Manchuria via Hong Kong. It was here, in July 1860, that Felice Beato would take his portrait photograph; see accompanying archive.

Within days of coming ashore, Shebbeare was struck down by illness and therefore unable to accompany his Sikhs at the capture of the Taku forts. Writing home on 10 August 1860, he stated:

'I am just recovering from a severe attack of Fever and Liver which commenced on the 26th, the day we left Talien Bay. I am in hopes that the liver is reduced to its natural size again now and I feel no pain in it so that I may be said to be quite well, but I have not got a bit of strength in my body, my legs are ridiculous to look at and I can hardly lift a cup of tea. Now however the mutton chop commences, and I hope a glass of beer, and I trust I shall pick up rapidly.

Meantime my Regiment is onshore under Randall and although it could not be in better hands, I can't help regretting that I cannot command it myself. The Regiment is gone out today to take some entrenched camps [Taku Forts]. I hope most sincerely to join in about 5 days more' (*ibid*).

It was not to be. Lieutenant Baker, who had served in the 60th Bengal Native Infantry and who was serving as a volunteer in China, describes Shebbeare's final days:

'The Regiment landed leaving him aboard the *Bentinck* ... unfortunately your son suffered greatly mentally. His gallant spirit chafed at being left behind. He had determined to lead the men he had raised and to be lying down weak and ill when all were up and doing affected him most seriously. His whole mind centred on the Regiment and when the heavy guns were heard on board his excitement was intense.

Finally, on learning the date on which the assault was to take place, he determined to land and take command. The Doctor by unremitting care having succeeded in bringing the poor man round but all was useless after the first gun was fired.

The ships boat with an awning conveyed him 10 miles to Pehtang. There he mounted his horse and rode 10 more to join the camp. The day was intensely hot and alas! his noble spirit, after bearing him through all fatigue, broke down during the long delay and he became much worse. Friends were with him throughout. All in the Army were glad to render assistance but without avail and at last he was ordered home ...

The painful end you will know and his body is beneath the deep blue sea.'

Shebbeare died aboard the S.S. *Eman* on 16 September 1860, having been ordered back to England by the Medical Board. He was 33 years old. When the vessel arrived in England, his family hastened to meet him, only to discover the sad news of his passing. He never wore his full-size Victoria Cross, which was forwarded to his heartbroken family.

His old Delhi friend, Captain Daly, wrote to his father in November 1860:

'The sad announcement of the fate of your soldier son compels me to write a few words to you. My sorrow can be as nothing to your sorrow, yet perhaps you will not cast aside the deep sympathy I tender.

Intimacy prior to the days at Delhi there was none between us. At Delhi we were comrades in many trials and dangers and I learnt truly to appreciate the devotion and gallantry, the truthfulness and stoutness of your son.

I was so impressed with his merit and services that I interposed to obtain for him the command of the Guides during the last few days of my incapacity from wounds; at a time when more than I can express depended on the character and bearing of the leader of the Corps.

I mourn for the loss of so good a soldier - few men of his standing possessed so much power over those under him, that is, he could and did command men. He was a rare soldier and as such he has left a name and performed services which will long be a cheering example to many in his profession.

I will not affect to write of the grief of his family, but the knowledge of the estimation in which your son was held by those who had seen him most tried may in some way soothe the parents in their affliction.'

Postscript

Shebbeare's V.C. and Indian Mutiny Medal, clasp Delhi, were loaned by the family for display at the Centenary Exhibition of the Victoria Cross in 1954. Upon the conclusion of the exhibition in 1958, the awards were found to have been misplaced. They were never recovered in spite of a formal investigation at the time.

Following a high-profile campaign, which included a formal debate in the House of Commons and much press coverage, the issuance of an official replacement was sanctioned in 1959.



To be sold with an Indian gilt-metal bracelet, unmarked, typical of local nineteenth century manufacture, together with a hand-written letter from Beatrice Gates:

'13 January 1947

My Dear Claude

I wonder whether Mary would care to have the enclosed bracelet as a little wedding gift, to bring her every sort of good wish from me. It was sent by the old V.C. great uncle, who fought in the Indian Mutiny, and raised the Corps of Guides, to her great aunt, my mother, long before I was born. As it has a history attached to it, I am sending it to you, with an explanation, but I am going to register it so please don't any of you write about it. How busy you must all be with the wedding so near. I look forward greatly to attending it.

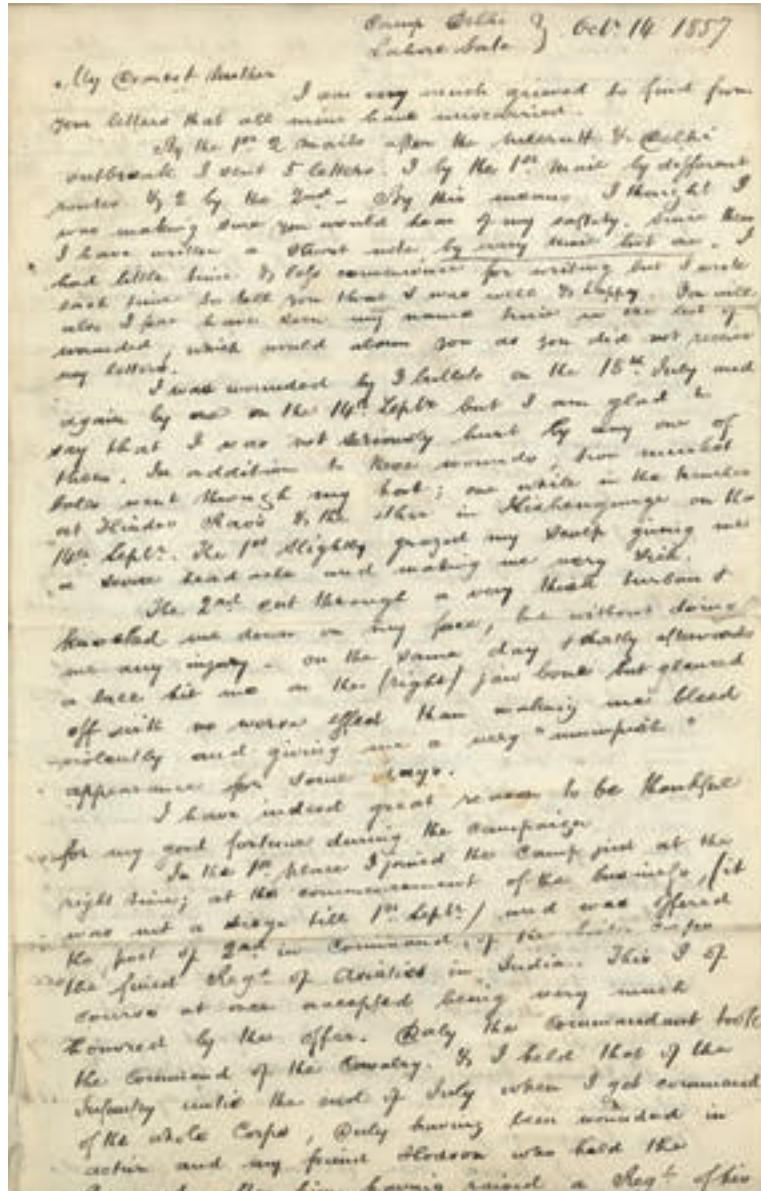
Love to you all and Kathleen, from your affectionate cousin.

Beatrice Gates'

To also be sold with an important archive of original documentation, comprising:

(i)

A unique archive of seven original letters, written in ink, by R. H. Shebbeare V.C., from 1857 to 1860, written from Camp Delhi, Lahore Dawk Bungalow, Anarkullee, Goozaira, and the Ship *Bentinck*, offering an important insight into operations around Delhi, his suffering from severe fever, and his subsequent passage towards Hong Kong; these are supported by a further seven contemporary letters written to his father and family at large, addressing and mourning his loss; together with a number of original envelopes.



(ii)

A handwritten notebook: 'A Record of the family of Shebbeare, compiled principally by Henry Francis Shebbeare, Barrister at Law'. This detailed text commences with the evolution of the surname Shebbeare, first noted as Seftbere in 1216, and includes a large amount of information relating to Robert Haydon Shebbeare, V.C., including a hand written record of service, an account of the V.C. action by H. F. Shebbeare, and an original three-page letter pasted within, written by R.H. Shebbeare to his mother from Camp Delhi, 14 October 1857, detailing his wounds and as cited above, 39 pp., inclusive of newspaper cuttings, small pencil and pen & ink sketches, and photographs of the family home, covers loose due to absence of spine, pages otherwise lightly held together

(iii)

Typed copies of approximately 60 letters written by Robert H. Shebbeare to his mother and other family members from Ananbsulsee, Camp Ackbur, Goozaira, Lucknow, and Camp Talien Hwan in Manchuria, from 1857 to 1860; these offer an outstanding and very personal insight into his many adventures.

(iv)

Two copied photographs of R. H. Shebbeare, V.C., one stamped Craine, Roche & Co., 30 Chiltern St., W.I., to reverse.

(v)

The original receipt from Lieutenant-Colonel G. A. Sheppard, Honorary Secretary Indian Army Room Committee, Royal Military Academy, Sandhurst, dated 19 January 1949, acknowledging the safe arrival of the Victoria Cross and Mutiny Medal of Brevet Major R. H. Shebbeare, V.C.; addressed to Lieut. Colonel R. A. Shebbeare, Eastwell Manor, Potterne, Devizes, Wiltshire.

(vi)

A comprehensive archive of over 30 letters detailing the loss of the Victoria Cross and Indian Mutiny Medal; these offer a thorough insight into the circumstances regarding the loss from the Indian Army Exhibition of the Royal Military Academy, Sandhurst. The letters detail the circumstances of the V.C. entering the exhibition in 1949 and the request by the family for the return of the medals in preparation for a Centenary party; they could not be found in September 1957 following a change in curators; the correspondence details efforts to find the medals, a Board of Enquiry under Major-General R. W. Urquhart, C.B., D.S.O., the input of George Wigg, M.P. on behalf of the Shebbeare family, and discusses the financial recompense to the family for their loss.

(vii)

A letter and draft 'Deed from The Treasury Solicitor', dated 28 August 1959, which offers a step-by-step account of the events leading to the loss of the medals, the £550 compensation to be paid, transfer of ownership to the Secretary of State, and circumstances resulting in the transfer of the medals back to the family should they be found; a second letter and Draft Deed from the Treasury Solicitor, dated 20 October 1959, which offers more details and addresses in 3. (1), the handing over to Robert Claude Reginald Shebbeare a replica of the lost V.C., the words 'Replacement 1959' being added on the Cross after the name of the late Captain Robert Haydon Shebbeare; annotated in red ink with numerous additions and crossings out; and third and final letter, inclusive of a Duplicate of the Deed, dated 3 December 1959, signed by three members of the Shebbeare family and Charles Edward Key, in O.H.M.S. envelope of transmission.

(viii)

A copy of *Parliamentary Debates* (Hansard), House of Commons Official Report, Volume 601, No. 74, 10 March 1959; it quotes Mr. Wigg's address to the House of Commons, pages 1145 to 1148:

"I want to raise two very serious and important matters. On the 14th September, 1857, Captain Robert Shebbeare won the Victoria Cross. This gallant officer volunteered for service in China and was engaged in the attack on Taku Forts. Unfortunately, he was stricken with illness and, after being embarked for the United Kingdom, he died at sea off Shanghai on 16th September, 1860. His Victoria Cross, one of the earliest of these medals to be awarded, was, needless to say, cherished by his family. To say that it was an heirloom is to put it mildly ..."

Reference sources:

- Creagh, Sir O'Moore, and Humphris, E.M., *The Victoria Cross 1856-1920* (London, 1920).
 Hibbert, Christopher, *The Great Mutiny* (Penguin Books, London, 1978).
 David, Saul, *The Indian Mutiny: 1857* (Penguin Books, London, 2003).
 Littlewood, Arthur, *Indian Mutiny and Beyond: The Letters of Robert Shebbeare, V.C.* (Pen & Sword, 2007).
 Griffiths, Charles John, *A Narrative of the Siege of Delhi* (London, 1910).
 Dalrymple, William, *The Last Mughal: The Fall of Delhi, 1857* (Bloomsbury, 2007).

552

A fine Indian Mutiny C.B. group of four awarded to Lieutenant-Colonel W. A. 'Mac' MacKinnon, Bengal Horse Artillery, who commanded the guns of 2nd Troop, 3rd Brigade at the final siege and capture of Lucknow, prior to commanding the Bengal Artillery at assorted actions in the Oude under Sir Grant Hope

He had earlier distinguished himself in the First Sikh War - when he took command of his Troop at Ferozeshuhur following the death of his C.O. - and in Sir Colin Campbell's punitive expedition against hill tribes on the North-West Frontier in 1851-52

A lifetime friend of Lord Roberts, V.C., his name appears in numerous letters written by the great man, among them a happy reference to them at Lucknow in March 1858:

'MacKinnon is here. He sends his kind regards. When we do start, the Brigade Hamilton belongs to is, I think, sure of accompanying our Column, as also MacKinnon's troop, so we shall be together, which is very nice ...'

The Most Honourable Order of the Bath (C.B.), Military Division, Companion's breast badge, gold and enamel, hallmarks for London 1858, complete with swivel-ring suspension bar and riband buckle; Sutlej 1845-46, reverse Moodkee, 2 clasps, Ferozeshuhur, Sobraon (Lieut. W. A. MacKinnon, 1st Brigade, H.A.); Punjab 1848-49, no clasp (Lieut. W. A. MacKinnon, 3rd Tp. 1st Bde. Arty.); Indian Mutiny 1857-59, 1 clasp, Lucknow (Cptn. & Bt. Major W. A. MacKinnon, 2nd Tp. 3rd Bde. Rl. H. Art.), *contact marks and edge bruising, nearly very fine or better* (4)

£4,000-5,000

C.B. *London Gazette* 16 November 1858.

William Alexander 'Mac' MacKinnon was born in the parish of Strath on the Isle of Skye in April 1822, the son of Dr. Farquhar MacKinnon of Kyle-a-Kin. Educated privately, he was nominated for a cadetship in the Honourable East India Company by Sir Richard Jenkins, G.C.B., in January 1840 and entered Addiscombe in the following month. Passing out as a 2nd Lieutenant in December 1841, he arrived in India in July of the following year and was posted to the Foot Artillery. He subsequently gained an appointment in the Bengal Horse Artillery.

Advanced to 1st Lieutenant in July 1845, MacKinnon saw active service in the First Sikh War 1845-46, when he was present at Moodkee, Ferozeshuhur and Sobraon (Medal & 2 clasps); at the battle of Ferozeshuhur, he assumed temporary command of his Troop following the death of Captain Todd.

Further active service followed in the Punjab campaign of 1848-49, when he commanded for much of the time 3rd Troop, 1st Brigade and was present at a number of skirmishes and actions, including the capture of the forts of Runganungle, Kalallwalla and Moraree (Medal).

'Double charges of grape at point-blank range'

MacKinnon was next in action during Brigadier Sir Colin Campbell's punitive expedition against the Mohmands in April 1852. With two guns from 2nd Troop, 1st Brigade, he played a major part in facing off around 5,000 'matchlock men' and about 80 horsemen near Matta on the 15th. When the tribesmen appeared from the hills in fighting formation, Sir Colin sallied forth from Fort Shubkudder to confront them. Brigadier Brian Parritt's *Red with Two Blue Stripes* takes up the story:

'The Horse Artillery first fired several rounds, which caused the tribesmen to pause, then limbered up and escorted by the cavalry with swords drawn galloped round to the enemy rear. Lieutenant W. A. MacKinnon and Lieutenant C. H. Blunt then re-opened fire, again with excellent results. The tribesmen broke formation and slowly began to move back to the hills.

Darkness now began to fall so Campbell ordered the guns to limber up and withdraw to the forest. The Mohmands, however, now felt that their turn had come and hardly were the horses in the traces when they swarmed joyfully from behind their shelter and rushed forward with a yell. Immediately the guns were unlimbered and double charges of grape fired at point-blank range. The tribesmen went to cover. Slowly the guns pulled back, halting every 300 yards to unlimber, fire grape and then retire once more.

The losses on the British side were two killed and eight wounded and it is a classic example of artillery winning the day. Neither the infantry nor the cavalry played any part in stopping the Mohmands attack.'



But for his death in 1867, MacKinnon would have lived to receive the India General Service Medal 1854-95, clasp 'North-West Frontier'; he did however receive a special mention in Sir Colin's despatch, dated at Fort Shubkudder on 17 April 1852.

Next appointed Commandant of the 4th Company of Artillery, and Commissary of Ordnance of the Punjab Irregular Force, MacKinnon was granted home leave on medical grounds in January 1854. He returned to England on furlough until December 1857 and was confirmed in the rank of Captain in the latter year.

Mutiny C.B.

Recalled to India in consequence of the Indian Mutiny, he was initially assigned to Major Le Mesurier's battery as an interpreter.

In March 1858, however, he took command of 2nd Troop, 3rd Brigade of the Bengal Horse Artillery and first went into action on the Kala Nuddee at the taking of Futtyghur; he was afterwards present in the final stages of the siege and capture of Lucknow.

He then accompanied the Column under Sir Grant Hope, K.C.B., throughout the operations in the Oude during the hot season of 1858 and was present at the affairs at Korse, Baree and Sumree that May, in addition to commanding the Bengal Artillery at the battles of Nawab Gunge and Burra Bankee.

In July 1858, MacKinnon was appointed to the command of 3rd Company, 1st Brigade, Bengal Field Artillery and No. 17 Light Field Battery, in which capacity he finished the Mutiny serving in the Column under Sir George Baker, K.C.B.; he commanded the artillery in the action at Selimpoer in September of the same year.

Mentioned in despatches for Lucknow - and on numerous other occasions for his services in the Mutiny - he was given the Brevet of Major and appointed C.B.

MacKinnon's final appointment in India was as C.O. of 4th Troop, 1st Brigade, Bengal Horse Artillery, medical grounds necessitating his return to England on furlough in late 1860. He was advanced to Lieutenant-Colonel in February 1863 and died at Stirling in September 1867; sold with copied research.

x553

A good R.V.M. group of four awarded to Corporal T. D. H. Long, King's Royal Rifle Corps and afterwards Chief Commissioner at Government House in Cape Town



Royal Victorian Medal, E.VII.R., bronze (T. D. H. Long), engraved naming; India General Service 1854-95, 1 clasp, Burma 1889-92 (5967 Pte. T. Long, 4th Bn. K.R. Rif. Corps); India General Service 1895-1902, 1 clasp, Relief of Chitral 1895 (5967 Pte. T. Long, K.R. Rifle Corps); British War Medal 1914-20 (Pte. T. D. H. Long, C.P.G. Rgt.), together with a set of related miniature dress medals, *the first a little polished and contact marks overall, nearly very fine or better* (8)

£400-500

Thomas Dawson Henry Long was born in Oxford in February 1871 and enlisted in the King's Royal Rifle Corps in October 1890, aged 19 years. He was posted to the 4th Battalion and embarked for Burma in the following year, where he saw action in the Lushai operations in 1892 (Medal & clasp). Having then been advanced to Corporal in February 1894, he was present in the relief of Chitral operations in 1895 (Medal & clasp).

The Battalion was next embarked for the South Africa and it was here, in December 1897, that Long was transferred to the Army Reserve. He subsequently found employment as Chief Messenger at Government House, Cape Town and it was in this capacity that he was awarded the Royal Victorian Medal in bronze for the Duke of Connaught's visit in 1910. He later served in the Cape Peninsula Garrison Regiment in the period August 1917 to February 1918.

Following the Great War, Long became Chief Commissioner to the Earl of Athlone, the Governor-General of South Africa. He was also a long-served Secretary of the Ex-Riflemen Association, Cape Town; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

Sold by Order of a Direct Descendant

554 A scarce Boer War Militia D.S.O. group of four awarded to Major M. A. Foster, 4th Battalion, Prince Albert's Somerset Light Infantry



Distinguished Service Order, V.R., silver-gilt and enamel; Jubilee 1897, silver; Queen's South Africa 1899-1902, one clasp, Cape Colony (Capt. & Adj. M. A. Foster, D.S.O., Som. L.I.), 'D.S.O.' and unit officially corrected; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Maj. & Adj. M. A. Foster, D.S.O., Som. L.I.), last three mounted as worn, *minor enamel damage to the first, otherwise very fine or better* (4)

£1,400-1,800

D.S.O. *London Gazette* 27 September 1901:

'In recognition of services during the operations in South Africa.'

Montagu Amos Foster was born on 19 March 1861, the son of William Foster of Wilbury Road, Brighton, Sussex. Gazetted to the Somerset Light Infantry in January 1882, he was promoted Captain in September 1887 and served as an Adjutant in the Militia from May 1899 until February 1904.

More specifically, he served as Adjutant to the 4th (Militia) Battalion, Somerset Light Infantry in the Boer War, in which period he was present in operations in Cape Colony from April 1900 until April 1902, initially serving south of the Orange River (April-November 1900). Garrison duties aside, he would have been employed in mobile columns and it was likely just such work that resulted in the award of his D.S.O. He was also twice mentioned in despatches (*London Gazettes* 10 September 1901 and 29 July 1902, refer).

A large contingent of officers and men of the 4th Battalion, Somerset Light Infantry returned to the U.K. aboard the S.S. *Sicilia* in April 1902 and Foster was probably among them. He had, however, previously returned home to receive his D.S.O. from the King at an investiture held on the 29 October 1901.

Foster, who was advanced to Major in April 1902, was placed on the Retired List in March 1909. He married, in 1898, Ida Frances, daughter of Brigadier-General W. G. Thompson, C.M.G., D.S.O. - see Lot 559 for his Honours & Awards.

Please see Lot 428 for the recipient's miniature dress medals.

Sold by Order of a Direct Descendant

555

'Here he was brought into contact with criminals of the deepest dye, and the successful manner in which he carries out the duties of his difficult office, may be traced to the excellent opportunities he then had of studying human nature at its most debased form. Almost every woman in the Parish was an unfortunate, and every man a criminal. It was during the time that Mr. Gray occupied this position that 'Jack the Ripper' committed three murders in the Parish.'

The Critic, 9 December 1901, refers.

An unusual Great War O.B.E., K.P.M., group of four awarded to Colonel G. D. Gray, Deputy Commissioner of the South African Police, Western Cape: as cited above, he had earlier ministered to the people of Spitalfields at the time of 'Jack the Ripper' case

The Most Excellent Order of the British Empire, (O.B.E.), Civil Division, Officer's 1st type breast badge, silver-gilt, hallmarks for London 1919; Queen's South Africa 1899-1902, 1 clasp, Orange Free State (Lieut. G. D. Gray, O.R.C. Prov. M.P.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Major G. D. Gray, S.A.C.); King's Police Medal, G.V.R. (Geo. D. Gray. Sub - Commr., O.R.C. Police.), mounted in this order, court-style as worn, *toned, good very fine* (4)

£800-1,000

O.B.E. *London Gazette* 27 June 1919:

'For War Services rendered at Cape Town during the late European War.'

K.P.M. *London Gazette* 3 January 1911. A contemporary source states:

'For a specially distinguished record in administrative police service, and success in organising Police Forces and maintaining their organisation under special difficulty.'

George Douglas Gray was born on 16 July 1870, the son of the Reverend J. H. Gray, M.A., Vicar of Keynsham, Somerset. His father was well-known in England in connection with the Indian Missions of the Church and in wider circles, being as much an astute lawyer as he was a clergyman.

Young George studied at King William's College on the Isle of Man, an institution which was funded by the Bishop Barrow Trust with the aim of educating prospective clergy, before beginning his working life in a Corn Merchant's Office in Bristol in 1886.

Spitalfields and the 'Ripper'

On the death of his father, Gray decided to attend the University of London to study for the Ministry, and upon graduation he was given a title to the Parish of Spitalfields by the Bishop of London, in what is present day Tower Hamlets.

During the Victorian era, the silk industry entered a long decline and the old merchant dwellings had degenerated into multi-occupied slums. Spitalfields became a by-word for urban deprivation, and, by 1832, concern over a London cholera epidemic led *The Poor Man's Guardian* (18 February 1832) to write of Spitalfields:

'The low houses are all huddled together in close and dark lanes and alleys, presenting at first sight an appearance of non-habitation, so dilapidated are the doors and windows (that) in every room of the houses, whole families, parents, children and aged grandfathers swarm together.'

By the late 1880's, little had changed. According to *The Critic*, 9 December 1901:

'Here he was brought into contact with criminals of the deepest dye, and the successful manner in which he carries out the duties of his difficult office, may be traced to the excellent opportunities he then had of studying human nature at its most debased form. Almost every woman in the Parish was an unfortunate, and every man a criminal. It was during the time that Mr. Gray occupied this position that 'Jack the Ripper' committed three murders in the Parish.'

The murders of Annie Chapman and Mary Jane Kelly and the attack on Annie Farmer who went by a variety of nicknames such as 'Flossie', 'Tilly', 'Dark Sarah' and 'Laughing Liz', made Spitalfields a challenging place to Minister. On 25 February 1888, Annie Millward of Spitalfield Chambers, 8 White's Row, Spitalfields, was admitted to the Whitechapel Workhouse Infirmary:



‘It appears the deceased was admitted to the Whitechapel Infirmary suffering from numerous stabs in the legs and lower part of the body. She stated that she had been attacked by a man who she did not know, and who stabbed her with a clasp knife which he took from his pocket. No one appears to have seen the attack, and as far as at present ascertained there is only the woman’s statement to bear out the allegations of an attack, though that she had been stabbed cannot be denied.’

With three ‘Ripper’ victims within the immediate environs of his area of Ministry, it seems likely that Gray was in one form or another closely associated with those grim events. Indeed it was perhaps in consequence of the same events that he chose to move on to pastures new on passing his final Ordination Examination - he enrolled at Durham University for a higher degree. However, once at Durham, it appears that his ‘constitution gave way,’ and he decided in 1897 to travel to South Africa in search of better health and a fresh start, this time working as a correspondent for several English papers and one of the Rand dailies.

South Africa - military policeman

With the commencement of the Boer War imminent, Gray received a timely warning of a warrant having been issued for his arrest as a spy, and he was able to escape to the Cape Colony where he became an Officer in the Military Police. He came up with the Naval Brigade to Modder River, and arrived at Bloemfontein just one day after the battle of Magersfontein, to take up a role attached to the Staff of the Military Governor with charge of the Civil Police. It was here that Lieutenant Gray maintained Martial Law and acted as a buffer between the military and civilians: ‘His tall, spare figure and anxious face were well known to everyone in those never-to-be-forgotten days of passes and permits’ (*ibid*).

It was also at this time that Gray used his experience and good judgment to maintain the new and highly efficient Bloemfontein Mounted Police and foster stability and the rule of law as much as possible:

‘It is worthy of note - and I get this from both sides - that at a time when hundreds of Boer prisoners were passing through his hands, while most Englishmen were making enemies, he was making friends. On one occasion, when a party of Boer prisoners were being brought into town, several of the natives of Waaihoek began to jeer at them as they passed the location. Lieutenant Gray jumped off his horse, and with the serviceable sjambok, meted out some wholesome chastisement.’

Civilian policeman

With the cessation of hostilities, Gray continued in his role as Commissioner of Municipal Police for the Orange River Colony and decided to start a Police Fire Brigade at Bloemfontein. His example was followed in other Free State towns, having met with the requirements for fire safety at a comparatively small cost.

Following the merger of the Municipal Police with the South African Constabulary, and the successful creation of a Finger Print Bureau in 1908, and a diamond industry protection force, Major Gray was called upon by General Hertzog, the Attorney General of the Orange River Constabulary, to lead the re-organisation of the entire force. This he completed with huge success and, in May 1913, he was appointed Deputy Commissioner of the Cape Western Division of the newly created South African Police. As an example of his forward-thinking nature, women police officers were quickly introduced to deal with social ‘evils’ and for the protection of juveniles.

During the Great War, Gray became a familiar figure at Cape Town, where the police under his command played an important part in maintaining order and assisting the Naval and Military Authorities; it was about this time that he would relive his past Boer War actions, this time displaying a firm hand not to civilians, but to those whom he commanded, in order to maintain discipline and stability:

‘On 31 December 1917, the police in Cape Town posed a problem. In the afternoon, approximately 100 policemen turned out in front of Colonel Theodorus Truter, Chief Commissioner of the South African Police, and Colonel Douglas Gray. It was not an occasion for cheery words or remaining festive handshakes. For these men were refusing to work. Truter, with a customary flat-eyed policeman’s distaste for unanticipated burdens, warned of severe consequences if duties were not carried out’ (*ibid*).

That evening, and for the next 14 days, one fifth of the total compliment of around 500 policemen went on strike over pay. Strikers were placed on open arrest and the judiciary became nervous as sympathisers threatened to prolong the cause; on 9 January, amid mounting concern about order and discipline, a worried Magistrate sentenced Constable Johannes de Kock and 84 other policemen to three months with hard labour or a £20 fine, suspending enforcement for three months on condition that they return to their duties. They did, their example followed by the remaining strikers, who, pleading guilty to breaking police regulations, quickly returned to their beats.

‘This showed,’ declared a now relieved Gray, ‘these ill-educated Constables were not altogether fools.’

In January 1919, he transferred to Marshall Square, Johannesburg, as Head of the C.I.D. in the Transvaal, becoming Deputy Commissioner C.I.D. for the Union of Pretoria the year after. It was then that he completely re-modelled the Detective Organisation in South Africa along the lines of Scotland Yard, adding a decentralised system suited to local requirements.

In April 1928, Gray was transferred from the C.I.D. to a new post with the purpose of dealing with the organisation of the South African Police with regards to cost effectiveness. Sadly, the post was abolished a mere eight months later and he decided to take retirement after 28 years’ service. A special ceremony was held for his retirement at the Commissioner’s Office where Gray was able to address those who had served so ably under him:

“I thank you very much indeed for these beautiful presents, and much more for the kindly thought that prompted them. I am really sorry to leave the South African Police, and not to have had the privilege of helping Colonel De Villiers - even for a short time in that difficult and important work he has recently undertaken. Under a new regime, however, it is usual to introduce new blood and new ideas, and when I see all around me the experienced and capable hands at his service, I am sure his task will be an easy and successful one. I shall always be proud of having served with the South African Police.”

On retiring, Gray became General Secretary of the Public Servants' Association of South Africa. He died on 15 October 1931, leaving a widow, formerly Miss Grace Kemsley, of Port Elizabeth, and a son, Audrey, who was at University in England at the time of his passing; sold with share certificates and documentation relating to the Panama Canal, copied service record, contemporary newspaper articles including obituary notices, and an extract from *The Journal of African History*, Bill Nasser, University of Cape Town, 1992.

Please see Lot 352 for the recipient's miniature dress medals, including the Queen's South Africa Medal with clasps for Relief of Kimberley, Driefontein and Paardeberg.

Sold by Order of a Direct Descendant

556 An interesting Great War O.B.E. group of seven awarded to Captain E. V. Whish, Royal Indian Marine

Having rendered valuable service off the coasts of China, Somaliland and in the Persian Gulf - notably aboard H.M.S. *Fox* in 1910 for the 'Dubai Incident'- he would claim his most rare of distinctions: a unique 1914 Star



The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 1st type breast badge, silver-gilt (hallmarks for London, 1919); China 1900, no clasp (Sub. Lieut. E. V. Whish, R.I.M.S. Clive.); Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (Sub. Lieut. E. V. Whish, R.I.M.S. Canning); Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (Lieut. E. V. Whish, R.I.M., H.M.S. Fox.); 1914 Star (Lieut. E. V. Whish, R.I.M.); British War and Victory Medals (Lt. Comdr. E. V. Whish, R.I.M.), mounted as worn, *light contact marks, good very fine and a unique combination of awards (7)*

£1,400-1,800

O.B.E. *London Gazette* 12 September 1919:

'For distinguished services rendered in India in connection with the war.'



Eric Vipam Whish, a descendant of Lieutenant-General W. S. Whish, Indian Army, was born at Headington near Oxford in 1878.

By 1900, he was serving as a Sub. Lieutenant with the Royal Indian Marine. It would be aboard the R.I.M.S. *Clive* that he saw service off China during the Boxer Rebellion. Whish's ship formed part of a fleet sent to assist Admiral E. H. Seymour's efforts to relieve the besieged European garrison at Peking. Seymour's force, initially just 2,000 strong, found itself outnumbered and fell back to Tientsin on the Chinese coast on 14 July. R.I.M.S. *Clive* carried much-needed British reinforcements from India to Tientsin (Medal). Together with contingents sent from America, Italy, Russia, France, Japan, Germany and Austria, this brought Seymour's effective strength to 20,000 men; Peking was relieved on 14 August.

Between 1900 and 1920, Britain and Italy were engaged in territorial struggles in the Horn of Africa against the Dervishes under Muhammed bin Abdullah. Whilst aboard the *Canning*, Whish assisted by ferrying Indian Army troops to the Hobyo Sultanate in November 1902 (Medal & clasp).

The Dubai Incident, 1910

On 24 December 1910, Whish was serving as a Lieutenant aboard H.M.S. *Fox* when she took part in the so-called 'Dubai Incident'. An illegal arms trade through the Persian Gulf had been supplying Afghan tribes along the North-West Frontier with weapons for use against the British. H.M.S. *Hyacinth*, patrolling off the Trucial Coast, received reports of an illegal arms cache at Dubai.

Hyacinth's commander, Captain J. D. Dick, formed a landing party with men of the Royal Navy and Royal Marines. Dick hoped to negotiate the surrender of the illegal arms with the Sheik of Dubai, but instead became embroiled in a fire-fight in which five members of his landing party and 12 Arabs were killed. H.M.S. *Hyacinth* provided covering fire for the landing party as it withdrew, bombarding Dubai with 6-inch shells and killing a further 25 Arabs.

After the incident, Rear-Admiral Edmond Slade, Commander-in-Chief, East Indies Station, and Lieutenant-Colonel Percy Cox, the Political Resident in the Persian Gulf, rushed to Dubai and interviewed the Sheik aboard the deck of H.M.S. *Hyacinth*. The Sheik agreed to surrender 400 serviceable rifles to the British and was fined 50,000 rupees. H.M.S. *Fox* was dispatched to ensure the efficient handover of the rifles (Medal & clasp).

The First World War and beyond

During the First World War, the Royal Indian Marine played an important role by clearing mines off the coasts of Bombay and Aden. The Marine also ferried troops and supplies to Mesopotamia, Egypt and East Africa. Having been on leave in the late summer of 1914, Whish was immediately recalled. He would serve 1 year and 136 days with 'R' Force, Royal Indian Marine from 5 August 1914, earning him the 1914 Star. Later attached to 'D' Force in early 1916, he would assume command whilst a Lieutenant Commander of the patrol vessel R.I.M.S. *Nearchus* on 19 February 1916. Promoted Commander in August 1917, he remained with *Nearchus* until just before War's end.

Appointed to the Principal Office, Bombay on 1 February 1930, he retired in July 1931. He died at Ferndown, near Bournemouth, Dorset, on 11 May 1943.

Sold with the recipient's superb Royal Indian Marine epaulettes, silver and gold bullion, by *S. W. Silver & Co., 67, Cornhill, London* and housed in their case of issue with brass plaque to the lid, this engraved 'Lieut. E. V. Whish. R.I.M.'; Whish can be seen wearing these epaulettes and his full-size awards in a portrait photograph.

For the recipient's miniature dress medals, please see Lot 433.

557 **A fine Colonial Military Secretary's C.M.G., Second World War O.B.E. group of seven awarded to Hon. Colonel O. H. C. Balfour, King's Royal Rifle Corps**

A nephew of Arthur, 1st Earl Balfour (Prime Minister, 1902-05), he was twice severely wounded in the Great War, on the first occasion at the battle of the Aisne in September 1914, when he walked five miles to the nearest Casualty Clearing Station after a bullet hit his jaw and exited out of the back of his neck

The Most Distinguished Order of St. Michael and St. George (C.M.G.), Companion's neck badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, (O.B.E.), Military Division, Officer's 2nd type breast badge, silver-gilt; 1914 Star, with clasp (2 Lieut. O. H. C. Balfour, K.R. Rif. C.); British War and Victory Medals, M.I.D. oak leaf (Capt. O. H. C. Balfour); Defence and War Medals 1939-45, *contact marks to the earlier medals, otherwise very fine or better* (7)

£800-1,000

C.M.G. *London Gazette* 1 January 1923:

'For services as Personal Secretary to the Governor-General of Canada.'

O.B.E. *London Gazette* 1 January 1944.

Oswald Herbert Campbell Balfour was born at Whittingehame, East Lothian on 25 September 1894, the son of Colonel Eustace James Anthony Balfour and Lady Frances Balfour, a daughter of the 8th Duke of Argyll. His uncle, Arthur Balfour, was later Prime Minister (1902-05).

Educated at Westminster School and the R.M.C. Sandhurst, young Oswald was commissioned 2nd Lieutenant in the King's Royal Rifle Corps in February 1914.

Unlucky 'C'

Embarked for France as a subaltern in 'C' Company of the 2nd Battalion in August 1914, he was severely wounded at the battle of the Aisne on 14 September, when a bullet hit his jaw and exited from the back of his neck: notwithstanding the nature of his wound, he remained in duty with a field dressing for 24 hours, prior to walking five miles to a Casualty Clearing Station. Invalided home, he was mentioned in despatches (*London Gazette* 19 October 1914, refers).

Balfour returned to France in April 1915, when he joined 'C' Company of the 3rd Battalion. His appointment proved short-lived: at Hooge on the night of the 25 May, as member of a raiding party, he took a bullet in the chest. Admitted to 3rd General Hospital at Le Treport, he was embarked for Newhaven in a hospital ship in mid-June.



Salonika

Next embarked for Egypt, where he was attached to the Australian and New Zealand Overseas Depot in Alexandria, Balfour managed to arrange for a tour of duty with the 3rd Battalion in Salonika in April 1916. Admitted to 83rd Field Ambulance with malaria in late August, he was evacuated to Malta.

In October 1916, and having been advanced to Captain, Balfour returned to the 3rd Battalion in Salonika, and remained actively employed in that theatre of war until March 1917. A staff course having intervened, he rejoined the 3rd for a final stint of active duty in August-November 1917. Thereafter, he served on the General Staff of 26th Infantry Division.

Canada

In 1920, and having served a tour of duty with the 18th Battalion, K.R.R.C. on the Rhine, Balfour was appointed A.D.C. to the Duke of Devonshire, the Governor-General of Canada. He later he served as the Duke's Military Secretary and continued in that office under his successor, Viscount Byng of Vimy, in 1921-23. He was awarded the C.M.G., a rare distinction indeed for a Captain still in his 20s.

On his return home in early 1923, Balfour resigned his commission and was placed on the Regular Army Reserve of Officers.

Second innings

Recalled on the renewal of hostilities, he was posted to the 1st Battalion, East Surrey Regiment, prior to taking up an appointment as a Staff Captain in M.S. 1 (B.) at the War Office in August 1940. In the following year he commenced a spate training appointments and, having served with distinction as G.S.O. 1 (Home Guard Training) G.H.Q., Home Forces, he was awarded the O.B.E. in January 1944. Balfour finally relinquished his commission in August 1947, when he was granted the rank of Hon. Colonel.

He died on 16 October 1953, aged 59 years, his regimental obituary noting that he was 'a cheery and convivial companion' and 'a very keen shot.'

Sold with a copy of the recipient's mother's autobiography *Ne Obliviscaris*, together with an extensive file of copied research, from which the above biographical entry has been taken.

Sold by Order of a Direct Descendant

558 An important Great War Togoland 1914 operations C.M.G., Western Front C.B.E., D.S.O. group of eleven awarded to Colonel F. C. Bryant, Royal Artillery

A forthright soldier who was not afraid to speak his mind, he ended up in conflict with his seniors over the conduct of the Togoland operations in 1914: fortuitously for our interests in that far-off theatre of war, he won the war of words and went on to take the German surrender

He won further laurels for his distinguished command 76th Army Brigade, Royal Field Artillery, on the Western Front in 1915-18 and made a vital contribution to development of a vacuum fuze which improved the accuracy and reliability of our shells



Part Lot

The Most Distinguished Order of St. Michael and St. George (C.M.G.), Companion's breast badge, silver-gilt and enamel, in its *Garrard & Co.* case of issue; The Most Excellent Order of the British Empire (C.B.E.), Military Division, Commander's 1st type neck badge, silver-gilt and enamel, in its *Garrard & Co.* case of issue; Distinguished Service Order, G.V.R., silver-gilt and enamel; 1914-15 Star (Capt. F. C. Bryant, R.F.A.); British War and Victory Medals, M.I.D. oak leaf (Lt. Col. F. C. Bryant.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45; France, Legion of Honour, Officer's breast badge, gold, silver-gilt and enamel, *generally good very fine* (11)

£4,000-5,000

C.M.G. *London Gazette* 3 June 1915.

C.B.E. *London Gazette* 3 June 1919.

D.S.O. *London Gazette* 4 June 1917.

Frederick Carkeet Bryant was born on 10 December 1879, son of the late T. H. Bryant of Leatherhead Court, part of the Woodlands Park Estate, Surrey, and a scion of Bryant & May, the match manufacturing company. Educated at Harrow and the Royal Military Academy, Woolwich, young Frederick was gazetted 2nd Lieutenant in the Royal Garrison Artillery in December 1898.

His postings in the period leading up to the Great War included Malta, India and the U.K., but he witnessed no active service. In September 1910, as a Captain in the Royal Field Artillery, he was

seconded for service under the Colonial Office and appointed O.C. Gold Coast Battery at Kumassi. But senior command was to follow for, with storm clouds looming over Europe in the summer of 1914, he was appointed Temporary Lieutenant-Colonel Commanding Allied Forces in Togoland, with 1700 officers and men under his charge.

Togoland 1914

On the outbreak of hostilities, Bryant found himself telegraphing the Colonial Secretary's Office in Accra, Ghana, requesting ammunition and the means to take the fight to the Germans in Togoland, which had been a German protectorate since 1884 following the 'scramble for Africa.' Fully aware that 'not one person in every 100,000 of the inhabitants of the British Isles had ever heard of Togoland before the outbreak of war in August 1914,' he was keen to stress that Togoland held the second biggest wireless station in the world, communicating directly with Nauen, 30 miles from Berlin. According to Bryant:

'Now it mattered not, as far as the general purposes of the war were concerned whether the Germans held Togoland or Timbuctoo, but it mattered very materially whether the Germans could keep their wireless station at Kamina going. Every day, every hour, was of importance and for this reason and for this reason only; Kamina was the transmitting station from Berlin, direct to German East Africa: to Duala in the Cameroons; to Windhoeh in German South-West Africa; to any German ship in the South Atlantic. Directly if Kamina was down or captured, every African German colony was cut off, but more important still every German ship in the Atlantic was without orders or in formation.'

In response to his forthright telegram, Bryant received the following response from the Colonial Secretary's Office:

'Sir

I am directed by the Governor to enclose a copy of a telegram received from Lieutenant-Colonel Bryant with regard to certain specie sent to Secondee from Lome and to request that you will be so good as to point out to that officer the improper language in which it is couched.

I am also to ask you to inform Lieutenant-Colonel Bryant that it is subversive of all discipline for an officer in his position to address the Colonial Secretary of the Colony to which he belongs in such a manner and that an apology is necessary.

I am to add that the fact that the telegram was sent over the wire en clair at such a time renders Lieutenant-Colonel Bryant's indiscretion all the more lamentable and his action the more inexcusable.

W. H. Robertson, Acting Colonial Secretary'

Fortunately for the success of the expedition, those in charge of the administration realised that what had to be done, had to be done at great speed. According to Bryant:

'The situation was distinctly novel to all. There was a very, very secret book - just one copy - stowed away in a very, very secret safe of the O.C. Gold Coast Regiment at Kumassi. There were only two officers at the outbreak of war who had ever seen this book. I cannot remember its name right now, but it was compiled by the Imperial Defence Committee, and was full of information as to what steps the senior military commander in the Gold Coast should take, were the Gold Coast invaded by a foreign power. Unfortunately, no mention was made in this volume as to what steps should be taken should the Gold Coast Regiment wish to assume the offensive and invade foreign territory.'

Inspiration had therefore to come from elsewhere than the secret safe. Bryant's first move was to try bluff and to take advantage of the 'crop of rumours, native or otherwise, (that) came pouring in.' According to Bryant:

'To clear the situation up a little and to see in what sort of fettle the Germans in Togoland were, a telegram was sent to Captain Barker at Addah directing him to proceed to Lome, at the same time explaining that British and French forces (perhaps a trifle exaggerated) were converging on Togoland from north, south, east and west, and demanding the surrender of the Colony.'

The Germans were offered 24 hours to consider their response. Barker returned to Lome the next day at 6 p.m. to receive Acting Governor Major von Doernig's reply, only to find that the town had been evacuated and the District Commissioner was left to hand over all country as far north as a parallel drawn at 120 km. north of Lome. According to Bryant:



‘In very truth the gallant Captain had carried out his mission beyond our wildest hopes.’

In this mastery of deception, British and Colonial forces had unexpectedly acquired a very considerable tract of enemy country, including a vital port (Lome) and three lines of railway. Bryant’s next problem lay in how to occupy this territory; his invasion force numbered only 57 European officers, 535 African soldiers and some 200 carriers.

That same day, the French invaded Togoland from Dahomey, seizing Little Popo (Anecho), with a mere eight Frenchmen and 150 Senegalese tirailleurs. Bryant recognised immediately the importance of movement and immediately sent troops north along a narrow-gauge railway and single road punched through the jungle. Contact was made with the Germans by a patrol of the Gold Coast Regiment and shots were fired - the first rifle shots fired by British soldiers at Germans on any front in the Great War. Bryant was promoted to Temporary Lieutenant-Colonel and was put in charge of both the French and British troops in southern Togoland.

It was at this time that Bryant sent a scathing message to the German Acting Governor of Togoland, bringing to his attention the use of bullets which were contrary to the Geneva Convention:

‘As all your soldiers are armed with this ammunition, I am compelled to the conclusion that it is by your orders and I must solemnly warn you that I will not be responsible for the safety of any prisoners whom I may capture, if you continue to abuse the Geneva Convention to which your country subscribes.’

Bryant continued this message by stating:

‘I have also with regret to bring to your notice that a party of our troops, whom I sent out under a flag of truce in broad day-light, at the request of your own officers, to bring in two of your own wounded Europeans, was fired on by your troops. I again solemnly warn you that if you continue to wage war in this uncivilised manner, I shall be reluctantly compelled to treat you by the standard you have set up for yourself. Excuses will avail you nothing.’

I am informed that there are six women in Karmina. As Englishmen do not fight women, I hereby give you permission to pass them out under flag of truce and I will be responsible that they are properly cared for and sent to Lome.'

On 22 August 1914, the same day that Corporal Thomas fired Britain's first shot in Europe, Bryant's Anglo-French force fought a confused battle with German police and volunteers entrenched on the north bank of the River Chra, near Nuatja. The fighting took place in dense bush and losses were high: Bryant's troops suffered 73 casualties, including 23 killed, a loss of 17% of the force engaged.

However, as dawn broke, it became clear that the Germans were gone. On the night of 24 August, the Germans blew up the wireless station at Kamina, and on the morning of the 25th, a German Officer was sent to British lines to ask for terms. Bryant informed him that only unconditional surrender would be acceptable. The German position was clearly untenable, so on the following day Major von Doring, the acting German Governor, surrendered unconditionally. Here ended the shortest and least bloody of the African campaigns. In recognition of his success, Bryant was appointed C.M.G. and given the substantive rank of Major. He was also appointed an Officer of the French Legion of Honour (*London Gazette* 4 July 1917, refers).

Bryant returned to England where, on leave, he married Miss Rosamund Hope.

Western Front

Next given command of 76th Army Brigade, Royal Field Artillery, he witnessed considerable action on the Western Front, not least in the epic actions on Vimy Ridge in April-May 1917. According to Brigadier-General E. W. B. Morrison of the Canadian Corps, 'Nothing could be more satisfactory than the manner in which your Brigade carried out their share of the work. Their services contributed materially to the success of the operations.'

He was awarded the D.S.O. and was twice mentioned in despatches (*London Gazettes* 18 May and 14 December 1917, refer).

Active service command aside, Bryant attempted to put his talents to engineering and design in the latter stages of the war. Aware of the vast numbers of 'duds' fired by Allied artillery, he created a special brass-bodied vacuum fuze, bored out with a cylindrical hole containing a piston. The piston carried a detonator and had a flash hole bored throughout its vertical length and the setting ring which he created graduated in thousands, hundreds, fifties and twenty-five yards, thereby making Allied artillery more reliable and accurate.

He was awarded the C.B.E.

The latter years

Having retired to Oxfordshire, Bryant was recalled in the Second World War and served as Provost Marshal of Northern Command and as Provost Marshal of the Middle East Force, work that gained him another 'mention'. He died in August 1952.

Sold with a large quantity of original documentation, including:

(i)

A personal diary compiled by Bryant, detailing administrative life in Togoland from 4 December 1913 to 22 January 1914. Handwritten in pencil, approximately 19 pp.

(ii)

Bryant's hand-written account of his personal recollections of the events in Togoland in 1914 and his appreciation of its isolated location, the topography, the people and the pace of life; it details his objectives and the strategic importance of the wireless station at Kamina; together with related typescript, with annotation, 10pp.

(iii)

A confidential response from the Colonial Secretary's Office, Accra, dated 8 September 1914, rebuking Bryant for his inappropriate telegram sent on 28 August 1914, as quoted above; a further letter from Government House, Accra, dated 24 December 1914, rebuking Bryant for the 'style and manner' of his diary and letter which 'leave a good deal to be desired.'

(iv)

A copy of Bryant's telegram to the Acting Governor of Togoland, referring to the enemy's potential abuse of the Geneva Convention; together with copies of correspondence from von Doring, notably stating: 'I have the honour to assure your Honour herewith on my word of honour that nothing is known to me of this matter and that on the side of the Government, only bullets with complete jackets, or those of lead only, of the regulation pattern was issued.'

(v)

A transcript of a report, sent by Lieutenant-Colonel Rose to His Excellency the Governor, commending Bryant on 'the most efficient manner in which the operations have been carried out from the initial "Precautionary Stage" to the final successful issue.'

(vi)

A confidential and thorough report to Bryant from F. G. H. Migeod, Chief Transport Officer at Lome, detailing the logistics and expense of mobilising a considerable force, dated 13 September 1914. 32pp.

(vii)

Transcriptions of telegrams sent to the Governor of Dahomey and Governor of Accra from 26 August to 6 September 1914, relating to the surrender of hostile forces and supplies of ammunition, the whole contained within a German note book; the copies explain how prisoners are to be dealt with and the application of Martial Law; together with a second book containing telegram transcripts from 31 October 1914 to 3 December 1914, detailing the departure of Major von Doering and his wife from Togoland. 45pp.

(viii)

A copy of the terms of capitulation from Bryant to the Acting Governor of Togoland, dated at Amu River, 25 August 1914.

(ix)

Original telegrams (4) from the Secretary of State and G.O.C. Royal Artillery, congratulating Bryant on the outcome of events, and a confidential letter from 10 Downing Street requesting Bryant to offer recommendations for decorations to French troops.

(x)

A publication entitled *European War. Gold Coast. Correspondence Relating to the Military Operations in Togoland, as presented to both Houses of Parliament by Command of His Majesty, April, 1915*; this includes a large number of Bryant's reports.

(xi)

Leave certificate to 'Major F. C. Bryant, Gold Coast Regiment, the African Frontier Force', granting permission to proceed to England on 2 February 1915 for a vacation of 2 months and 30 days; document includes salary details of £600 p.a.; corresponding medical certificate dated 17 October 1914, thios noting 'indifferent health' and an attack of malarial fever in January 1914 and bronchitis in September and October 1914.

(xii)

Original hand-written recommendation for Bryant's promotion, dated 28 October 1916: 'I should be glad to bring to the notice of the Corps Commander the work done by Lt. Col. Bryant, C.M.G., of the 76th Bde. R.F.A. - who has been attached to the Guard Division during the past three weeks. During this time, this Brigade has, under orders from Brig. Gen. Evans, Guards Division, occupied positions close to Guendessurt, in the trench S.E. of it, and in Les Boeufs. The Batteries have been in full view of the enemy. They have done good work. They have been well sited and well dug in.'

(xiii)

A typed report, dated 9 March 1917, entitled 'Colonel Bryant's Vacuum Fuze.' This details the mechanics of the new fuse and the advantages over fuses of the era; together with a large hand-drawn cross-sectional view of the design of his fuze, detailing it at four stages, two 'at rest,' one 'set for time' and the final design exhibits 'on firing.' It is scaled 2/1 and bears the D.W.G. number 1034.

(xiv)

A copy of a letter received by Bryant from E. W. B. Morrison, Brigadier-General and General Officer Commanding the Royal Artillery, commending him and his command for excellent service at Vimy Ridge, 16 May 1917.

(xv)

A photograph annotated to reverse: 'Photo of German map captured in the Hindenburg line opposite Groisches when supporting the Cambrai attack, Nov. 1917.'

(xvi)

A letter dated 26 October 1917, written to Mrs. Bryant regarding her husband being admitted to hospital: 'His voice is a little better than it was, but it is still very weak. His eyes are inflamed and watery - but he has no bandage on and he's without difficulty.'

(xvii)

Bryant's Identity Card (Military Police), British Troops Middle East, dated 5 March 1941, including photograph; and a letter from Major Kaye, dated 9 June 1944, offering a kind and congratulatory message on Bryant giving up his appointment as Provost Marshal.

(xviii)

A diary from 2 December 1945 to 31 May 1946 detailing a holiday to South Africa and the social scene: '12th January, Lunched at the Durban Club. Gough (Captain of the Clan MacLeod) also there: he was torpedoed five times during the war!!!'

(xix)

A copy of the record of service of Major (Temp. Lieutenant-Colonel) Frederick Carkeet Bryant, R.H.A. and R.F.A.

(xx)

A leather dispatch box with gilt inscription to lid, 'Major F. C. Bryant'.

Sold by Order of a Direct Descendant

559

A fine Great War C.M.G., D.S.O. group of eight awarded to Brigadier-General W. G. Thompson, Royal Artillery

As a Lieutenant in 'O' Battery (The Rocket Troop), Royal Horse Artillery, he was wounded in four places at Slingsfontein in early 1900 and became a prisoner of war: anxious not to be sent to the main P.O.W. camp at Pretoria, he escaped from the State Hospital at Bloemfontein but was quickly recaptured

During the Great War he rose to senior command, winning a 'mention' for services on the Somme in 1916 and his D.S.O. as C.R.A. of 3rd Australian Division in the winter campaign of 1916-17

The Most Distinguished Order of St. Michael and St. George (C.M.G.), Companion's neck badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel, with its *Garrard & Co.* case of issue; India General Service 1895-1902, 3 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (Lieut. W. G. Thompson, "O" By. R.H.A.), 'R.H.A.' officially corrected; Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State (Lieut. W. G. Thompson, "O" Bty. R.H.A.), re-engraved naming; 1914 Star (Major W. G. Thompson, R.H.A.); British War and Victory Medals (Brig. Gen. W. G. Thompson.), with M.I.D. oak leaf; Russia, Order of St Anne, gold, silver-gilt and enamel, mounted as worn where applicable, *generally good very fine*

(8)

£2,500-3,000

C.M.G. *London Gazette* 1 January 1919.

D.S.O. *London Gazette* 4 June 1917.

William George Thompson was born on 13 March 1871, the son of William Thompson of Deeping Stamford, Pilsgate House, Northamptonshire. Educated at Marlborough College, young William was commissioned 2nd Lieutenant in the Royal Artillery on 16 February 1893 and was promoted Lieutenant in 'O' Battery, Royal Horse Artillery (R.H.A.) in February 1896.



Off to war

Embarked for India, he took part in operations on the Samana and in the Kurram Valley, and afterwards with the Tirah Expeditionary Force in 1897-98 (Medal & 3 clasps); likewise in South Africa from October 1899 until being severely wounded in early 1900.

Hence his part in the operations in Cape Colony, south of the Orange River, including the actions at Colesberg on 1 January and 12 February 1900, when he had charge of a section of 'O' Battery's 12-pounder guns and acted in support of General French's cavalry.

Slingersfontein - multiple wounds and capture

Slingersfontein was an important position on the right flank of French's column. Here there was very little open veldt, but rather mile after mile of small kopjes that rose in countless numbers to create a labyrinth of rocky excrescences. The Boers knew the lay of the land and intended to extend their line on the right flank so as to harass British communications with Rensberg, which was at that time the main base of operations and Army Headquarters.

The British recognised this threat and Thompson found himself in January 1900 on reconnaissance duties, determining which koppies were held and in what force:

'We began feeling out toward our right flank, with the idea of getting round on the main road and, if possible, preventing the destruction of Norval's Pont bridge over the Orange River. I was out with my section of guns beyond a farm called Slingersfontein, but came under rather heavy fire and did not get very far.

Early on the morning of January 13 we were informed that a patrol had found a position dominating the row of koppies held by the Boers, who were stopping our advance. We were asked to send some guns to turn them off, and I was sent along with the man who had brought the information to see if we could get the guns there.

I rode out with my trooper. About two miles from our bivouac the going got bad and rather steep. We pulled up to have a look around, when "crack," we had a volley of about 20 rifles into us.

Both horses fell; both of us were hit. The trooper's horse fell on him and my right arm dropped. I tried to get under cover but was downed - one round in my ribs, one through my right thigh, two through my left thigh and the heel blown off my left boot.

I don't know whether I was unconscious for a time or not, but after a while I found that ants from a nearby nest had found my wounds and were giving me a very bad time. I tried with my left hand and my teeth to tie a dressing round the worst of them.'

Thompson was eventually picked up by a detachment of the South African Republican Police and taken to Colesberg, where his wounds were dressed. His trooper's spine had been damaged and he died four days afterwards. Thompson's right arm was useless for a time and he lost the use of his right leg below the knee.

After a short time, he was moved at night by bullock wagon to Norval's Pont, and then by train to Bloemfontein and put in the State Hospital:

'This was exceedingly well run by a Dr. Kellner and Matron Norris, with a staff of British colonial nurses. To their care I owe the recovery of the use of my leg.'

Nothing is known regarding the circumstances of Thompson's subsequent escape, but he appears not to have gotten far and was recaptured at Bloemfontein on 3 March 1900. His motivation was clear, however:

'We began to be anxious lest we should be moved to a prisoners' camp at Pretoria, and it was with tremendous relief that we saw in the evening of March 12 some rifle and machine-gun flashes as our relieving forces under General Roberts started to make its way round the east of the town.

Anyhow, we were not moved that night, and in the morning our advance troops entered the town. The Free State flag flying over the hospital was lowered by the hospital staff, and as I had been hit worse than the others, it was given to me by the matron.'

Thompson was admitted to Wynberg Hospital and thence embarked for home. He was mentioned in despatches (*London Gazette* 4 May 1900, refers).

Film star

Advanced to Major in February 1910, Thompson was given command of a special detachment of 1200 men in early 1914, his task being to pull-off a good show for a War Office film. It depicted his men travelling from Aldershot to London on the Special Corridor Train:

'The men were as fine a body of troops as one could wish to see. Attired in immaculate uniforms, with their buttons and every bit of metal polished up to the highest point of brilliancy, stalwart and happy looking, they certainly offered as good an advertisement of the Army as could be desired, and their jaunty bearing and precision of movement elicited the highest admiration of the onlookers. In addition, it has the imprimatur of the King and Queen and Queen Alexandra, who witnessed it last week and expressed themselves in every way satisfied.'

The Great War and beyond

Embarked for France in August 1914 - as a Major, R.H.A. - Thompson rose to senior command.

He won a 'mention' for his part in the Somme offensive in 1916 and, as acting C.R.A. of the 3rd Australian Division, is believed to have won his D.S.O. in the winter campaign of 1916-17. He was also awarded the Russian Order of St. Anne (*London Gazette* 14 January 1918, refers).

Placed on the Retired List in 1920, Thompson settled at Woodman Mead, Warminster, Wiltshire, but retained his former connections to the R.A. Coaching Club at Aldershot, where he had at one time been President. He also made numerous trips to India to shoot big game.

Having raised two daughters, Bridget and Lois, it is perhaps fitting that they decided to return the flag given to him when he lay seriously wounded in the State Hospital at Bloemfontein:

‘The home coming of this old relic represents a gesture of goodwill from a British soldier who will never forget the kindly treatment which he received at the hands of his former foes, who, after seriously wounding him, spared no effort to save his life and then nurse him back to health.’



The General died in November 1944.

Sold with a quantity of original documentation and photographs, comprising:

- (i)
Two original portrait photographs of Thompson in uniform, by Van Dyk, one framed, behind glass; another portrait photograph wearing his India and South Africa medal ribands; further photographs of him and his men on manoeuvres; and a silver photograph frame, maker's mark Birmingham, displaying the photograph of a young woman.
- (ii)
Ephemera relating to the War Office film in 1914, together with a copy of orders to Thompson regarding logistics.
- (iii)
Assorted newspaper cuttings relating to Thompson and his exploits in South Africa, including mention of his wounds and capture, and the return of the flag given him at Bloemfontein.
- (iv)
A small scrap book album with further cuttings of notable events and technological advances from 1880 onwards.

Please see Lot 427 for the recipient's miniature dress medals.

Sold by Order of a Direct Descendant

x560 A Second World War Home Guard C.B.E., rare Great War Palestine operations D.S.O. group of nine awarded to Colonel D. E. Brand, Lanarkshire Home Guard, late 1/5th Battalion Highland Light Infantry

Having endured his baptism of fire in the hellish trenches of the Gallipoli peninsula in the summer of 1915 - where he was wounded - he was decorated for leading a nocturnal bayonet charge against 'all the fury' of the enemy on 'Sausage Ridge' in Palestine in November 1917 - and collected a second wound

As C.O. of the 1/5th H.L.I. in the final Allied advance in France in 1918, he maintained his unstinting desire to get to grips with the enemy: it was only the arrival of an excited Transport Officer at 9 a.m. on Armistice Day that finally persuaded the Colonel to cease assaulting enemy positions on the Mons-Jurbise Road

His subsequent award of the C.B.E. for his command of Lanarkshire Home Guard reflects his admirable - and ongoing - sense of duty. It rings true of the story of another Great War officer who became a Home Guard C.O. in the bleak days of 1940: on being invited to invest in Defence Bonds, he replied he wasn't remotely interested in any such bonds - only *Attack Bonds* - and promptly slammed the receiver down

The Most Excellent Order of the British Empire (C.B.E), Military Division, Commander's 2nd type neck badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel; 1914-15 Star (Capt. D. E. Brand. High. L.I.); British War and Victory Medals, M.I.D. oak leaf (Major D. E. Brand); Jubilee 1935; Territorial Decoration, G.V.R., silver, silver-gilt; Special Constabulary Long Service Medal, G.V.R. (David Brand); Voluntary Medical Service Medal (Col. D. E. Brand), *generally good very fine*, housed in a glazed Spink & Son display case, together with the recipient's miniature dress awards (18)

£1,800-2,200

C.B.E. *London Gazette* 2 June 1944.

D.S.O. *London Gazette* 22 March 1918:

'For conspicuous gallantry and devotion to duty. He led his company in a bayonet charge on an enemy position in the dark without a previous reconnaissance. He captured the position which dominated the crossing of a river, and thereby secured the crossing for the remainder of the troops. After holding his ground during the night, he captured a further enemy position on the following morning. He showed splendid leadership and skill.'

David Ernest Brand was born in Glasgow in November 1884 and was commissioned 2nd Lieutenant in the Highland Light Infantry in March 1909.

Baptism of fire - Gallipoli - first wound

A Captain in the 1/5th Battalion at the commencement of hostilities, he was embarked for Egypt in May 1915 and thence, in the first week of July, for Gallipoli, where he came ashore as 2nd-in-Command of 'C' Company on the 3rd. Greeted by 'a few rounds of shrapnel at irregular intervals', he and his men made a special effort to ding-in and complete their new trenches.

A few days later - on the 12th - Brand was ordered with his company to go to the assistance of 1/7th Battalion and ended up in a lively engagement with the Turks, under heavy fire from as close as 30 yards range. Two of his fellow officers were killed. Three days later, he and his men were ordered to occupy Achi Baba nullah, an operation undertaken at night. They held their ground until relieved 48 hours later.

In these actions in early July, the Battalion suffered a total of 19 killed, 73 wounded and 17 missing. Not a few of these casualties were officers and Brand found himself appointed to the command of 'A' Company in the first week of August. He was quickly back in action, leading a scouting mission at Krithia nullah: a firefight developed and his party suffered two casualties. At some point in September-October, possibly later, Brand was himself wounded and evacuated. The regimental history summarises the Battalion's Gallipoli experience in the following terms:

'It was with very mixed feelings that we left Gallipoli. When we landed in July it had been with the hope that we would be successful in driving the Turk north from the positions which he held and even some had pictured themselves taking part in a triumphal entry into Constantinople. We had



soon realised the impossibility of the situation and in reality were glad to get away from the scene of so many disappointments and hardships. Our greatest regret was the number of officers and men whom we had left behind, and it seemed wrong that we could not remain to avenge the sacrifice which they had made.'

Palestine - second wound - D.S.O.

Re-joining the Battalion at Ballah in March 1916, Brand would be heavily engaged over the course of the next two years. His unit would cross the Sinai, fight in the First and Second Battles of Gaza, and also play a notable part in the action at 'Sausage Ridge', near Deir Sineid, in November 1917. Colonel Morrison takes up the story:

'At 12.30 orders were received from the Brigade to have strong patrols ready to push into Herbieh to cover the right flank of an attack to be delivered by the 155th Brigade against the ridge about 4000 yards south by east of Hesi Summit. This was not necessary, for at 14.45 Colonel Morrison received instructions for an attack on the southern continuation of the 155th Brigade's objective. Attacks of this sort are of necessity quickly arranged, and this resulted in our going into action without any machine-guns accompanying the infantry, as the enemy's shell-fire had made it necessary to withdraw their mules to cover and there was no time to get them back for the start, nor did artillery fire on either sides play any important part in the coming battle. There was desultory shelling by both sides till darkness fell, but we felt sure that neither side suffered any casualties from that source.

From our position the ridge, known afterwards to the Battalion as 'Sausage Ridge', was a crest line, quite four thousand yards away, with orange groves and undulating country between, thickly sown with enemy trenches, just newly evacuated by the Turks. The 5th A. & S.H. were to attack on our immediate right, and the 6th H.L.I. to deliver a converging attack from the south-west. The ridge was to be carried as soon as possible, and packs were dumped to make the moving lighter. The frontage of each battalion was approximately 400 yards and a tree marked the centre of our objective. The bearing was 113° and as the tree disappeared almost immediately after the attack was launched, the advance was compass-directed. As we stood, the objective appeared to be a slight height just beyond a low saddle in a nearer ridge of hills. Behind this ridge ran the main road from Gaza northwards, and it was certain that the enemy would defend it desperately.

'C' and 'D' Companies were in the firing-line and at 16.00 the men dropped down through the orange groves of Herbieh, pulling the ripening fruit as they passed, and made rapidly for the distant ridge. Before they were half-way across the level ground darkness had set in. The Argyll's on the right were directing but the 155th Brigade on the left was completely out of touch. Firing could be heard from their direction and, as a matter of fact, they had enough to do to hold up an enemy attack on their left from Askalon. At 17.15 the enemy on our own front opened a very heavy fire from rifles and machine-guns, and, as we drew nearer, he began to put up flares in large numbers. It was impossible to keep in touch with Battalion Headquarters, and the conduct of the attack and the use of reserves had to be decided by the officer in the front line. Thus it was that both the reserve companies were put into the fight before any orders could be received from Colonel Morrison.

The configuration of the ground constituting the immediate objective was afterwards ascertained to be very different from what it had appeared to be when viewed from a considerable distance in the gathering darkness. Instead of a long unbroken ridge our attack fell upon an isolated mound lying in the centre of a decided indentation on the main ridge. In the first charge the Battalion carried this mound and that part of the ridge immediately behind it with the bayonet. Further progress was impossible owing to machine-gun fire from defiladed positions on the main ridge, while bombs and rifle grenades were freely used by the enemy. Our men were able to hold on to the mound and make an effort at consolidation, assisted by the Argyll's, but they were soon forced back from the portion of the ridge which they had occupied. They fell back to a slight nullah where they were rallied and hurriedly reorganised. A second advance and their bayonets retook part of the ridge, but only to be driven off again. Another time and yet another did they return and capture the ridge, only to find it untenable. Then Major Findlay decided that it was useless to make a further attempt and that it was better to hold on to the mound which had been to some extent consolidated and try to establish a line running N.N.W. from it. But the enemy pushed his machine-guns forward and concentrated all his fury on our precarious position, which he enfiladed from the left and left rear. Gradually its defenders were driven westwards along the west of the mound into the depression behind, where they rallied and re-formed, and from which they retook the position. After a game effort to hold on they were once more compelled to retire. By this time the fog of battle had enveloped everything. Major Findlay and Captain Townsend were dead on the top of the hill. Major Brand and eight other officers were out of action; 190 men were dead or wounded.'

Having fought up through Palestine in the ensuing months, the gallant highlanders were stationed at Sarona. They were visited by H.R.H. The Duke of Connaught on 18 March 1918, on which occasion Brand - recovered from his wounds - was presented with his D.S.O.; he was also mentioned in despatches (*London Gazette* 11 June 1920, refers).

Western Front - gallant C.O.

The Battalion was next embarked for the Western Front and it reached its new positions - on Vimy Ridge - in May 1918. It would not be until August, however, before orders were received for a major push. It was in this operation that Brand assumed command of the Battalion. Colonel Morrison takes up the story:

'At 2 a.m. on the 24 August orders were received for an attack to be made by the Brigade that morning. On the previous day the 156th Brigade had advanced the line some distance and the general plan of our attack was passing through the 156th Brigade to attack eastwards, finally assaulting and consolidating a portion of the Hindenburg Line front and support system. The attack was to be delivered by ourselves (on the left) and 6th H.L.I. (on the right), the 7th being in reserve. At 4.45 the Battalion moved in artillery formation ('A' and 'D' Companies forming the first line, and 'B' and 'C' the second) to the position of assembly at the railway embankment. This move sounds simple on paper, but at night over unknown country the difficulties may be appreciated by giving the experiences in this early part of the battle of the O.C. 'D' Company. Shortly after 3 a.m. he received a message by orderly to report at Headquarters for instructions. His company was lying in an old disused trench, where it had arrived in the dark. The ground all around was broken up with large and old shell holes, covered with grass and weeds and in addition high and low wire entanglements, which alone would have made negotiating this part a difficult task even by daylight. He receives his orders in an old dug-out lit by a flickering candle and is referred to a map of small scale and told to move his company independently and at once to a rendezvous about 1 or 1-1/2 miles away. There is no time to explain matters fully to his platoon commanders and N.C.O.s. No one has been within miles of this ground before. The company falls in - into this network of holes and wire - in the dark, and the harassed company commander wonders if it ever can possibly move in any direction at all. Finally, with the aid of a luminous compass, he moves his company in single file in approximately the right direction, arriving finally at the railway embankment.

At 5.30 a.m. the advance was continued, our bombardment opening at 7 a.m., when we came under shell-fire. The river Cojeul was successfully crossed, a river only by name, and on crossing the sunken road beyond, the companies extended. Soon after Colonel Neilson was severely wounded and Captain Fyfe took command until Captain Parr, the next senior could be informed. The advance continued to about 300 yards of the wire in front of the first objective. Here it was held up by our own barrage, which was falling in some cases behind our front line. This was about 9 a.m. At 9.15 a.m. the right company ('A') was withdrawn about 50 yards to clear our barrage; at the same time small parties of the enemy were seen withdrawing from his front line. At this stage of the attack there was a gap of some 1500 yards between our left and the nearest troops on their outer flank. At 10 a.m. our barrage still fell, entirely from heavy artillery. Captain Fyfe then consulted the O.C. 6th H.L.I. (Colonel James Anderson, D.S.O.) as to the advisability of pushing on through it. They decided to remain in the present position. By this time numerous wires had been sent asking the guns to stop. At 10.30 a.m. Captain Parr took over command. At 11.15 a.m. our heavies stopped and two platoons of 'A' Company and two platoons of 'D' Company under Captain L. H. Watson advanced against the Hindenburg Line. The wire was exceptionally thick and strong and had not been destroyed by our fire and on it the enemy concentrated heavy machine-gun and trench-mortar fire. Casualties were heavy and at 12.15 p.m. the assaulting platoons, being unable to get through the wire, withdrew to their old line to allow the trench-mortar and machine-gun fire to be neutralised.

At 1.15 p.m. the Brigade commander came to Headquarters and an assault with the 6th H.L.I. was arranged to follow a fifteen-minute bombardment on the Hindenburg front and support lines. Zero time for the assault was fixed at 3.45 p.m. No bombardment took place till 3.43 p.m. At 3.46 p.m. the same assaulting platoons again advanced. The wire again caused a serious check, but by 5 p.m. was penetrated, but there was still 300 yards to be traversed before reaching the enemy's front trenches, and when crossing this part continuous trench-mortar and machine-gun fire came from the enemy's left flank, which was not being attacked. A platoon of 'C' Company was sent up to prolong the left flank, taking up reserve S.A.A. At 5.30 p.m. the enemy opened a heavy bombardment, but a quarter of an hour later an assault had been made and a footing obtained in the first objective. This was all, however, as there was no support on the left. Touch had been lost on the right and from both sides and the at the front a counter-attack had commenced. This might have been successfully dealt with had casualties not been so heavy. As it was the officers in the trench rightly ordered the men back and the small part of the Hindenburg Line captured was evacuated, a few of our men being unfortunately captured. Only two German prisoners were brought back, but from the nature of the operation to bring back even two was no small achievement. A line was organised as before the assault and at 8 p.m. the line was retired two hundred yards to conform with the line formed on our right. This line consisted mainly of odd shell holes and ditches, a most uncomfortable place, but suitable for meeting the heavy bombardment put down by the enemy between 8 p.m. and 9.30 p.m. and at 4 a.m. next morning. The enemy appeared to be well shaken as our defensive patrols observed no signs of activity in front of his line.'

Brand's comrades had taken 186 casualties during the evening operations, having earlier struggled under the heat of the day, exposed to machine-gun fire and accurate shelling, and well-observed by enemy aircraft.

Just two days into his new offensive, Brand led the attack on Rencourt on 27 August, in support of the 6th and 7th Battalions. Casualties rose to 295 officers and men. Removed from the frontline, his men's spirit remained strong, more so after an issue of rum, when 'songs and jokes filled the air'.

Back in action at Moeuvres on 16 September, one of his N.C.O.s - Corporal D. F. Hunter - won the Victoria Cross. Detailed to take-out an advanced post, he was soon completely cut-off. Nevertheless, a few men under his gallant command maintained their position and repelled frequent counter-attacks, until the evening of the third day of the push, when they were relieved; six of his party were awarded the Military Medal.

Brand's men were still in action on the day of the Armistice, attacking and capturing a section of the Mons-Jurbise Road at 7 a.m., before an excited Transport Officer could deliver the news of Armistice at 9 a.m.

Appointed Chairman of the Glasgow T.A. and A.F. Association, and of the Glasgow Academicals War Memorial Trust, he was awarded the Territorial Decoration in 1925.

Brand was subsequently appointed Deputy Lieutenant of Lanarkshire in 1942 and served as Colonel of the Lanarkshire Home Guard. He was awarded the C.B.E. in 1944.

x561

'I went forward for fresh positions and I was shot by a Bavarian - good shot too - through my leg so much so that it spun me round and I saw the fellow. I very quickly got weak and fell down where I was. It was quite a long time before anything happened. However, eventually a doctor came up and he put on a tourniquet to stop the blood, but I had already stuck my leg up into the air and shouted to the German, "Nein, nein." He had a second shot at me and [luckily] it hit the ground ...'

'They gave me an anaesthetic I suppose, but apparently I kicked the orderly who was taking care of me in the stomach and shot him right across the room. I wasn't completely under and he broke a lot of bottles and became a casualty too ...'

Lieutenant-Colonel Giles Daubeny, D.S.O., describes a close shave during the closing months of the Great War - and subsequent events as he was subjected to the surgeon's knife on 'a very hard marble table'.

The outstanding Great War D.S.O. and Bar group of seven awarded to Lieutenant-Colonel G. B. Daubeny, Royal Artillery, who was also mentioned in despatches on four occasions

Having been decorated for his gallant command of a battery on the Somme in 1916, he won a Bar to his D.S.O. for like services in the Arras offensive in 1917, prior to being seriously wounded and evacuated home in the following year

The Colonel later penned some fascinating autobiographical recollections, among them tales of his travels as a King's Messenger between the wars, when, in his own words, he was often greeted by our 'Embassy Dragger' at his destination

Distinguished Service Order, G.V.R., with Second Award Bar, silver-gilt and enamel; 1914-15 Star (Capt. G. B. Daubeny, R.F.A.); British War and Victory Medals, M.I.D. oak leaf (Lt. Col. G. B. Daubeny); Defence and War Medals 1939-45; France, Croix de Guerre 1914-1918, with bronze palm, *enamel slightly chipped on the surround wreaths on the first, otherwise generally good very fine* (7)

£1,800-2,200

D.S.O. *London Gazette* 14 November 1916:

'For conspicuous gallantry in action. He conducted the fire of his battery from the advanced trenches under heavy fire with great skill and determination. He also sent in accurate reports throughout the day.'

Bar to D.S.O. *London Gazette* 27 September 1917:

'For conspicuous gallantry and devotion to duty. During an extremely critical period when the situation was by no means clear, he kept up continual fire with his battery and rendered invaluable support to the infantry, although his brigade was exposed to constant and heavy fire and suffering many casualties for two days. His behaviour during this period was beyond praise, and it was in a great measure due to his coolness, courage and personality that fire was kept up.'

Giles Bulteel Daubeny was born at Stentaway, Plymstock, South Devon, on 19 November 1882, the son of Giles Andrew Daubeny, late Captain of the 82nd (Prince of Wales's Volunteer) Foot.

Early days

Young Giles enjoyed a colourful and adventurous childhood, surrounded by plenty of family characters:

'My uncles (Bill and Fred) used to stay with us and tested my nerve by lowering me into a sunken field which housed a bull.'

By the age of eight he had learned how to ride, mostly bareback with a numnah, and roamed Dartmoor far and wide atop his moor pony Rosie, once reaching Princetown where he chatted with the 'Stone Gang' and their prison warder. On visits to his grandfather in Somerset, he would stay in Cornwallis Crescent:

'Here I met my uncle Henry who in 1882 was at the Battle of Tel-el-Kebir and was reported as first into the Turkish Trenches. However, Uncle Henry always said his Corporal beat him by two feet. There were no D.S.O.s then.'



Regular visits to his mother in London followed, including a fleeting encounter with Queen Victoria in Hyde Park, but as Daubeny reached preparatory school age, his father decided to take work in Germany, following the taking over of the Plymouth Naval Bank by Lloyds of Pall Mall and the subsequent strain on the family finances; in Dresden, the family stayed with a German Baroness until their apartment was ready:

‘The Emperor had a son called Willy, Prince Wilhelm. We stopped in Hess at Kassel [one day] and my mother and I went out for a drive. On our return to Wilhelmshohe, the crowd assembled on the sidewalk and kept calling “Hoch” which is a signification of applause, having mistaken me for the Kaiser’s son and my Mother presumably for a governess.’

Following what appears to be have been a happy time at a private school, where he did well on the playing fields, Daubeny departed the Rhine and returned home to Kelly’s College in Devon. Here, despite the odd scrape for illegal fishing on the River Tavy, he continued to do well, inspired by some ‘good masters who were County Rugby Players and a Mohammedan Prince who could throw the ball practically 100 yards.’

Gunner subaltern

Passing into the Royal Military Academy at Woolwich, he made good friends with John Bradbury - who would later become Chief Cashier at the Bank of England - the two of them gaining their commissions in May 1900.

Daubeny’s first posting was to a battery in Portsmouth, with a C.O. ‘who was a dreadful fellow really and quite useless.’ It wasn’t long before Daubeny was placed in command of guarding the destroyers brought up to the boom, and it seems his first challenge was dealing with the Highland Light Infantry troops under him, limiting their access to the dockyard workers who were generous with their drink: ‘I flung them into a wet dungeon which cured them.’

His unhappy appointment at Portsmouth ended with a reprimand for ordering one of his infantryman ‘to put a bullet about a yard in front of a destroyer’s bows for failing to display the correct lights’.

Having been advanced to Lieutenant, Daubeny served as Adjutant of the East Anglian R.G.A. but, by the outbreak of hostilities in August 1914, he had transferred to the R.F.A. in the rank of Captain.

Off to war - the Somme - D.S.O.

Following an inspection by Kitchener, Daubeny’s R.F.A. battery was posted to France in June 1915 and he quickly found himself in action at Loos.

It was, however, for his gallant deeds on the Somme in 1916 - as a newly promoted Major - that Daubeny won his first D.S.O. By his own modest account, ‘I did some good work there in squashing machine-gun nests and things like that.’ His sharp eye also presented alternative targets:

‘One day I discovered that there was a woman on the opposite side of the scarp and that all ammunition was being brought in a thing marked Red Cross. I very soon put a stop to that.’

In the latter stages of the Somme, Daubeny’s battery came under fire from a German battery in High Wood:

‘As anyone might get hit any day and as my senior subaltern was killed shortly before, I took Bunbury, an awfully good fellow, to show him round. There was a German battery on the other side but the two of us were together in a shell hole. The thing burst in the air. He was about two feet away from me and got hit in the lung and weakened very quickly. I knew what it was but if I had put him on my back the pressure would have been too great so I held him up by the back of his neck and I struggled down to where there was a dressing station. They took him into a dugout and I said, “I suppose I have killed him,” and the doctor replied, “we shall see.” Anyway, he left there and I heard from him at the base at Boulogne but in the end pneumonia supervened and that was the end of Bunbury.’

‘As a result of all of these escapades,’ continues the modest Daubeny, ‘they gave me a D.S.O. which was very kind of them.’

Arras and beyond - Bar to D.S.O.

Appointed to the command of 70th Brigade R.F.A. in the following year, Daubeny led his batteries with distinction at Arras and beyond, including the Cambrai and Passchendaele operations. Clearly a resourceful C.O., he took to the skies with the R.F.C. to gain the latest intelligence for his guns:

‘Before that - the push towards Cambrai - I had been back to Amiens and had gone up in an aeroplane, single pilot, to fly over Germany. We practised first with our guns mounted but not with ammunition. When I looked over the side of the plane when he was turning, I couldn’t see the sky but only the earth. However, we turned back and when we reached the aerodrome at Amiens, there was an awful fuss because they had got all the casualty things there. It appeared that we were followed by a German fighter who, of course, did not know, with the machine-gun sticking up in the air, that we were only taking photographs. However, we got away with it.’

The subsequent award of his second D.S.O. reflected his ‘coolness, courage and personality’ over a 48-hour critical period in which his Brigade took serious casualties. Of his subsequent investiture, he wrote:

‘It was my turn to go on leave and when I arrived at Victoria, I was told to go to Buckingham Palace. There was no proper investiture at that time. Three of us were ushered into a room with a window seat overlooking the pond. We sat down and on my right was a fellow I didn’t like who had got the Victoria Cross and the Military Cross, and on the other side was a fellow whose name I think was Watson. He hadn’t got anything yet but he was about to have the V.C. He was simply dripping with funk because he hadn’t had a decoration before! However, we calmed him down. George V, with a sailor’s punctuality, turned up at 10 a.m. and that was the whole investiture. When the King handed me the Bar I didn’t know what to do with it - so I shoved it into my pocket.’

Return to the front - wounded

Daubeny returned to the front in early 1918, his journey across the Channel from Folkestone to Le Havre being much improved by the company of ‘Bungo’ Byng, Governor-General of Canada, and much hampered by the presence of German submarines and a distinct lack of alcohol aboard the *Donegal*, despite the presence of large numbers of ‘joy-riding Brigadiers -tourists.’

During the final stages of the war, Daubeny was seriously wounded:

‘I went forward for fresh positions and I was shot by a Bavarian - good shot too - through my leg so much so that it spun me round and I saw the fellow. I very quickly got weak and fell down where I was. It was quite a long time before anything happened. However, eventually a doctor came up and he put on a tourniquet to stop the blood, but I had already stuck my leg up into the air and shouted to the German, “Nein, nein.” He had a second shot at me and [luckily] it hit the ground ...’

The bullet had punctured his femoral artery. Although he did not know it at the time, the doctor had placed a red ticket on his jacket which signified immediate operation, and eventually, he was carried away on a stretcher by four German prisoners, overseen by a Canadian.

He was immediately operated on at a Casualty Clearing Station before being placed on a hospital train back to base, where he was operated on for a second time on a very hard marble table:

‘They gave me an anaesthetic I suppose, but apparently I kicked the orderly who was taking care of me in the stomach and shot him right across the room. I wasn’t completely under and he broke a lot of bottles and became a casualty too ...’

Evacuated home, he was placed in the care of Lady Somerleyton’s hospital at 17 Park Lane, London, where he remained for three months. A fellow officer wrote to say how sorry he was to hear that ‘Fritz had perforated’ him, but that on reflection ‘I always thought that you would get it sooner or later ... an enforced rest will probably do you a lot of good!’

A mere week before the Armistice, Daubeny succeeded in getting orders to return to Belgium, even though he was still on crutches. He witnessed the Germans retiring to the Rhine. In addition to his ‘double D.S.O.’, he was awarded the French Croix de Guerre and four times mentioned in despatches (*London Gazette* 14 November 1916, 4 January 1917, 14 December 1917 and 21 May 1918, refer).

In May 1919 he commenced a ‘fruitless’ sojourn in Murmansk and in August 1920, he decided to retire from the Army.

King's Messenger

In 1921, Daubeny married Daisy Mary, widow of the late Lieutenant-Colonel Lionel Kennard, 15th Hussars, and settled down in Mudeford, near Christchurch. It was from here that he journeyed into London as a newly appointed King's Messenger but growing bored with the commuter run, he volunteered to serve overseas. A spate of fascinating journeys across Europe ensued, usually by international sleeping car. One of his destinations was Warsaw:

'The Embassy dragger, as he was called, used to meet me and take the bags or the representative of the British Government would come in the case of very secret things, which I carried in my pocket.'

During one hot spell in Rome, members of the British Embassy went to the Bay of Naples and the Villa Roseberry. It was from here that Daubeny would cross over the peninsula, through the Corinthian Canal and on to Constantinople, where he would meet Mustapha Kemal:

'He was a great man and the boss of everything. It was he who prevented the Dardanelles campaign being successful during the war period. Our people were still backing the Sultan who was a dead or dying horse, when everybody else was going to Ankara and dealing with the man who really mattered.'

In 1922 he became father to Ralph de Pomeroy Daubeny and returned home to Christchurch, Hampshire.

The Colonel died on 21 September 1967, aged 84. His funeral took place in the Church of St. Margaret, Bagendon, the closing hymn being an appropriate choice: 'Fight the Good Fight.'

Sold with a quantity of original documentation, comprising:

(i)

An original typed manuscript of autobiographical recollections, including family circumstances, education, war experiences and his post-war role as King's Messenger, 13pp.

(ii)

Mention in despatches certificates (3), each in respect of services on the Western Front under Field Marshal Sir Douglas Haig.

(iii)

A colour portrait photograph; a photograph of Daubeny and his wife on their wedding day and a photograph of their residence, 'The Anchorage'.

(iv)

Birth certificate of G. B. Daubeny, issued 29 October 1897; Marriage and Death Certificates, the latter signed by his son, of 39, Cadogan Place, London, S.W.1.

(v)

Letters from his friends wishing him a speedy recovery from his Great War wounds (5).

x562 An exceptional Great War D.S.O., M.C. group of six awarded to Captain Donald Kennedy, New Zealand Rifle Brigade



Distinguished Service Order, G.V.R., silver-gilt and enamel; Military Cross, G.V.R., the reverse privately inscribed, 'Capt. D. Kennedy, N.Z.R.B.'; British War and Victory Medals, M.I.D. oak leaf (26/56 Capt. D. Kennedy, N.Z.E.F.); War Medal 1939-45; New Zealand Service Medal 1939-45, *the first with slightly chipped enamel and recessed obverse centre, otherwise generally very fine* (6)

£1,600-1,800

D.S.O. *London Gazette* 11 January 1919:

'Prior to the attack this officer gained valuable information by a reconnaissance and in the attack he guided his company through a wood which was partly held by the enemy and seized the ridge beyond. Although both his flanks were exposed, he beat off a counter-attack. During the following days, with little sleep, continually exposed to shell and machine-gun fire and in an area deluged by gas, he was in the thick of the fighting, encouraging his men in every way.'

M.C. *London Gazette* 16 August 1917:

'During an attack, he was of the utmost assistance to his Commanding Officer, personally carrying forward messages under intense shell fire and taking command of the Battalion for several hours during the absence of a senior officer. His work throughout the attack has been the highest order.'

Donald Kennedy was born at Gladstone, New Zealand on 24 April 1882 and enlisted as a Private in 'C' Squadron of the 10th New Zealand Contingent in April 1902. Embarked for South Africa on the 14th, he arrived just before the cessation of hostilities and was entitled to the Queen's South Africa Medal with clasp 'South Africa 1902'.

In June 1915, and by that date a Company Manager, he enlisted in the New Zealand Expeditionary Force and was drafted to the 4th Battalion, New Zealand Rifle Brigade. Commissioned a 2nd Lieutenant in February 1916, he was embarked for Egypt in the following month and, a few weeks later, was appointed his battalion's Adjutant. It was in this capacity that he was next embarked for France, where he arrived in April 1916.

Somme M.C.

Kennedy was subsequently mentioned in Haig's despatch of 13 November 1916, the original recommendation stating:

'For coolness and devotion to duty throughout the operations near Flers on 15-16 September 1916. He was of great assistance to his Commanding Officer throughout the operations, when H.Q. of the 4th Battalion, 3rd New Zealand Brigade was established at 'Pat Trench' within eleven yards of the

objective when it has first been reached. Lieutenant Kennedy went down and despatches important messages under very heavy fire. This officer has been Adjutant of his Battalion since its entry into France last April and has always done exceptionally good work.'

It was for this same action that he was awarded the M.C.

Having then been advanced to Lieutenant, he was wounded in action on 9 October 1917 but, as stated in his service record, he remained on duty.

Gouzeaucourt Wood - D.S.O.

In June 1918, Kennedy transferred to the 2nd Battalion, New Zealand Rifle Brigade and it was in this capacity that he won his D.S.O.; a rare distinction indeed for a Lieutenant.

The action in question took place at Gouzeaucourt Wood, near Cambrai, on 9-11 September 1918 and a glimpse of Kennedy's gallant work is to be found in the *The New Zealand Division 1916-1919*:

'The 2nd Rifles employed two companies, using a support company to mop up Gouzeaucourt Wood and assist the leading companies in an emergency. The right company was commanded by an extremely gallant and capable officer, Lt. D. Kennedy, M.C., who prior to the attack had made a fine personal reconnaissance of the position. Faced by the impenetrable dark thickets of Gouzeaucourt Wood, his company boldly pressed in two columns up the Metz Road towards Gouzeaucourt and along another smaller track through the trees. The garrison at Queen's Cross was killed or captured in a brief struggle, and African Support was won after stubborn fighting. It was still dark, and the company, which had crossed several trenches on the way, believed and reported that they were in African Trench itself. Some 70 prisoners were captured, consisting mostly of Jägers, but including some men of the 6th (Dismounted) Cavalry Division. There was no sign of the troops on either flank. The V. Corps' assault had been unable to make progress, and the 2nd Rifles' left company, skirting the north edge of the wood and coming under intense machine gun fire from Dead Man's Corner, had been forced into the cover of shell holes round its north-eastern edge. When dawn came, Kennedy realised that he was not in his final objective, but with the company already isolated and with African Trench in front stoutly held, no attempt at further progress could for the moment be contemplated. It would be no mean achievement to hold the ground already won, for both flanks were in the air, and in his rear there was a strong German garrison in the southern part of Gouzeaucourt Wood, which the support company had not thoroughly cleared. The support company, indeed, had suffered somewhat heavily, and the company commander was the only officer left.'

The official history continues:

'While the left of the 2nd Rifles' line in African Support fought with great tenacity, the chief honour of the day undoubtedly belongs to the right company. Inspired by their commander's personality, Kennedy's men held their ground without losing an inch. They killed many of the enemy on their right and repulsed repeated counter-attacks from in front and from the flanks.'

Kennedy was awarded the D.S.O. and also received a second mention in despatches for the period 16 September 1918 to 15 March 1919 (*London Gazette* 11 July 1919, refers). He was discharged as a Captain in November 1919.

During the Second World War he served as a Captain in the Waitomo Battalion of the New Zealand Home Guard; sold with copied service records.

Sold by Order of a Direct Descendant

563 *'Gheluvelt might seem a strange name for a park on Worcester's Barbourne Road in this most English of cities. The park, however, commemorates a remarkable feat of arms in October 1914 at Gheluvelt in Belgium by the Worcestershire Regiment, which in the words of Field Marshal Sir John French "saved the British Empire."'*

A feature in *WR Magazine*, 10 March 2018, refers.

The important Great War battle of Gheluvelt 1914 operations D.S.O. group of seven awarded to Lieutenant-Colonel E. L. Bowring, Worcestershire Regiment



Distinguished Service Order, G.V.R., silver-gilt and enamel; The Most Excellent Order of the British Empire (O.B.E.), Military Division, Officer's 1st type breast badge, silver-gilt, hallmarks for London 1919; Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (Lieut. E. L. Bowring, Worc. Rgt.); 1914 Star, with clasp (Capt. E. L. Bowring, Worc. R.); British War and Victory Medals, M.I.D. oak leaf (Major E. L. Bowring); Defence Medal 1939-45, mounted as worn, *edge bruising, contact marks, generally very fine* (7)

£1,800-2,200

D.S.O. *London Gazette* 18 February 1915:

'For services in connection with operations in the Field.'

Edward Langley Bowring was born on 11 September 1882, the son of Sir Charles Clement Bowring and Lady Violet Camilla Bowring of Park Grange, Derby.

Commissioned 2nd Lieutenant in the 3rd (Militia) Battalion, The Sherwood Foresters in January 1900, he transferred to the Regular Army with an appointment in the Worcestershire Regiment a year later. He subsequently witnessed active service in South Africa in the 1st Battalion, being present in operations in Cape Colony, Orange Free State and Transvaal in the period August 1901-May 1902 and advanced to Lieutenant (Queen's Medal & 5 clasps).

On being advanced to Captain in October 1908, he transferred to the 2nd Battalion in India, but the unit returned to the U.K. in March 1913, where it became part of 5th Brigade, 2nd Division.

It was in this capacity - as a Captain in 'C' Company - that Bowring went to France in August 1914. He quickly saw action at Frameries on the 22nd, when the battalion came under heavy artillery bombardment and took its first casualties; the civilian population stampeded through the streets in a 'terror-stricken mob'.

In September, Bowring and his comrades went into action alongside the 4th Guards Brigade, crossing the Marne and mounting an attack over ground strewn with dead and wounded on the Tilleul Spur; the Battalion held its positions on the spur for the remainder of the month but suffered serious casualties.

Gheluvelt 1914 - D.S.O.

But it was for his gallant part in the famous counter-attack at Gheluvelt in Belgium on 31 October 1914 that Bowring won his D.S.O. Of this historic action, the regimental museum website states:

'Daybreak of October 31st was calm and clear. The 2nd Worcestershire, in their reserve position west of the Polygon Wood, were roused early by the crash of gun-fire. The troops turned out, breakfasts were cooked and eaten, weapons were cleaned and inspected. Then for several hours the companies lay idle about their billets, listening to the ever-increasing bombardment and watching the German shrapnel bursting in black puffs of smoke above the tree-tops.

The 2nd Worcestershire were almost the last available reserve of the British defence. Nearly every other unit had been drawn into the battle-line or had been broken beyond recovery; and to an onlooker that last reserve would not have seemed very formidable. The Battalion could muster not more than five hundred men. Ten days of battle had left all ranks haggard, unshaven and unwashed: their uniforms had been soaked in the mud of the Langemarck trenches and torn by the brambles of Polygon Wood: many had lost their puttees or their caps. But their weapons were clean and in good order, they had plenty of ammunition, and three months of war had given them confidence in their fighting power. The short period in reserve had allowed them sleep and food. That crowd of ragged soldiers was still a fighting battalion, officers and men bound together by that proud and willing discipline which is the soul of the Regiment.

Hour by hour the thunder of the guns grew more intense. Stragglers and wounded from beyond the wood brought news that a great German attack was in progress. The enemy's infantry were coming on in overwhelming numbers against the remnants of the five British battalions, together mustering barely a thousand men, which were holding the trenches about the Menin Road.

Before midday weight of numbers had told. The Queen's and the Royal Scots Fusiliers had fought to the last, the Welch and the K.R.R.C. had been overwhelmed, the right flank of the South Wales Borderers had been rolled back. Gheluvelt had been lost, and a great gap had been broken in the British line. Unless that gap could be closed the British army was doomed to disaster.

So serious was the situation caused by the loss of Gheluvelt that orders were issued for the British artillery to move back, in preparation for a general retreat. At the same time it was decided that a counter-attack against the lost position should be made by the 2nd Worcestershire. Brigadier-General C. FitzClarence, V.C., was in command of the front about the Menin Road and soon after midday he sent for an officer of the 2nd Worcestershire to take orders. Major Hankey sent his Adjutant, Captain B. C. Senhouse Clarke.

Twenty minutes later Captain Senhouse Clarke returned, bringing word that the Battalion would probably be wanted for a counter-attack, and that meanwhile one company was to be detached to prevent the enemy from advancing up the Menin Road. 'A' Company was detailed for the latter duty. Led by Captain P. S. G. Wainman, the company advanced at 12.45 p.m. (the other officers of 'A' Coy. were Lieut. E. C. R. Hudson and 2/Lieut. G. A. Sheppard) to a position on the embankment of the light railway northwest of Gheluvelt. The company held the embankment during the following two hours, firing rapidly at such of the enemy as attempted to advance beyond the houses.

About 1 p.m., Major Hankey was summoned by General FitzClarence, and was given definite orders. The 2nd Worcestershire were to make a counter-attack to regain the lost British positions around Gheluvelt. General FitzClarence pointed out the Church in Gheluvelt as a landmark for the advance, explained that the situation was desperate and that speed was essential, and ordered his Staff Captain, Captain A. F. Thorne of the Grenadier Guards, to guide the Battalion on its way.



Artist's impressions of the 2nd Battalion, Worcestershire Regiment in action at Gheluvelt on 31 October 1914 (Courtesy of the Royal Mercian Regiment).





At 1.45 p.m. Major Hankey sent off the Battalion scouts, under Lieutenant E. A. Haskett-Smith, to cut any wire fences across the line of advance. Extra ammunition was issued, and all kit was lightened as much as possible, packs being left behind. Then bayonets were fixed, and at 2 p.m. the Battalion moved off in file, led by Major Hankey and Captain Thorne, along under cover of the trees to the south-west corner of Polygon Wood; afterwards known as "Black Watch Corner".

From that corner of the wood the ground to the south-eastward is clear and open, falling to the little valley of the Reutelbeek and rising again to the bare ridge above Polderhoek. That ridge hid from view the Chateau of Gheluvelt, and the exact situation there was unknown; but further to the right could be seen the Church tower rising amid the smoke of the burning village.

The open ground was dotted with wounded and stragglers coming back from the front. In every direction German shells were bursting. British batteries could be seen limbering up and moving to the rear. Everywhere there were signs of retreat. The Worcestershire alone were moving towards the enemy. But the three companies tramped grimly forward, down into the valley of the Reutelbeek.

Beyond a little wood the Battalion deployed, 'C' and 'D' Companies in front line, with 'B' Company in second line behind about 370 all told, including eight officers, Major E. B. Hankey (commanding), Captain B. C. Senhouse Clarke (Adjutant), Captain E. L. Bowring, Captain H. C. Grimley, 2/Lieut. F. C. F. Biscoe ('C' Coy.), Captain R. J. Ford ('D' Coy.), Captain E. G. Williams ('B' Coy.) and 2/Lieut. C. H. Ralston. Lieut. E. A. Haskett-Smith, the Battalion Scout Officer, had preceded the three companies. In front of them rose the bare slope of the Polderhoek ridge. The ridge was littered with dead and wounded, and along its crest the enemy's shells were bursting in rapid succession. Major Hankey decided that the only way of crossing that deadly stretch of ground was by one long rush. The companies extended into line and advanced.

The ground underfoot was rank grass or rough stubble. The two leading companies broke into a steady double and swept forward across the open, the officers leading on in front, and behind them their men with fixed bayonets in one long irregular line. As they reached the crest, the rushing wave of bayonets was sighted by the hostile artillery beyond. A storm of shells burst along the ridge. Shrapnel bullets rained down and high-explosive shells crashed into the charging line. Men fell at every pace: over a hundred of the Battalion were killed or wounded: the rest dashed on. The speed of the rush increased as on the downward slope the troops came in sight of Gheluvelt Chateau close in front. The platoons scrambled across the light railway, through some hedges and wire fences, and then in the grounds of the Chateau they closed with the enemy.

The enemy were ill-prepared to meet the charge. The German infantry were crowded in disorder among the trees of the park, their attention divided between exploring the out-houses and surrounding the remnant of the British defenders; for the musketry of the defence still swept the lawn in front of the Chateau. The enemy's disorder was increased by a sharp and accurate fire of shrapnel from British batteries behind Polygon Wood.

The Germans were young troops of newly-formed units (The 244th and 245th Reserve Regiments and the 16th Bavarian Reserve Regiment). Probably they had lost their best leaders earlier in the day, for they made no great attempt to stand their ground and face the counter-attack. They gave way at once before the onslaught of the British battalion and crowded back out of the grounds of the Chateau into the hedgerows beyond. Shooting and stabbing, 'C' Company - led by Captain E. L. Bowring, closely followed by 2/Lieut. F. C. F. Biscoe - of the Worcestershire charged across the lawn and came up into line with the gallant remnant of the South Wales Borderers.

The South Wales Borderers had made a wonderful stand. All day they had held their ground at the Chateau and they were still stubbornly fighting although almost surrounded by the enemy. Their resistance had delayed and diverted the German advance, and the success of the counter-attack was largely due to their brave defence.

The meeting of the two battalions was unexpected. The Worcestershire had not known that any of the South Wales Borderers were still holding out. Major Hankey went over to their commander and found him to be Colonel H. E. Burleigh Leach, an old friend. With him was their second-in-command Major A. J. Reddie, brother of Major J. M. Reddie of the Worcestershire. "My God, fancy meeting you here," said Major Hankey, and Colonel Burleigh Leach replied quietly "Thank God you have come."

The routed enemy were hunted out of the hedges (Among those specially distinguished for gallantry in that fighting were Sergets. G. Ellis and A. E. Kemp: both received the D.C.M.) and across the open fields beyond the Chateau. 'C' and 'D' Companies of the Worcestershire took up position in the sunken road, which runs past the grounds. 'B' Company was brought up and prolonged the line to the right.

But the village of Gheluvelt, on the slope above the right flank, was still in the enemy's hands. Most of the German troops in the village seem to have been drawn northwards by the fighting around the Chateau; but a certain number of Saxons of the 242nd Regiment had remained in the village, whence they opened a fire which took the sunken road in enfilade. To silence that fire Major Hankey sent fighting patrols from the front line into the village. Those patrols drove back the German snipers and took some prisoners ... but it became clear that the position in the sunken road would be unsafe until the village was secured. Accordingly Major Hankey sent orders to Captain Wainman that 'A' Company were to advance from their defensive position and occupy the village. Captain Wainman led forward his company and, after some sharp fighting among burning buildings and bursting shells, occupied a new line with his left flank in touch with the right of the position in the sunken road and his right flank in the village, holding the church and churchyard. Thence he sent forward patrols to clear the village. Those patrols, led by a tall young subaltern, 2nd Lieutenant G. A. Sheppard, worked forward from house to house till they reached the cross-roads at the eastern end of Gheluvelt. It was not possible permanently to occupy the centre of the village, for it was being bombarded by both the German and the British artillery. On all sides houses were burning, roofs falling and walls collapsing. The stubborn Saxons still held some small posts in the scattered houses on the south-eastern outskirts. Nevertheless the enemy's main force had been driven out, and the peril of a collapse of the British defence about the Menin Road had been averted.

The German forces made no further effort that day to retake Gheluvelt. The reason for the enemy's inaction is not clear. It is possible that the very boldness of the counter-attack may have given the impression that the Battalion was but the first wave of a stronger force, and possibly the enemy may have stood on the defensive to meet that imagined attack. Furthermore the British artillery maintained throughout the afternoon a heavy fire on the low ground east of Gheluvelt, a fire which may have disorganised the enemy and which probably hampered the transmission of information and orders: indeed the vagueness of most German accounts of the fighting at Gheluvelt suggests that the position in the village was not ascertained. In such circumstances, with the situation obscure, young troops discouraged and hostile shell-fire unsubdued, it is no easy matter to organise a fresh attack. Perhaps some commander of importance was disabled or some vital line of communication severed. Whatever the reason, the result was that the enemy's action during the rest of the day was limited to a violent bombardment, which fortunately caused but little loss. The 2nd Worcestershire held firm on the ground they had won, while behind them General FitzClarence reorganised his troops and made preparations for further resistance ...'

The same source concludes:

'The day's fighting had cost the 2nd Worcestershire a third of the Battalion's remaining strength, for 187 of all ranks (including three officers wounded Captain E. G. Williams, Lieut. E. C. R. Hudson, Lieut. E. A. Haskett-Smith.) had been killed or wounded; but their achievement had been worthy of that sacrifice. Their counter-attack had thrown back the enemy at a moment, which the British Commander-in-Chief afterwards called "the worst half-hour of my life." In all probability that counter-attack had saved Ypres from capture and the British army from defeat. It had been a desperate measure to retrieve a desperate situation; and no one could have foretold its extraordinary success in paralysing the German advance.

That success was not achieved by the 2nd Worcestershire alone. Success would hardly have been possible but for the brave defence of the South Wales Borderers and the supporting fire of the artillery. Nevertheless it stands to the perpetual credit of the regiment that at the darkest hour of that great battle, when all others around them were in retreat, our war-worn officers and men went forward unflinching to meet unknown odds, and by their devotion saved the day.'

For his part in this historic action - his gallant leadership of 'C' Company's 'stabbing and shooting', Bowring was awarded the D.S.O. and mentioned in despatches (*London Gazette* 17 February 1915, refers).

Subsequent Great War services

Bowring subsequently commanded the 2nd Battalion in the period January-February 1915, in which period it saw action in the Festubert sector.

In June 1915, and having attained his Majority, he was appointed Assistant Provost Marshal (A.P.M.) in 51st Division, and he remained similarly employed until November 1916. He was mentioned in despatches (*London Gazette* 4 January 1917, refers).

Bowring subsequently served as A.P.M. in Northern Command, latterly as a Lieutenant-Colonel, and it was in this capacity that he was awarded the O.B.E.

Post-war, he transferred to the Sherwood Foresters in early 1923 and he was placed on the Retired List in March 1926.

564

A fine Great War Mesopotamia operations M.C. group of four awarded to 2nd Lieutenant J. Graham, Bedfordshire Regiment, late Cameron Highlanders and Seaforth Highlanders: he inspired his men 'with a very proper and warlike spirit for killing the enemy' and 'accounted for many himself'

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (8589 Cpl. - A. Sjt. J. Graham, Cam'n Highrs.); British War and Victory Medals (2 Lieut. J. Graham), *generally very fine* (4)

£1,100-1,300

M.C. *London Gazette* 26 July 1918:

'For conspicuous gallantry and devotion to duty. He set a splendid example of daring to his men under heavy shell fire, and inspired them with a very proper and warlike spirit for killing the enemy; he accounted for many himself, and assisted very materially in the repulse of two attacks. Again, in subsequent operations, he contributed largely to their success.'

John Graham, a native of Orton, Morayshire, was born on 20 February 1890 and originally enlisted in the Argyll & Sutherland Highlanders. A few months later, in April 1909, he transferred to the Cameron Highlanders and he was serving as an Acting Sergeant in the 1st Battalion on the outbreak of hostilities in August 1914.

He first went to France in early October 1915, where he witnessed much fighting and gained advancement to Regimental Sergeant-Major, prior to being selected for a commission. Appointed 2nd Lieutenant in the 1st Battalion, Seaforth Highlanders in October 1917, he transferred to Mesopotamian front and it was here that he won his M.C. in the following year.

He later served as a Lieutenant on attachment to the Bedfordshire Regiment; sold with copied research.

x565 **A Great War M.C. group of three awarded to Major H. P. Williams, Royal Army Service Corps**

Military Cross, G.V.R., unnamed as issued, in case of issue; British War and Victory Medals, M.I.D. oak leaf (Major H. P. Williams), *nearly extremely fine* (3)

£450-500

M.C. *London Gazette* 1 January 1918.

Hugh Patrick Williams served with the Royal Army Service Corps on the Western Front from 4 February 1916 and received his 'mention' on 4 January 1917 (*London Gazette* refers); sold with copied *MIC*.

x566 **A fine Great War D.C.M. group of five awarded to Company Sergeant-Major H. O. Cohn, King's Royal Rifle Corps, late City of London Imperial Volunteers**



Distinguished Conduct Medal, G.V.R. (11820 L. Cpl. H. O. Cohn, 1/K.R.R.C.); Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Johannesburg, Diamond Hill (452 Pte. H. O. Cohn, C.I.V.); 1914 Star, with clasp (11820 (Pte. H. O. Cohn, 1/K.R. Rif. C.); British War and Victory Medals (11820 Sjt. H. O. Cohn, K.R.R.C.), possible official correction to rank; Canadian Voluntary Service Medal 1939-45; War Medal 1939-45, silver, *generally good very fine* (7)

£700-900

D.C.M. *London Gazette* 22 January 1916:

'For conspicuous gallantry near Cambrin on the night of 24 November 1915. When the Germans had exploded a mine killing or wounding most of the garrison of a crater, Lance-Corporal Cohn volunteered to lead forward a fresh party of bombers to meet the enemy's attack. He occupied the crater, repulsed the enemy's bomb attack, and by his coolness and example kept his men together and held on until day break, when all was quiet.'

Harmon Oliver Cohn was born at Hampstead, London on 16 June 1880 and enlisted - underage - in the 1st Middlesex Rifle Volunteers in 1896. He was subsequently among 40 soldiers in his unit who were drafted to the newly raised City of London Imperial Volunteers in early 1900 and it was in this capacity that he witnessed active service in South Africa. He was wounded by a gunshot to his right thigh at Diamond Hill on 12 June 1900.

On the advent of hostilities in August 1914, Cohn enlisted in the King's Royal Rifle Corps and he was drafted as a reinforcement to the 1st Battalion in France in the following month. Having then won the D.C.M. for his gallant deeds at Cambrin in November 1915, he was discharged as a result of wounds in March 1917 - namely gunshot wounds to his left buttock, upper right thigh and the calf of his left leg.

Remarkably, Cohn then re-enlisted in the Rifle Brigade in February 1918 and served in the 3rd Battalion in France until the Armistice. He was discharged to the Army Reserve in March 1919.

Having then emigrated to Canada in the late 1920s, he attested at Vancouver for active service in the Veterans' Guard of Canada in October 1942. He was posted to the P.O.W. camp at Lethbridge, Alberta, where his skills as a linguist - he was fluent in German - were no doubt put to good use. He was finally discharged in February 1945, when he returned to Sumas Prairie in British Columbia, where he was a rancher. He died there in September 1948; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

567

'At 5 a.m. [on 17 April 1916], three Squadrons of German Cavalry came round the end of Lake Doiran towards Pateros, supported by a considerable force of infantry; one of their Squadrons came on towards Gola, their right flank patrol passing within a few yards of Sergeant Hethershaw and his troop who were lying concealed in some scrub and had been told not to fire, and approached the position where B Squadron were concealed.

We disclosed only a small patrol with Private Moore as its point riding a specially selected horse which would be difficult for the Germans to overtake. The Germans were very cautious and approached our patrol very slowly, while Moore waited for them in the hopes that some at least of the Germans would chase him and be led into the trap; unfortunately they would not do this though they were within speaking distance of him, so after a little conversation with them during which they told him to "go away, you blutty fool" (his remarks to them are not recorded), he rode slowly away to one side leaving the front of B Squadron unmasked.

The Germans stood in a bunch looking towards B Squadron's position and then turned to retire; the moment they did so it was evident that they would not be caught in the trap so B Squadron and the machine-guns opened fire. Unfortunately both the machine-guns - which were about 12 years old - jammed after a few rounds and consequently we only succeeded in wounding seven of their men and seven horses, according to the enemy intelligence reports obtained later.'

The Sherwood Rangers Yeomanry in the Great War 1914-1918, by Major H. Tallents, D.S.O., T.D., refers.

A most unusual Great War Salonika operations D.C.M. group of five awarded to Private E. S. A. 'Mundy' Moore, Nottinghamshire Yeomanry (Sherwood Rangers), late Imperial Yeomanry

Distinguished Conduct Medal, G.V.R. (989 Pte. E. S. D. Moore, Notts. Yeo.); Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901 (735 Pte. E. S. Moore, 10th Notts. Coy. Imp. Yeo.); 1914-15 Star (989 Pte. E. S. A. Moore, Sher. Rang.); British War and Victory Medals, M.I.D. oak leaf (989 Pte. E. S. A. Moore, Notts. Yeo.), note third initials, *polished, nearly very fine or better* (5)

£1,400-1,800

D.C.M. *London Gazette* 14 November 1916:

'For gallantry and coolness when sent out to try and lure a party of the enemy into an ambush. He behaved in a remarkably plucky manner when in very close touch with the enemy.'

Edmund Schneider Dodwell Moore was born at Honington, Lincolnshire on 22 April 1874, one of 10 children of Canon Henry Dodwell Moore. Accompanying family notes describe him as something of a colourful character, for he was often in trouble as a youngster; on one occasion he filled some flower pots with gunpowder, turned them upside down and tried to blow them off the top of the church tower.



Sherwood Ranger

A natural recruit for the Yeomanry, he joined the Sherwood Rangers, and was among those chosen to form 10th Company, 3rd Battalion, Imperial Yeomanry for service in the Boer War. The unit arrived in South Africa in February 1900, one of the first to do so, and was actively employed in operations the Transvaal, Orange Free State and Cape Colony until 1901 (Queen's Medal & 4 clasps).

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Moore was otherwise a farmer, his father having given him £1500 capital in 1904. He used the money to purchase the leasehold of the farm 'Court Leys' at Brandon, near Grantham and was likewise employed at the outbreak of the Great War in August 1914.

Gallipoli and beyond

Mobilised with the Sherwood Rangers, he was embarked for Egypt and landed at Gallipoli in August 1915, where the regiment won the King's Colour. Moore and his comrades next served in Egypt, and thence in Salonika from February 1916, taking part in the operations in the Struma Valley. Here, then, the scene of Moore's gallantry in April 1916, for which, as cited above, he was awarded the D.C.M. He was also mentioned in despatches (*London Gazette* 25 September 1916, refers).

The Sherwood Rangers next joined the Australian Mounted Division in Palestine in 1917, and participated in the capture of Beersheba and the raid on Es Salt in the Jordan Valley; in Allenby's advance from Jaffa to Aleppo they captured at sword point the Turkish batteries on Mount Carmel, Haifa. Indeed the Rangers received more mentions in the Official History of the campaign than any other regiment.

Having ended the war in Syria, Moore returned home and resumed farming at Court Leys. But the farm had been run down in the war years and he was unable to make it a profitable concern. He sold up and went into breeding wire-haired fox terriers and running a small poultry farm at 'The Hollies' at Brant Broughton. Very much a local character, he regularly sported plus fours and a spotted bow tie, and was rarely seen without pipe clenched between teeth. 'Mundy' Moore died on 27 April 1949 and is buried in St. Helen's Church, Brant Broughton; sold with copied research.

- 568 **A Great War M.M. group of four awarded to Lance-Corporal W. C. Cole, King's Shropshire Light Infantry**
- Military Medal, G.V.R. (28263 Pte. - L. Cpl. W. C. Cole, 1/Shrops. L.I.); 1914-15 Star (T4-056528 Pte. W. C. Cole, A.S.C.); British War and Victory Medals(28263 Cpl. W. C. Cole. Shrops. L.I.), *contact marks and polished, thus fine or better (4)* £300-350
- M.M. *London Gazette* 17 June 1919.
- William Charles Cole**, a native of Andover, entered the Egypt theatre of war as a Private in the Army Service Corps in April 1915. Having then transferred to the Cheshire Regiment, and thence to the King's Shropshire Light Infantry, he was decorated for his gallantry as a Lance-Corporal in the 1st Battalion in France. He was demobilised in May 1919; sold with copied research.
-
- x569 **A Great War M.M. awarded to Lance-Corporal W. W. Strong, Liverpool Regiment, who later added a Bar to his decoration**
- Military Medal, G.V.R. (240881 Pte.-L. Cpl. W. W. Strong, 1/L'pool R.), *polished, nearly very fine* £180-220
- M.M. *London Gazette* 16 July 1918.
- Bar to M.M. *London Gazette* 11 December 1918.
- William Webster**, a native of Liverpool, was additionally entitled to the British War and Victory Medals.
-
- x570 **A Great War M.M. awarded to Corporal M. O'Connor, Liverpool Regiment**
- Military Medal, G.V.R. (14907 L. Cpl. M. O'Connor, 12/L'pool R.), *good very fine* £180-220
- M.M. *London Gazette* 2 November 1917.
- Michael O'Connor**, a native of Paisley, arrived in France in July 1915 and was awarded his M.M. for gallant deeds in the 12th Battalion, Liverpool Regiment. He was subsequently discharged and awarded the Silver War Badge.
-
- 571 **A Great War M.M. awarded to Gunner G. McAuslane, Royal Artillery**
- Military Medal, G.V.R. (229534 Gnr: G. McAuslane. 41/By: R.F.A.), *good very fine* £140-180
- M.M. *London Gazette* 16 July 1918.
- George McAuslane**, a native of Birkenhead, served with 41st Battery, Royal Field Artillery during the Great War, also entitled to the British War and Victory Medals; sold with copied *MIC*.
-
- 572 **A Great War M.M. awarded to Driver P. Bexon, Royal Artillery**
- Military Medal, G.V.R. (88706 Dvr. P. Bexon. A. 174/Bde. R.F.A.), *minor edge bruising, otherwise very fine* £140-180
- M.M. *London Gazette* 6 August 1918.
- P. Bexon** served in France with 40th Brigade, Royal Field Artillery from 15 September 1914. Interestingly his *MIC* notes 'Deserted. 23/7/1917', although this has been sometime struck through; sold with copied *MIC*.

x573 A most unusual Great War civil M.B.E. group of five awarded to H. A. Harrington, the Director of Posts at Alexandria, formerly of the King's Royal Rifle Corps



The Most Excellent Order of the British Empire (M.B.E.), Civil Division, member's 1st type breast badge, silver, hallmarks for London 1920; Egypt and Sudan 1882-89, dated reverse, 2 clasps, Tel-el-Kebir, The Nile 1884-85 (2288 Lce. Cpl. H. Harrington, 3/K.R. Rif. C.); Turkey, Order of Medjidie, Fifth Class breast badge, silver, silver-gilt and enamel; Egypt, Order of the Nile, Officer's breast badge, silver, silver-gilt and enamel; Khedive's Star 1882, *slight enamel damage to the Nile badge, otherwise generally good very fine* (5)

£800-1,000

M.B.E. *London Gazette* 30 March 1920:

'For services in connection with the War.'

Henry Augustus Harrington was born at the rifle depot, Winchester on 3 April 1864, where his father was serving as a Colour-Sergeant in 3/60th Royal Rifles. Like father like son, young Henry enlisted in his father's regiment as a boy recruit in February 1879 and, as per regimental musters, 'Lad W. H. Harrington' was embarked for South Africa in February 1880.

At the onset of the First Anglo-Boer War, it is likely young Henry was kept back at the battalion's base at Newcastle. But in December 1881, he gained his laurels on being appointed to the Mounted Infantry of 3/60th Royal Rifles; the regiment was retitled the King's Royal Rifle Corps in the same year.

Embarked for Alexandria in July 1882, he was present in the actions at Magfar and Kassassin, and at battle of Tel-el-Kebir (Medal & clasp; Khedive's Star). Promoted to Lance-Corporal in April 1883, Harrington was next detailed to serve as Postmaster for the Army of Occupation at Cairo, and he remained similarly employed until June 1884; he was detached for duty in the South Staffordshire and Essex Regiments in the same period. During the Nile operations he was detached for duty on the staff as Postmaster at Dongola (clasp).

Harrington obviously enjoyed his new duties for, in January 1886, he purchased his discharge and accepted an offer made by the Egyptian authorities for a position in their postal service. And there he remained happily employed for many years, rising to the office of Local Director of Posts at Alexandria.

During the Great War he showed 'a general interest in the welfare of British troops' and undertook canteen work. He was awarded the M.B.E. and appointed an Officer of the Egyptian Order of the Nile (*London Gazette* 29 December 1916, refers); his Order of Medjidie was likely awarded in the same period; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

574 An outstanding Great War A.R.R.C. group of six awarded to Nursing Sister Isabella Thompson, Queen Alexandra's Imperial Military Nursing Service Reserve, late of the Auxiliary Hospital Unit, Antwerp in 1914 and of Mrs. St. Clair Stobart's Hospital Unit in Serbia in 1915

The Royal Red Cross (A.R.R.C.), Associate's breast badge, silver and enamel, on Lady's bow in its *Garrard & Co. Ltd.* case of issue; 1914 Star (Nurse J. Thompson, Aux. Hosp. Unit Antwerp); British War and Victory Medals (I. Thompson); Serbia, Cross of Mercy, bronze-gilt and enamel; Serbia, Red Cross Society Medal, silver, together with her ring (silver hallmarks for Chester, 1912), a 'lucky horseshoe' brooch and an 18ct. gold presentation watch, the latter inscribed to her in appreciation of her war services from the Mayor, Aldermen and Burghesses of Whitehaven, May 1919, *generally very fine and better* (6)

£1,200-1,500

A.R.R.C. *London Gazette* 1 January 1919.



Isabella 'Belle' Thompson was born on 8 June 1889, the daughter of Councillor and Mrs. Thompson of Tangier Street, Whitehaven. Having worked as a housemaid, young Belle opted for a career in nursing and trained as a Theatre Sister at the Central London Sick Asylum 1911-14.

France and Belgium 1914-15

In August 1914, she applied to join Queen Alexandra's Imperial Military Nursing Service Reserve, prior to volunteering to serve at Mrs. St. Clair Stobart's Auxiliary Hospital at Antwerp. However, she arrived in Belgium in early November 1914, following the hospital's hasty retreat as the Germans entered Antwerp. The unit subsequently established Anglo-French Hospital No. 2 at Chateau Tourlaville, Cherbourg.

An excellent account of the unit's work at Cherbourg in the period November 1914 to March 1915 was later published by one of its doctors, Miss Mabel L. Ramsay, M.D., Ch.B.(Edin.), who lists Nurse Thompson among the staff. She refers to the Chateau as Tourbeville, rather than Tourlaville:

'Within three weeks of the return of the Hospital Unit from Antwerp, the Unit was gathered together and through Lady Guernsey an invitation was received from the French Red Cross to go to Cherbourg as large numbers of French wounded were being landed there from Calais at the rate of over one thousand a day. Hospitals were crammed and help was urgently needed. The Joint



Committee of the Red Cross Society and St. John's Ambulance Association had just been formed. The Hospital Unit had gathered together £1,000 and had everything fully equipped and were able to maintain themselves for at least six months, therefore the departure of the Unit for France was officially sanctioned by Joint Committee. The Unit was passed as fit for service in France and passports, etc. issued to members of the Unit. On November 2nd Dr. Mabel L. Ramsay accompanied by Miss Monica Stanley, Lady Guernsey and Lady Rodney crossed from Southampton to Cherbourg.

Lady Guernsey had already secured a 'locale' for the proposed hospital at Chateau Tourbeville, 3 miles from Cherbourg. An inspection was necessary as to whether the building could be utilised. Water supply, sanitation, lighting, etc. The first thing to be done on arrival at Cherbourg was to interview the Chief Medical Officer Dr. Cousteaud at l'Hopital Maritime and the Commander-in-Chief. These officers were very courteous and welcomed gladly the offer of help. Dr. Cousteaud scrutinised carefully the medical personnel and each person's degrees and qualifications had to be explained to him. The French Authorities were a little taken aback at 'women surgeons,' but finally were satisfied that they could work. Having consented to accept the Hospital Unit as an Auxiliary French Hospital, they did all they could to help us. After the interview, Lady Guernsey and Dr. Ramsay proceeded to inspect the Chateau Tourbeville.

The Chateau, a 16th century chateau was beautifully situated but was not ideal as a hospital, but Dr. Ramsay saw that with the wonderful zeal and help of the Unit which had done so well at Antwerp, the impossible could be achieved, so she telegraphed to London 'Sanitation imperfect: Help urgent: Wanted Primus and oil stoves: Electricity: No gas: Nothing prepared: Croix Rouge poor: Come as soon as possible: Difficulties surmountable.' A visit to the quays to see the arrival of the wounded confirmed the opinion that help was urgently needed. The difficulties to be faced were: 1. Only one tap of water in the kitchen to supply 150 people. 2. All drinking water had to be fetched by hand. 3. Sanitation very primitive and earth closets had to be built. 4. The Turbine Engine for electric lighting was out of order and had to be made to work.

On November 6th the Unit arrived [with Nurse Thompson] and set to work with such a goodwill that on November 8th we announced to Dr. Cousteaud that we were ready to receive wounded soldiers. He was immensely impressed and that very day we received 25 cases of the 'gravement cases' i.e. cases too ill to travel further and all suffering from fractured limbs and wounds of every description.

Dr. Cousteaud inspected the Hospital so rapidly arranged, and expressed himself immensely pleased and satisfied with the arrangements and grateful to Les Dames Anglais for their help. By Christmas our full complement of beds, i.e. 80, were full and we had our hands fully occupied fighting sepsis. For nearly every case had received only one dressing after having first been wounded and hence their wounds were horribly septic. Many had been wounded 7 or 8 days. We added to our efficiency by having a tent put up in front of the Chateau in which convalescents were given their meals. A piano was secured and many concerts given to the wounded men and their friends and the staff also when patients were in bed and were able to amuse themselves. Also we fixed up a six-bedded open air treatment hut and about 20 cases were treated there in continuous open air 'such as Les Anglais like,' but which the French regarded as somewhat a cruel innovation, until they saw the results. Latterly, several phthisical cases were treated. In all 206 patients were treated at the hospital and as all required 3-4 months treatment we could not take in many new cases after the hospital beds were once full.

By the middle of February the work was getting lighter and we began to have some empty beds. Fewer wounded were arriving in Cherbourg and finally at the beginning of March it became clear that the French would not send more wounded from Calais because of the submarine menace, which had begun to be serious.

Mrs. Stobart, at the beginning of February, wished to go to Serbia, and the cry for help had reached England, and she felt she could be of greater use there than in France where the pressure of work was slackening as the French organisation began to improve. So it was arranged that half the Unit who wished to volunteer for Serbia should be allowed to go. In the middle of February half the Unit went back to England to prepare to go to Serbia ...'

Nurse Thompson was among the volunteers.

Serbia 1915

The story of the redoubtable Mrs. St. Clair Stobart's relief hospital in Serbia is well-known, not least for the hardships endured by its gallant nursing staff. It is a story admirably described in Monica Krippner's *The Quality of Mercy - Women at War, Serbia 1915-18*.



For her own part, Thompson served at ‘Stobart Hospital’, Kragujevac from April to July 1915. The hospital was established just outside the town, on a large open area that was formerly the racecourse, but its medical staff - originally numbering six doctors, 18 nurses and 16 orderlies - quickly sallied further afield, manning roadside dispensaries. The response, according to *The Quality of Mercy*, was immediate and overwhelming:

‘People poured in with dysentery, diphtheria, typhoid, scarlet fever, tuberculosis, ulcers, cancer, gangrene and terrible skin infections ... Each dispensary handled an average a hundred people a day, and often the doctors and nurses, using their ox-wagon ambulances, went to humble peasant homes to attend the bedridden as best they could. This humane and imaginative medical aid to neglected village people, initiated by Mrs. Stobart, was her most valuable contribution to the Serbian nation.’

Among the colourful cast of doctors was Dr. Lilian Chesney, ‘a brilliant surgeon, a considerable martinet, and a most unconventional personality’, whose astonished Serb patients ‘stared agape at the tall doctor as she went about her rounds followed by her current pets, two geese and a small pig, which trailed in her wake wherever she went. She fed them on chocolate and red wine!’ (*ibid*).

Such bizarre scenes hopefully provided a pleasant diversion for Thompson and her fellow nurses, for the ‘high incidence’ of badly injured children who were admitted to the hospital must have been challenging in the extreme:

‘Terrible injuries were commonplace, caused by their playing with dangerous war toys such as discarded unexploded hand-grenades, ‘dud’ shells that suddenly came alive, clips of ammunition found in the grass, in deserted trenches, or by the wayside ...’ (*ibid*).

Such deeply upsetting cases aside, a very real danger lurked in the tented compound that constituted ‘Stobart Hospital’: Typhus. Prior to Thompson’s departure to the U.K., one of her fellow nurses, Lorna Ferris, succumbed to that illness in early July 1915. She was afforded a full military funeral. Exactly one week later, Mrs. Mabel Dearmer, ‘the beautiful author and children’s dramatist who had given it all up to serve as a simple orderly’, suffered a similar fate. She was buried next to Lorna Ferris, ‘with full honours and all the pomp and circumstance of a funeral stage-managed by the Serbian Orthodox Church.’

Home Establishment 1915-19

Following her return from Serbia, Thompson signed a contract with the Army Medical Department in October 1915 and was formally accepted into the Q.A.I.M.N.S.R. A spate of appointments in the U.K. ensued, among them No. 2 Birmingham War Hospital, in which capacity her name was brought to the notice of the Secretary of State for War (*London Gazette* 3 March 1917, refers); so, too, the Empire Hospital in south-west London and, finally, the famous Pavilion Military Hospital in Brighton.

She was advanced to Nursing Sister and decorated with the Royal Red Cross (A.R.R.C.), in addition to being presented with a gold watch by the Mayor, Aldermen and Burghesses of Whitehaven on her return home in May 1919.

Tragically, Thompson lost three of her brothers in the Great War, all of them soldiers in the Border Regiment: Wallace, who was killed in action at Gallipoli in August 1915; George, who died in France in March 1917, after being wounded on five occasions; and Frank, who was killed in action at Arras in April 1917.

'Belle' Thompson died at Whitehaven on 11 November 1978.

Sold with original War Office Buckingham Palace investiture letter, addressed to Thompson at the Brighton Pavilion Hospital, dated 21 February 1919, together with her parchment passport, with portrait photograph, and assorted stamps for movements in France and Serbia, issued on 18 August 1914; together with copies of Ruth Mansergh's Whitehaven in the Great War, which includes an entry in respect of Thompson, and Monica Krippner's The Quality of Mercy, and a file of copied research and a number of cuttings taken from The Great War Illustrated, the whole relevant to the Serbian campaign in 1915.

575 A scarce Great War Medal of the Order of the British Empire group of three awarded to Forewoman E. E. Eckersley, Queen Mary's Army Auxiliary Corps



Medal of the Most Excellent Order of the British Empire (Military), 1st type, unnamed as issued, in its *John Pinches, London* case of issue; British War and Victory Medals (383 Fwn. E. E. Eckersley, Q.M.A.A.C.), *number and rank officially re-impressed on the second, generally good very fine* (3)

£250-300

Medal of the Most Excellent Order of the British Empire *London Gazette* 23 January 1920.

Edith Ellen Eckersley was born in Bedminster, Somerset on 7 July 1871, the son of Edward Eckersley, a Chief Engineer, R.N. She served in France from May 1917 until September 1919 and is believed to have been employed as a driver for part of that time - on one occasion she was apparently reprimanded for stopping to pick up wounded.

Edith settled in Southsea after the war, where she worked for the British Red Cross Society (B.R.C.S.) but in later years moved to Ireland to live with a relative. She died in Dublin on 17 August 1967, aged 96.

Sold with the her B.R.C.S. badges for Proficiency in Red Cross Nursing; Anti-Gas Training and Red Cross First Aid, and her B.R.C.S. 'Merit' Medal, gilt and enamel, all inscribed to 'E. E. Eckersley', together with assorted clasps for the period 1941-43 and an A.R.P. badge.

- x576 An impressive Royal Household R.V.M. group of eleven awarded to Yeoman of the Cellar F. J. Reed, late Royal Army Medical Corps



Royal Victorian Medal, G.V.I.R., silver; 1914-15 Star (34424 Pte. F. J. Reed, R.A.M.C.); British War and Victory Medals (34424 Pte. F. J. Reed, R.A.M.C.); Jubilee 1935; Coronation 1937; Royal Household Faithful Service Medal, G.V.I.R., suspension dated '1919-1939', with 'Thirty Years' Bar (Reed, Frederick James); Denmark, King's Medal of Recompense, Christian X, silver; Belgium, Royal Household Medal for Servants in Foreign Courts, Albert I, bronze; Sweden, Royal Household Medal, Gustaf V, silver with crown; France, Third Republic, Medal of Honour, silver, mounted court-style for wear, *the Great War medals polished and worn, otherwise very fine and better* (11)

£600-800

Frederick James Reed was born in Hartfield, Sussex on 12 January 1890 and served in the Great War as a Private in the Royal Army Medical Corps, entering the Egypt theatre of war on 14 March 1915. On being demobilised in 1919, he entered into service with the Royal Household as a Footman, a long career that ended on his retirement in June 1950, when he was Yeoman of the Royal Cellar at Buckingham Palace. During that service he was awarded the Royal Household Faithful Service Medal in 1939, with a Bar in 1949 and was awarded the Royal Victorian Medal on 1 January 1945. Reed died in the Queen Victoria Hospital, East Grinstead on 23 January 1962, his death certificate giving his occupation as '1st Yeoman King's Cellars'.

- x577 A Great War M.S.M. group of five awarded to Company Quarter-Master Sergeant A. W. Johnson, 6th London Regiment (City of London Rifles)

1914-15 Star (111 C.Q.M. Sjt. A. W. Johnson, 6-Lond. R.); British War and Victory Medals (111 C. Sjt. A. W. Johnson, 6-Lond. R.); Territorial Force Efficiency Medal, G.V.R. (111 Sjt. A. W. Johnson, 6/Lond. Regt.); Army Meritorious Service Medal, G.V.R. (320012 C.Q.M. Sjt. A. W. Johnson, 1/6 Lond. R.), together with his Silver War Badge, the reverse numbered '177623', *generally good very fine* (6)

£240-280

Arthur Walter Johnson originally served in the 2nd London (City of London Rifles) Volunteer Rifle Corps and was awarded his T.F.E.M. in October 1912. He went to France in March 1915, was awarded the M.S.M. (*London Gazette* 4 June 1917, refers), and was discharged on account of sickness in May 1917.

578 A Great War M.S.M. group of five awarded to Warrant Officer Class 2 H. J. French, Royal Horse Artillery, late Royal Field Artillery

1914 Star, with clasp (21936 Sjt. H. French, R.H.A.); British War and Victory Medals (21933 W.O. Cl. 2. J. French, R.A.); Army L.S. & G.C., G.V.R. (1018961 W. O. Cl. II. J. French, R.A.); Army Meritorious Service Medal, G.V.R. (21933 B. S. Mjr. H. J. French. 40/D.A.C. R.F.A.), mounted as worn, *contact marks, fine or better* (5)

£120-150

M.S.M. *London Gazette* 17 June 1918.

H. J. French, a native of Bristol, arrived in France on 5 November 1914 and served with the 5th Brigade Ammunition Column, Royal Horse Artillery.

x579 A fine M.S.M. group of nine awarded to Major (Q.M.) H. Robinson, King's Royal Rifle Corps, who was wounded at Ypres in November 1914



1914 Star, with later slide-on clasp (10062 L. Cpl. H. Robinson, 2/K.R. Rif. C.); British War and Victory Medals (10062 Sjt. H. Robinson, K.R. Rif. C.); General Service 1918-62, 1 clasp, Palestine (6837479 W.O. Cl. I H. Robinson, K.R.R.C.); Defence and War Medals 1939-45; Jubilee 1935, privately engraved, 'R.S.M. H. Robinson'; Army L.S. & G.C., G.V.R.6837479 W.O. Cl. II H. Robinson, K.R.R.C.); Army Meritorious Service Medal, G.V.I.R., 2nd issue (6837479 W.O. Cl. I H. Robinson, K.R.R.C.), together with related Society of Miniature Rifle Clubs shooting medal, bronze, the reverse named and dated 1931, *the G.V.R. period awards heavily polished, thus fine, the remainder very fine or better* (10)

£400-500

Harry Robinson enlisted in the King's Royal Rifle Corps at Winchester in April 1911 and went to France as a Lance-Corporal in the 2nd Battalion in August 1914. He was subsequently wounded by a gunshot in the action at Het Sas, near Ypres on 23 October 1914 and invalided home. Back in France with the 3rd Battalion by February 1915, he was advanced to Sergeant and then re-embarked for the Balkans, where he remained actively employed until the war's end.

Between the wars he served in India from October 1919 until March 1929 and in Palestine from September 1936 to March 1937 (Medal & clasp), and he was discharged at Winchester in the latter year. He had for the last seven years been R.S.M. of the 2nd Battalion.

Recalled on the renewal of hostilities in September 1939, Robinson was commissioned Lieutenant (Q.M.) in April 1940 and served at various Driving and Maintenance Schools in the U.K. for the remainder of the war. He was finally released as a Major (Q.M.) in October 1948; sold with copied career details.

**THE UNIQUE CIVILIAN'S G.C., G.M. GROUP AWARDED TO
RICHARD BYWATER (1913-2005)**

'In order that they should be worthily and promptly recognised, I have decided to create, at once, a new mark of honour for men and women in all walks of civilian life. I propose to give my name to this new distinction, which will consist of the George Cross, which will rank next to the Victoria Cross, and the George Medal for wider distribution.'

H.M. The King announces the creation of the George Cross (G.C.) and George Medal (G.M.) in a broadcast to Britain and the Empire on 23 September 1940; the Royal Warrant was initiated the following day.

The decorations were to reward 'acts of the greatest heroism or of the most conspicuous courage in circumstances of extreme danger'. The G.C. has since been awarded directly on 163 occasions, around half those awards being of a posthumous nature; as in the case of Malta in 1942 - and more recently the Royal Ulster Constabulary - the decoration may be awarded collectively.

The G.C. and G.M. were intended from the outset to reward civilian bravery, but as many members of the armed forces were engaged in bomb and mine disposal - and other relevant - operations, they too became eligible; as a result the vast majority of the first 100 awards of the G.C. were made to members of the armed forces.

Of the 163 direct awards of the G.C. made to the present day, around 50 have been bestowed on civilians but only one of them has also been awarded the G.M.: Richard Bywater.

In that respect - and not forgetting H.M. The King's intention to create 'a mark of honour for men and women in all walks of *civilian* life' - his unique achievement constitutes an important chapter in the history of the George Cross.

Sold by Order of a Direct Descendant

‘One fuze, Bywater judged, was in such a sensitive condition that it was too dangerous to be carried to the destruction site. He knew of two instances in which men trying to handle such a fuze had been blown to pieces. But to destroy the fuze inside the factory would cause enormous damage.

Selecting a location a short distance from the building, Bywater had an iron safe placed there with plenty of sandbags around it. Then, having sent all his colleagues out of the danger area, he carefully picked up the fuze, tip-toed across the grass and gently placed it in the safe. The sandbags were piled on, everyone withdrew out of range and the fuze was detonated.’

His obituary notice in *The Daily Telegraph*, 8 April 2005, refers.

x579

The unique civilian’s G.C., G.M. group of five awarded to Richard Bywater, a Factory Development Officer for the Ministry of Supply, who was twice decorated for extraordinary acts of gallantry at the Royal Ordnance Factory, Kirkby, near Liverpool

His hitherto unpublished account of his wartime experiences refers to his early fears of a major catastrophe:

‘I had had a strong premonition over the months leading up to the event that there would be a terrible explosion on Group 3 involving Fuze Mine Anti-Tank and I had conditioned myself as to what I could do in such circumstances. After all, I had known this fuze from its birth at Woolwich Arsenal and had seen its violence in the proof-yard at Woolwich. So when the event occurred it was quite matter of fact for me to say, “Leave it to me, I will clear up the mess.” ‘

He did.

When on being invested with his subsequent award of the G.C., His Majesty The King asked him how long it took to make the factory safe. “I told him we were busy for three days because there were 12,000 fuzes in danger of exploding.” His Majesty shook his hand and told him he “was a very brave man.”

Brave indeed for a stench of death pervaded throughout his magnificent work in clearing tons of lethal - damaged - ordnance in February 1944: some of the first sights to greet him on entering the danger zone were ‘someone’s oesophagus lying on the cleanway’ and a pair of detached legs under a work bench.

His repeat performance under similar circumstances in September 1944 - for which he was awarded the G.M. - was in his view even more perilous. It was certainly more protracted, the clearance operation taking three months and latterly requiring Bywater to drive ‘blind’ in a modified bull-dozer tank.

It is perhaps not surprising that by the time of his departure from Kirkby, Bywater readily admitted to his pockets being crammed with smoking paraphernalia: ‘I could only get satisfaction with Capstan Full Strength or Senior Service cigarettes, or full-strength pipe tobacco.’

(i)

George Cross (Richard Arthur Samuel Bywater; 26th September 1944), with its *Royal Mint* case of issue

(ii)

George Medal, G.VI.R. (Richard A. S. Bywater, G.C.)

(iii)

Coronation 1953

(iv)

Jubilee 1977, with its card box of issue

(v)

Jubilee 2002, in its named card box of issue, all but the last mounted court-style as worn, *contact wear and bruising, otherwise very fine* (5)

£100,000-120,000



G.C. *London Gazette* 26 September 1944:

‘For outstanding heroism and devotion to duty when an explosion occurred in a factory.’

G.M. *London Gazette* 18 September 1945. The joint citation states:

‘An explosion occurred at the Royal Ordnance Factory, Kirkby, during the filling of highly dangerous ammunition. The night was exceptionally dark, there was no moon, and it was raining heavily. The major explosion was followed by others. Almost all lights were extinguished and soon the only illumination in and around the shattered bomb strewn building was given by the fires which broke out.

The morale of the Factory staff was superb. All the operatives were aware of the dangerous nature of the work and immediately the noise of the explosion was heard, rescuers ran from all the near-by buildings. Girl operatives, who had made their escape from the building, returned to bring out their injured friends. The Factory Fire Brigade were on the spot within a matter of minutes and ran their hose into the building. Whilst the fires blazed and bombs continued to explode, the injured were brought out and desperate attempts made to release a trapped man. They continued until the Assistant Superintendent, who was in charge in the absence on leave of the Superintendent, ordered everyone to leave the building and take shelter behind the mounds. The responsibility laid upon Mr. Denny was heavy, but his decision was justified, as in a few minutes another explosion brought down more wreckage. It was nearly daybreak when a pile of bombs in their wooden crates, crushed beneath the fallen roof, was seen to be on fire and out of reach of the firemen’s hose. The fire was gaining and, had it taken hold, the consequences would have been disastrous over a wide area of the Factory.

Mr. Denny entered the building alone. He sought some way of getting at the flames and having found this, came out and explained the position to Forbes and Topping. Without hesitation the two men volunteered to enter the building and tackle the fire from within at the proposed angle and range. The three men cautiously groped their way into the wrecked building. Standing among the damaged ammunition, which the rush of water was sufficient to disturb, with consequent risk of detonation, they brought the fire under control and completely extinguished it.

Byron, Christian and Hankin took their hose into another part of the wrecked building. They showed devotion to duty and voluntarily exposed themselves to the danger of death or serious injury.

Mr. Gale, who was on leave when the explosion occurred, returned immediately. A preliminary survey was made and a scheme, evolved by the Superintendent. It was carried successfully into effect mainly through his initiative and leadership. He organised and thoroughly tested the safety precautions, was present a considerable part of every day when work was in progress and no fresh step was taken until he had personally assured himself that the methods were as safe as his knowledge and ingenuity could make them. By his coolness, ability, courage and inspiring leadership, Mr. Gale completed a unique and terrifying salvage task without a single casualty.

Bywater, Edwards, Fitzmaurice, Murdoch, Panton and Rowling formed the team of volunteers who cleared the wrecked building. In a task presenting vast problems they displayed courage and co-operation of the highest order. The ammunition which had caused the accident was anti-personnel and anti-disturbance, and the fuzed time-bombs, scattered over and under the debris, made clearance nearly impossible by detonating without warning and in an absolutely unpredictable manner. A constant risk was the movement of wreckage and any one member of the team could, by ignorance, negligence or a moment’s carelessness endanger the lives of the others. The high standard of the team work at Kirkby is shown by the fact that during the clearance operations there was no casualty.

All members of the team, under the leadership of Mr. Gale and Mr. Denny, showed high courage and devotion to duty in volunteering for and carrying through over a period of three months, so arduous, unpleasant and dangerous a task.’

Richard Arthur Samuel Bywater was born in Birmingham on 3 November 1913, the youngest of six children. His father Walter worked for the Austin Motor Company.

Young Richard - who was educated at King’s Norton Grammar School and Birmingham University - once recalled how his chemistry teacher had told him that he would never pass an external examination in Chemistry. Yet he took a First at Birmingham and was offered a post-graduate scholarship in the university’s research department. Having then gained his Master’s degree, he was appointed chief chemist for Boxfoldia Limited in 1936.

Hostilities - Battle of Britain - Blitz

Shortly before the outbreak of war, Bywater became a technical assistant at the Royal Filling Factory at the Woolwich Arsenal and his subsequent attempt to join the Royal Air Force was refused on the grounds he was in a reserved occupation. Back at Woolwich he was placed in charge of the experimental section and, in the summer of 1940, he was appointed manager of the fuze section. The pressures of working in such a dangerous environment were quickly felt. Bywater unpublished wartime memoir takes up the story:

‘I spent two or three weeks down at QFCF4 (Quick Firing Cartridge Factory) which had only recently been reopened. Apart from cartridge work they also produced smoke bombs. I found the time well spent particularly as the foreman Mr. Thomas was quite amiable and freely gave what information he could. I learnt quite a lot from him. One day he asked me if I smoked, to which I replied, “only occasionally - packet of ten would easily last a week.” He laughed and replied, “I’ll bet within three months you will be completely hooked.” He was so right and by the time I left Kirby I sported two of three pipes and could only get satisfaction with Capstan Full Strength or Senior Service cigarettes, or full-strength pipe tobacco.’

With the Battle of Britain reaching its climax, and the onset of heavy enemy bombing, Bywater was greatly impressed by the cheerful stoicism of the local population. On one occasion, walking past a row of badly damaged shops, he noticed a boarded-up barber’s shop displaying a large sign: ‘We may have had a close shave but we can still give you a good haircut.’

Of Battle of Britain day itself - 15 September 1940 - Bywater recalled:

‘The sky was filled with planes madly manoeuvring, Spitfires diving out of the light to attack, planes falling to earth, the sky seemingly full of parachutes. It was a scene that film makers could not possibly reproduce. All the PAD workers were stood on top of the mounds which protected the air raid shelter cheering madly as planes spiralled to the ground and parachutes floated down in more leisurely fashion ... One bomber had landed in the coal bunker outside my jurisdiction, and several German airmen landed nearby, mostly fatally injured. One German told his captors (I think they were the gate guards at the back gate near the coal bunkers) that they had been told there would be no defence in the air - all the Spitfires had been destroyed.

Another German whose parachute had failed to open crashed through the roof of one of the fuze filling buildings and smashed through a strongly constructed assembly table. Luckily for me an R.A.F. officer was quickly on the scene and did the necessary. The German Officer’s legs were just like putty - he must have landed feet down on the table. The R.A.F. Officer searched his clothing but all he found was an Iron Cross and a condom’ (*ibid*).

The Royal Ordnance Factory, Kirkby, near Liverpool

Towards the end of 1940, the Blitz forced the Royal Ordnance Factory to move to Kirkby, north-east of Liverpool, where Bywater became Factory Development Officer of a new complex which had cost £8 million: its 2,000 workers - who operated in three shifts around the clock - turned out shell, mortar and 150,000 anti-tank fuzes each week.

Bywater’s early impressions of Kirkby convinced him that a major disaster was inevitable:

‘We seemed to do everything NOT according to the book, but we did start producing fuzes, and contrary to other assertions it has always been my belief that we were the first group to employ explosive workers and commence production ... I might relate here an amusing talk I had with Bill Lang one lunch time well before February 1944. Bill was trying to impress me with how he had improved production output in 3C19 and asked me to walk through the building with him after lunch. My reply jokingly was that I would rather walk around the outside of the building than the inside ...’

Accidents were part of the course:

‘One other story, or tragedy that comes to mind, concerns the filling of time fuzes for 3.7 inch Anti-Aircraft shells. We were asked to get these into production urgently and as the layout was hastened we had not received guards for the drills which were used in the filling operations on the time rings, the row of drilling machines were shaft driven with safety stop handles at strategic points. As the female operatives were compelled to cover their hair (woollen hats were provided) I agreed to carry on without the guards until they arrived. One morning on arriving at my office on fuze group I was horrified to find on my desk a great mop of hair in a woollen hat. Apparently the female operator

had allowed a fringe of her hair to be outside the hat (a not uncommon practice despite the ruling), and her hair had become entangled in the drill. Bill Port the Assistant Foreman quickly pulled the emergency stop but not before the hair had become tightly wound around the drill right up to the woman's scalp. Deciding to free the woman Bill Port lopped off her hair with a large pair of scissors and freed her. She subsequently sued the factory and was awarded £650 if I remember correctly. I did not get any Brownie points and production ceased until the shields were received ...' (*ibid*).

George Cross

But Bywater certainly did win Brownie points - and the George Cross - for his supreme gallantry when disaster finally struck on 22 February 1944. He sets the scene:

'I hurried up to the Danger Area gate where I deposited my large supply of smoking materials and hurried down to the Men's Change Room on Group 3, donned cleanway goloshes and headed onto the Group. Only a few yards from the change room was someone's oesophagus lying on the cleanway. I asked Bill Port to remove it and proceeded to 3C19. The roof had been blown away (designed to do just that) and one of the main brick walls was swaying in the breeze ...' (*ibid*).

For the purposes of an overall summary of events, no better source may be quoted than Bywater's obituary notice in *The Daily Telegraph*, 8 April 2005:

'On February 22 1944, in one of the buildings of the Royal Ordnance Factory at Kirby, in Lancashire, 19 operatives, most of them women, were at work on the last stage of filling anti-tank mine fuzes. Each operative was working on a tray of 25 fuzes, and in the building at the time there were some 12,000 stacked on portable tables, each holding 40 trays, or 1,000 fuzes.

At 8.30 a.m. that morning, one fuze exploded, immediately detonating the whole tray. The girl working on that tray was killed outright and her body disintegrated; two girls standing behind her were partly shielded from the blast by her body, but both were seriously injured, one fatally. The factory was badly damaged: the roof was blown off, electric fittings were dangling precariously; and one of the walls was swaying in the breeze.

The superintendent arrived with Bywater, his factory development officer. It seemed quite likely that the damaged fuzes, and others which could be faulty, might cause an even larger explosion. The high wind at the time, or any vibration, could set off further detonations over an area of half a mile.

Bywater cleared the building so that the maintenance crew could shore up the walls. He then volunteered to take on the dangerous task of removing all the fuzes to a place of safety where they could be dealt with.

Having selected some volunteers, he started at once. Bywater and his colleagues worked for three days moving the fuzes to a position close to the exit and then transporting them to a site about a mile away, where they were destroyed. By the end they had removed 12,724 fuzes from the factory.

Bywater gave instructions that he was to be given any fuzes that looked defective, and 23 were passed to him. On each occasion, he made his colleagues take cover while he removed the fuze and put it into a tray well away from the others. He then placed the tray on a rubber-tyred flat trolley and, with one colleague carrying a red flag 50 yards ahead, and another 50 yards behind, he slowly pushed the trolley to the destroying grounds.

There he personally laid out the fuzes in specially prepared pits. He placed sandbags on each of the pits and connected the electrical detonator and gun cotton primer. Not until he was certain that the operation had been made as safe as possible did he delegate to his colleagues the task of destruction, which went on for seven days a week for a month.

One fuze, Bywater judged, was in such a sensitive condition that it was too dangerous to be carried to the destruction site. He knew of two instances in which men trying to handle such a fuze had been blown to pieces. But to destroy the fuze inside the factory would cause enormous damage.

Selecting a location a short distance from the building, Bywater had an iron safe placed there with plenty of sandbags around it. Then, having sent all his colleagues out of the danger area, he carefully picked up the fuze, tip-toed across the grass and gently placed it in the safe. The sandbags were piled on, everyone withdrew out of range and the fuze was detonated.

In the investigation that followed, it was discovered that the original explosion at the factory had been accidental, caused by a defective striker. A faulty design in the stamping machine which marked



One of thousands of unwelcome challenges.



Hero's return

the fuze heads with the lot numbers and dates of filling had damaged the striker stems.'

In his unpublished account of his wartime experiences, Bywater describes how he encountered no less than 23 fuzes of a 'sensitive nature' and how he dealt with some of them. On one occasion, he enlisted the help of a colleague:

'The idea was to lay a demolition explosive charge against the fuze body and hold it firmly in place with a couple of sandbags - this was the ticklish part - if the sandbags moved they could well cause the complete rupture of the striker head.

I lay down stretched out flat on my stomach and held the fuze firmly whilst Mark placed the demolition charge against it. He then produced the sandbags. The first one he put in place moved slightly as he released his hold, and I held my breath. He was a little more careful with the second, and we decided everything was OK. We walked back to the Air Raid Shelter, where we had the Firing Equipment and, shortly, there was no more worry with that fuze.'

Bywater was invested with his G.C. by King George VI at Buckingham Palace on 24 October 1944.

Here we go again - G.M.

Bywater's takes up the story:

'It was some little time before we twigged that even if the fuze complied with the empty specification, if all the tolerances on all the many parts were taken to their respective limits, the fuze could arm by being dropped a few inches even with the safety pin in place. In that eventuality the fuze could then detonate at any time, within a six-hour time span. Naturally I forwarded a memo to the Superintendent advising him of the position and recommended that the fuzes not be filled. The outcome was fairly speedy. Because of the importance to the war effort the fuzes had to be filled, I understand that the edict was signed by Sir Stafford Cripps himself. At Kirkby all went well until 5C38 met with disaster and the details are now pretty well known' (*ibid*).

As recounted above in the relevant *London Gazette* entry, the disaster at 5C38 occurred on a dark, rainy night during the filling of ammunition, and the initial blast was followed by others which put out all the lights: the only illumination on the site was provided by the numerous fires.

Once again, Bywater volunteered to clear the wrecked building, a task undertaken with a mass of anti-personnel, anti-disturbance and time-delay bombs scattered about the complex: all were in danger of detonating without warning. Such was the magnitude of the task in hand that it took three months to be completed. Luckily he managed to maintain his sense of humour:

'We did have some hilarious moments even in most gruesome circumstances during the initial clean-up operation. In those first few days we were trying to clear an entrance way into the building, treading warily but not meeting much in the explosives field. We encountered mainly smashed furniture, smashed equipment and plenty of human remains. After a day or two the smell became pretty intolerable, James Murdoch and Bill Panton seeming to be affected. James asked for a mask which did not satisfy him so I suggested a little drop of Dettol in cotton wool inserted in the mask might help. I thought he should understand that it should be diluted. Not only did he use it neat but obviously soaked the cotton wool in it. Result, a ruddy blistered face ... I think we chose to laugh at anything no matter how serious it might be. The three months the clearing of 5C38 took really began to drag. The frequent delays due to repairs to the road into Charley Wood - repairs to the tanks - mainly the tracks, repairs to detonating pits, etc. It was a relief from boredom when the site was eventually cleared a few days before Christmas' (*ibid*)

Bywater and nine of his fellow workers were awarded George Medal (G.M.); two others received the B.E.M.

On receiving his G.M. from H.M. The King at Buckingham Palace on 6 November 1945, Bywater became the only civilian to hold both the G.C. and G.M.: that unique record stands to this day.

Post-war

At the war's end he became works manager at R.N. & Coate & Co., the cider makers, at Nailsea, Bristol and, in 1947, he married Patricia Ferneyhough. Emigrating to Australia in 1953, he set up an ordnance factory but later joined the Reserve Bank of Australia as a General Manager of the note-printing branch.



On retiring in 1976, he and his wife bought a farm on the banks of the Murray River but they later moved to Scone in New South Wales. Bywater died there on 5 April 2005, aged 91, and is buried in the Scone Lawn Cemetery.

Sold with a copy of Bywater's unpublished account of his wartime experiences, together with a comprehensive album of original letters and newspaper cuttings, offering congratulations on the awards of the George Cross and George Medal, and a superb archive of contemporary information regarding the events leading to both awards:

(i)

Letter of notification from Sir Andrew Rae Duncan, Minister of Supply and M.P. for City of London, informing Bywater of the award of the George Cross, dated 25 September 1944; a second letter of notification from John Wilmot, Minister of Supply and M.P. for Deptford, informing him of the award of the George Medal, dated 17 September 1945, both addressed to 1 River View, Waterloo, Liverpool, 22.

(ii)

Certificate from the Royal Society of St. George, electing to Honorary Membership of the Society 'Richard A. S. Bywater, M.Sc., A.R.I.C., upon whom His Majesty the King has been graciously pleased to confer the George Cross', 8 November 1944.

(iii)

A letter of congratulations on the award of the George Cross from Mr. C. S. Robinson, Director General of Filling Factories, dated 25 September 1944:

Shell Mex House
London W.C.2

Dear Mr. Bywater,

I have learned with the very greatest pleasure that H.M. the King has bestowed upon you the George Cross, and, as Director-General of the Filling Factory Department, I should like to be among the first to congratulate you upon this very high Honour.

Together with Lt. Col. R. A. Thomas, H.M. Chief Inspector of Explosives, and your Superintendent, I spent some time in the wrecked Building, shortly after the explosion, and was, therefore, in a position to realise the extremely risky and lengthy task confronting anyone charged with the responsibility of removing and destroying several thousand fuzes - all in uncertain condition and some in a quite clearly dangerous state.

The responsibility was undertaken by you as Leader of a team of brave men, upon whom I am glad to know His Majesty the King has also bestowed Honours.

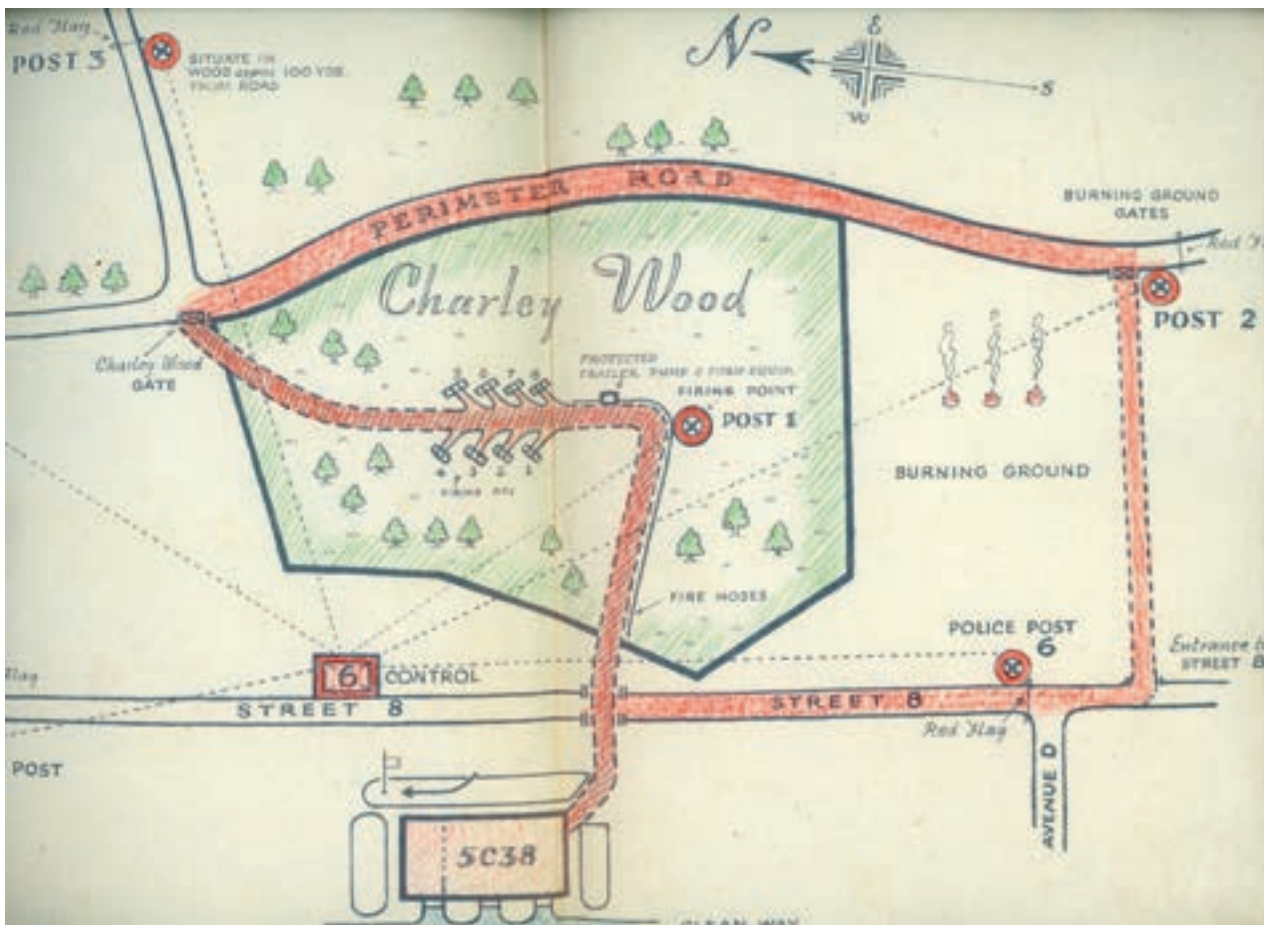
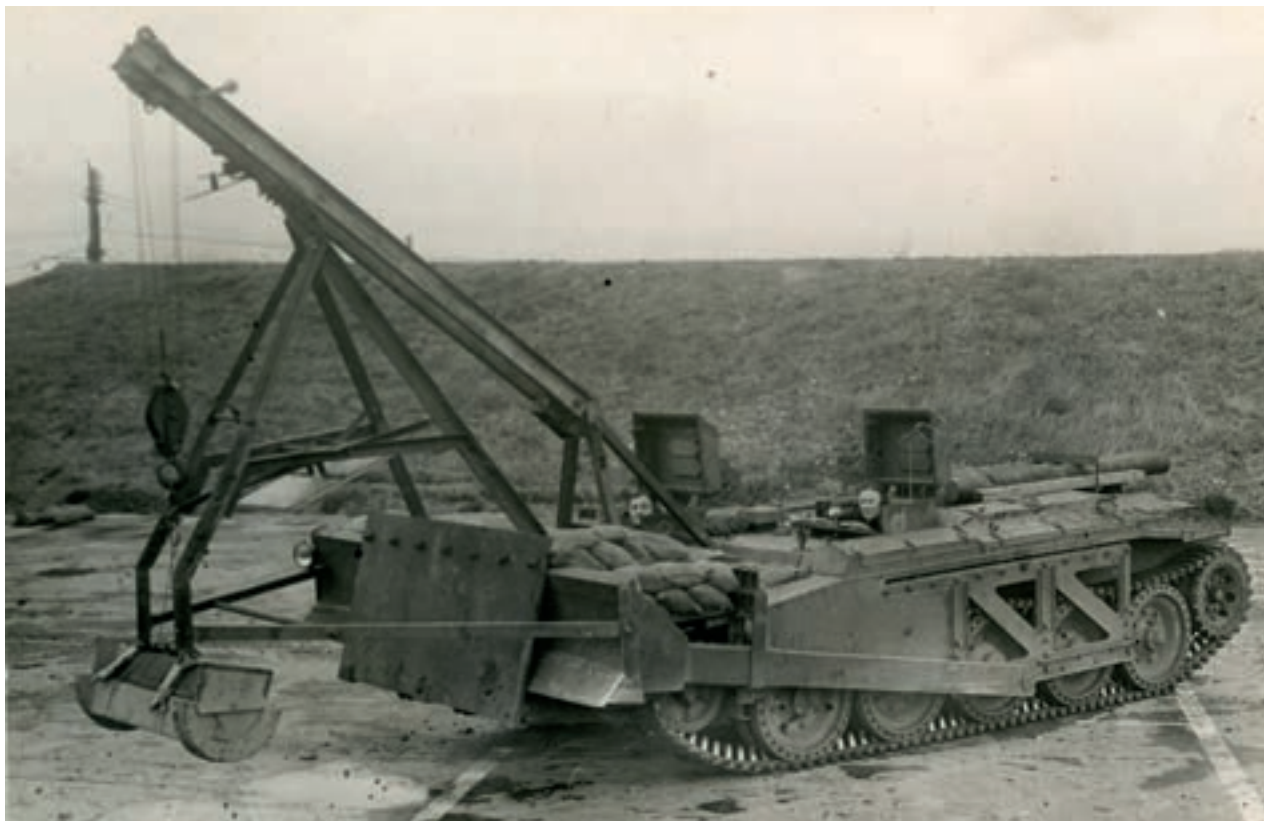
The Filling Factory Department shares with R.O.F. Kirkby the pride and pleasure in the award of our first George Cross.

With kind regards,
Yours sincerely,

C. S. Robinson,
DIRECTOR-GENERAL: FILLING FACTORIES.

(iv)

Further letters of congratulation upon the award of the George Cross from A. R. V. Steele, Director of Filling Factories; Dr. C. W. Hart-Jones, Deputy Director of Filling Factories; Lt. Colonel G. Kellett, Deputy Chief Inspector of Armaments; Dr. C. N. Swanson, Assistant Chief Medical Officer, Ministry of Supply; B. A. Weston, Regional Development Officer, Lancashire Filling Factories; A. Roberts, Assistant Manager, Group 5, R.O.F. Kirkby; R. Parker & H. C. J. Innocent, Shop Mangers, R.O.F. Kirkby; Mr Charles Gumner, President of the R.O.F. Association of Professional Staff, and J. E. Cleverly, Secretary of the Risley Branch, Lancashire; Alexander Findlay, President of the Royal Institute of Chemistry; T. W. Jones, Editor of *The Industrial Chemist*; G. S. Mountfield, Landlord of 1, River View; W. H. Reynolds, Headmaster, King's Norton Grammar School for Boys, Birmingham; Mr. E. P. Beale, Pro-Chancellor, University of Birmingham; and Miss B. Foyle, Director of Boxfoldia Ltd.



(v)

A charming letter in pencil written by a very young David Bywater, the recipient's nephew, dated 28 September 1944:

'Dear Uncle Arthur,

I am very glad you have won the G.C. Mother, Daddy and I were very excited. How did you take the fuzes out of the bombs? I wish you had told me when I was on my holerday. Are you having nice wether? I have lerned too swim this week. I have been in four times.

Love David.'

(vi)

Telegrams offering congratulations upon the award of the George Cross from Graham Satow, Past Regional Director, Filling Factories; R. N. Coate, Managing Director of *R. N. Coate & Co. Ltd*; Grace Gordon & John Beasley and Bernard Bywater.

(vii)

Formal letter from the Central Chancery of the Orders of Knighthood, St. James's Palace, S.W.1., inviting 'Richard A. S. Bywater, Esq., G.C.', to an Investiture at Buckingham Palace on Tuesday, 24 October 1944.

(viii)

Letters of congratulations upon the award of the George Medal from H. J. T. Ellingham, Secretary of the Royal Institute of Chemistry (2).

(ix)

Together with over 40 contemporary newspaper cuttings, offering details of the events leading to both awards. One of them, written by the 'Express Staff Reporter', Liverpool, states:

'G.C. Moved Buried Explosive

Two-shift workers leaving and entering the canteen at the first meal break at a north-west R.O. factory tomorrow will toast Mr Bywater, 30-year-old chemist, who risked his life to avert an explosion while they were working.

With the walls threatening to collapse, he organised the removal of 12,000 fuses - between 2,000 and 3,000 pounds of sensitive and powerful explosive - that might have blown up with a careless footstep - from a building that had been damaged by an explosion that killed two women workers.

That was in February. And tonight it is announced that Mr. Bywater - Mr. Richard Arthur Samuel Bywater, factory development officer, a young married man with a 20 months-old baby son, of River View, Great Crosby, Liverpool - gets the George Cross.

He went in through the smoke and dust to reach stacks of fuzes covered with wreckage. Roof beams were lying across them. A high wind threatened to blow down the walls.

He picked five men - "five men I knew were steady, careful and good at their jobs," he said tonight - and outlined the situation to them.

"One slip might be the end," he warned.

"We had to be careful not to tread on any of the fuzes. A blow from a man's hand might have set one off. Many of them were hidden. We could not see what condition those were in, and, well, we just took a chance and pulled them out."

He went in first, felt his way carefully through the first pile of wreckage, lifted it out piece by piece. Then he picked up the fuzes and put them into a tray, rolled them out of the building on a rubber-tired trolley.

For three days, from 8 a.m. to 6 p.m. he led his men into the room to continue the work. His small band of volunteers, most of them married men, some with children, were: James Shanks Murdoch, aged 40, shop manager, of Horn-lane, Liverpool; Mark Victor Rowling, aged 34, shop manager of Oxford-Road, Bootle; William James Panton, aged 32, foreman, of Lancaster-avenue, Liverpool.

They get the B.E.M. Commendations go to William Lang, aged 36, shop manager, and William Ormerod Watson, aged 42, assistant foreman.’

A cutting from the *Liverpool Daily Post*, dated Wednesday 7 November 1945, offers further insights into the award of the George Medal:

‘Explosion-Fire-Rain

“At four in the morning on September 15 there was a shattering explosion in one of the filling sheds,” Mr. Gale told me, “and within a few seconds fires were blazing in the midst of the bombs. There were about twenty-four operatives in the shed at the time, and eight of them were killed outright by the blast. One man was pinned under a girder, unable to move. The tragic scene was aggravated by a heavy downpour of rain and the fact that under the fallen masonry of the roof, the floor was littered with explosive powder and bombs which could detonate at any moment.”

Here Mr. Denny - who was in bed half a mile away when the explosion shook the village - took up the story:

“The bombs were exploding all around us for about an hour and a half while firemen tried to extinguish the flames and rescue men dragged the wounded away from the building,” he said. “One of the fires was put out fairly quickly, and I ordered the building to be cleared. At daybreak, a more serious fire started which, if not quickly controlled, could have endangered the whole factory.”

By mid-morning of the 11th all the fires had been extinguished, but more than seventy ‘clusters’ each containing fifty-six bombs, lay around under the debris. If they exploded, Kirkby and the surrounding countryside might have been blown up.

Superintendent Gale devised a scheme for disposing of the bombs. Some were blown up at the wrecked site at five-hour intervals, others were dragged by rope and detonated in the woods near the factory, but there were still hundreds which were too delicate to be touched. For the following three weeks, bombs were blown up in a most ingenious manner. A tank was borrowed from the Army and fitted with a bull-dozer front and extra steel plating with sandbags to give extra protection.

Mr. Louis Fitzmaurice, M.B.E., the chief technical assistant, Mr. R. T. Edwards, of Thomas Bates, Ltd., and Mr. R. A. S. Bywater, G.C., the Kirkby development officer, volunteered to drive the tank.

Special pits were dug near the wrecked building and the tank scooped up bombs from the debris and dropped them into the pits where they were blown up. The tank was sealed and the men inside were unable to see. By January, 1945, all the clearance work had been completed and the factory was pronounced “out of danger.” ’

(x)

A formal typed report, approx. 600 words, to Assistant Superintendent Mr. W. E. Denny, by Bywater, regarding the clearing of 3. C. 19, 22-24 February 1944, and dated 26 February 1944. This report highlights the severity of the scene and the individual incidents which had to be dealt with:

‘At 4.45 p.m., Mr. Lang informed me by ‘phone that they had a dangerous fuze, with split striker, which they had removed from 3.C.15., and had locked in an iron safe outside 3.C.18. I told them to see that a suitable area surrounding the safe was roped off. On Wednesday morning, 23.2.44., I recommended the immediate destruction in situ of this fuze, and, after seeing the fuze, you agreed. The Electric and Steam supplies were isolated, the iron safe was suitably sandbagged to direct the blast, and the fuze was destroyed by electric detonator, and guncotton primer in your presence, at 11. a.m.

By 12.00 noon, the areas containing the remains of Miss Landry, the operative killed by the detonation, had been cleared of debris and fuzes, and A.F., Mr. Port and Foreman Mr. Wood, were called to remove the remains of Miss Landry.

In all, 12,724 fuzes were removed from the building.’

(xi)

A Second formal report submitted to D.G.F.F. on the Clearing of (the) Site of Explosion at Kirkby During the Latter Part of 1944; 28 typed pages, handback bound, containing a wealth of information regarding the George Medal event, notably the clearance on bombs and clusters from the site and the logistical difficulties associated with the site, typically partially demolished buildings, poor weather and personnel entering exclusion areas; containing 7 original photographs of damage done



to the building, taken from different viewpoints; 10 photographs showing draw lines and lead indicators to the pits in Charley Wood; 7 photographs showing badly damaged and burnt-out clusters; 6 photographs showing tank operations, explosion in the pit and further badly damaged clusters, and 4 further original photographs showing primed explosive and the floor of the building once fully cleared.

(xii)

One portrait photograph and ten group press photographs, the majority dated to reverse 1944 and 1945, of Bywater and decorated men associated with the two incidents.

(xiii)

Original Third Supplement to *The London Gazette*, dated 22 September 1944, detailing the award of the George Cross; together with corresponding Supplement for the George Medal, dated 14 September 1945.

(xiv)

A request letter from Debrett's, asking Bywater to offer particulars so as to be included in the 1945 Edition.

(xv)

A signed menu booklet for the Fifth Reunion Dinner of the V.C. and G.C. Association, held at the Café Royal, London, 14 July 1966, with the signatures of multiple V.C. and G.C. winners, inclusive of Odette S. Hallowes, G.C., M.B.E, Richard Annand, V.C., Rambahadur Limbu, V.C., M.V.O., and a number of politicians and dignitaries, including Sir Anthony Eden. Approx. 30 ink signatures; together with two limited edition cover-slips showing portrait photographs of Bywater, both signed by him in ink.

(xvi)

1977 E.II.R. Silver Jubilee Medal Certificate to 'Richard A. S. Bywater, G.C., G.M.'

Reference sources:

Ashcroft, Michael, *George Cross Heroes* (Headline Review, 2010).

Bancroft, Jim, *Local Heroes* (1992).

Bywater, Richard, G.C., G.M., his unpublished wartime memoirs; together with sources from the above described archive.

Hebblethwaite, Marion, *One Step Further - Those Whose Gallantry Was Rewarded with the George Cross* (Chameleon HH Publishing, 2006).

The Victoria Cross and The George Cross - The Complete History, Vol. III (The V.C. and G.C. Association; Methuen, 2013).

x581 **An early Second World War Middle East operations M.B.E. group of eight awarded to Brigadier G. W. 'Bill' White, King's Royal Rifle Corps**

The Most Excellent Order of the British Empire (M.B.E.), Military Division, Member's 2nd type breast badge; General Service 1918-62, 1 clasp, Palestine (Lieut. G. W. White, K.R.R.C.); 1939-45 Star; Africa Star, clasp, 8th Army; France and Germany Star; Defence and War Medals 1939-45, M.I.D. oak leaf; Coronation 1953, mounted court-style as worn, *light pitting over surname on the second, generally good very fine* (8)

£300-350

M.B.E. *London Gazette* 6 July 1941. The original recommendation states:

'For valuable and most active Staff work. Captain White has been Staff Captain, 7th Support Group for over a year and throughout a period which included the formation of the H.Q. under exceptional difficulties, and then nine months of continuous active operations almost always in contact with the enemy. He has done outstanding work for units and has made himself an excellent Staff Captain through his energy, resource and unruffled temperament. He refused to go sick in spite of ill-health during the December 1940-January 1941 operations, when his determination kept him at duty.'

Gilbert William 'Bill' White was born on 6 July 1912 and was commissioned 2nd Lieutenant in the King's Royal Rifle Corps in February 1933.

Subsequently present in operations in Palestine before the war (Medal & clasp), he served as a Staff Captain in 7th Armoured Division from February 1940 to March 1941. In June 1940 the Division took part in a series of border raids along the frontier and in the counter-attack at Sidi Barrani, in November that year, where large numbers of Italian prisoners were taken. Then in January 1941, it took part in the successful capture of Tobruk and Bardia, followed by culminating action at Beda Fomm, in February 1941, when the retreating Italians were held by a small force while the rest of the Division caught up causing the surrender of over 25,000 Italians. This campaign effectively destroyed the Italian Army in North Africa. White was awarded the M.B.E.

A brief appointment in Cairo having followed, he re-joined the Desert Rats as Deputy Assistant Quarter-Master General in June 1941 and remained similarly employed in most of the period leading up to July 1942.

Advanced to the war substantive rank of Major, he next served as Assistant Adjutant & Quarter-Master General to 1st Armoured Division in the period July 1942 to August 1943, prior to returning home to an appointment as G.S.O. 1 at the War Office. He was mentioned in despatches (*London Gazette* 13 January 1944, refers) and subsequently participated in operations in North-West Europe. Post-war, White served as an Attache in Washington D.C. was advanced to Colonel in November 1955. One of his final appointments - in the temporary rank of Brigadier - was as C.O. of a Territorial Army Infantry Brigade.

582 **A fine Second World War Italy operations M.B.E. group of nine awarded to Warrant Officer Class 1 P. T. Drew, 14th/20th Hussars**

The Most Excellent Order of the British Empire, (M.B.E.), Military Division, Member's 2nd type breast badge, silver; 1939-45 Star; Italy Star; Defence and War Medals 1939-45; Jubilee 1935 (R.Q.M.S. P. Drew 14th/20th Hrs.); Coronation 1953; Army L.S. & G.C., G.VI.R., 1st issue, Regular Army (536239 W.O. Cl. 1. P. T. Drew. 14/20 H.); Meritorious Service Medal, G.VI.R., 3rd issue (536239 W.O. Cl. 1. P. T. Drew. 14/20 H.), mounted court-style for display, *minor official correction to the M.S.M., good very fine or better* (9)

£400-500

M.B.E. *London Gazette* 20 September 1945:

'In recognition of gallant and distinguished services in Italy.'

The original recommendation states:

'In recognition of outstanding initiative and devotion to duty. This officer, as lies within his power, is untiring in his efforts to ensure the maximum efficiency and well-being of the Regiment. His activities and keenness to this end have been a tremendous help to his Commanding Officer, whose hands have been full with operational commitments, since arrival in this theatre, and he has in no small way contributed to the general efficiency of the Regiment. This officer throughout his commissioned service as Quarter-Master of this Regiment (15/5/41) has shown a complete disregard of self-interest, and his unswerving devotion to duty has been to the best interests of the Service. A culmination of 26 years distinguished service in this Regiment.'

583 *'Pinpoint AT. 4876, two freighters disappeared southwards. Have sunk 'Alcoa Ranger', ex New York, 5116 tons - aircraft. Big merchant vessel broke away to the north-west just beforehand. Am following hard.'*

So states the operational log book kept by Kapitain Reche in the *U-255*, who was taking part in the slaughter that followed the infamous order for Arctic convoy PQ-17 to scatter: as it transpired the 'big merchant vessel' - the *Empire Tide* - escaped her pursuer as she disappeared into the 'fog banks and sea-smoke that swirled and fumed about the floes and growlers'

The exceptional Second World War 'PQ-17' D.S.C. and Lloyd's War Medal for Bravery at Sea group of five awarded to Chief Engineer Officer A. H. Hughes, Merchant Navy

But for his gallant exertions deep in the engine-room of the *Empire Tide* - no place to be after PQ-17 was ordered to scatter - it is likely his ship would have shared the same fate as 23 other merchantmen lost to merciless Luftwaffe and Wolfpack attack

He was subsequently killed in the S.S. *Nebraska* when she was torpedoed off Ascension Island in April 1944

Distinguished Service Cross, G.V.I.R., hallmarks for London 1942, the reverse officially dated '1942' and further inscribed, 'Chief Engr. A. H. Hughes, July 1942', in its *Garrard & Co.* case of issue; 1939-45 Star; Atlantic Star; War Medal 1939-45, in their original card forwarding box addressed to 'Mrs. E. V. Hughes, 123 Belvidere Rd., Wallasey, Cheshire', with Minister of Transport condolence slip in the name of 'Albert Henry Hughes, D.S.C.'; Lloyd's War Medal for Bravery at Sea (Chief Engineer Officer A. H. Hughes, M.V. "Empire Tide", 4th July 1942), in its fitted case of issue, *good very fine or better* (5)

£3,200-3,500

D.S.C. *London Gazette* 22 December 1942:

'For fortitude, seamanship and endurance in taking merchantmen to North Russia through heavy seas and in the face of relentless attacks by enemy aircraft.'

Lloyd's War Medal for Bravery at Sea *Lloyd's List & Shipping Gazette* 3 February 1944. The joint citation states:

'The vessel was attacked by enemy aircraft almost continuously for five days and nights while proceeding to a North Russian port. Two of the enemy were destroyed. After the attack ceased, enemy submarines were sighted and a nearby vessel was torpedoed. By taking evasive action and increasing speed to the utmost, Captain Hervey was able to get away from the enemy. Throughout the whole period of the attacks Chief Engineer Hughes and Second Engineer Griffiths remained in the engine-room, and by their efforts ensured the utmost possible speed under conditions of great stress. Although almost overcome by lack of sleep they carried on with the pumping out of water ballast and the handling of the main engines until the vessel was refloated. It was mainly due to the inspiring leadership and courage of the Master and the magnificent conduct of the two engineer officers that the ship was brought to port. Chief Steward Carswell behaved with outstanding courage in the face of great danger when a gunner was wounded during the action with enemy aircraft. He made his way to the gun position and carried the gunner down to the ship's hospital. There he inserted sixteen stitches in the man's leg while the attack on the vessel proceeded. But for the prompt action and skill of Mr. Carswell, the wounded man might have lost his life.'

'Convoy is to Scatter'

The fate of PQ-17 has been graphically described by such historians as David Irving (*The Destruction of Convoy PQ. 17*), and by Richard Woodman (*Arctic Convoys 1941-45*), but in terms of more immediate statistics it is worth recording that the convoy originally assembled at Reykjavik on 27 June 1942, a formidable gathering that in addition to the naval escort comprised 22 American, eight British, two Russian, two Panamanian and one Dutch merchantmen. In their holds they carried sufficient supplies to re-arm a good portion of the Stalin's forces - 297 aircraft, 594 tanks, 4246 military vehicles and over 150,000 tons of other vital military stores and cargo: but most of this equipment never reached Russia, for just a few days later - following Sir Dudley Pound's fateful order for the convoy to scatter - no less than 23 of the merchantmen were lost to enemy action.

One of the lucky few to make it home to the U.K., after attracting the attention of the Luftwaffe and U-boats over several days, was the C.A.M. ship *Empire Tide*, but not before many close-calls and adventures. Nor were those close-calls the sole result of enemy action. On 4 July 1942, when Heinkel 111 torpedo-bombers of KG. 26 launched an attack, the convoy's resultant defensive barrage hit the



Empire Tide, damaging her rigging and derrick spars, and blowing away her gun telephone communications. This was probably the one occasion that her 'Hurricat' may have been launched with good effect, but with 'friendly fire' pouring over *Empire Tide's* bows, it was deemed too risky for F./O. 'Dickie' Turley-George to make the attempt; a full and entertaining account of his experiences during PQ-17 may be found in Ralph Barker's *The Hurricats*.

The majority of the 23 merchantmen to be lost in the convoy were victims of U-boat attack following the order to scatter. That *Empire Tide* escaped a similar fate is remarkable indeed and, as per the Lloyd's citation for their Medals for Bravery at Sea, largely attributable to the magnificent work undertaken by Hughes and his fellow engineer officer deep in the *Empire Tide's* engine room. That fine work enabled Captain F. W. Harvey - who sighted no less than three surfaced U-boats - to make haste for Moller Island at 'all possible speed'.

Just how close *Empire Tide* came to sharing the fate of so many other merchantmen may be gleaned from the operational log book of Kapitain Reche in the *U-255*:

'Pinpoint AT. 4876, two freighters disappeared southwards. Have sunk *Alcoa Ranger*, ex New York, 5116 tones - aircraft. Big merchant vessel broke away to the north-west just beforehand. Am following hard.'

That 'big merchant vessel' was none other than *Empire Tide*, but Reche never caught her as she disappeared into the 'fog banks and sea-smoke that swirled and fumed about the floes and growlers'. *Empire Tide* reached the anchorage at Moller Bay on Novaya Zemlya's south-western coast, where there was a wireless station and small settlement, thereby allowing Captain Harvey to send a message to Archangel requesting urgent medical assistance for his wounded gunner; in due course a Russian Catalina arrived with a woman doctor.

Organising the evacuation of his only serious casualty was just the beginning of Captain Harvey's troubles, for over the next few days significant numbers of survivors pitched up at his barren refuge in assorted lifeboats and rafts, many of them in a seriously bad way.

Before too long *Empire Tide's* new residents had numerically swollen out of all proportion, a position that put Harvey and his crew under great strain - the casualties were quartered in the officer's smoke room. At length, and with no pressure from Harvey and his crew, many of the new arrivals elected to go ashore, a decision that was duly recorded by Harvey in a signed declaration that rejected all liability for them - such was the tension that had built up over the intervening period. As it transpired, the 'campers' had to return to the *Empire Tide* red-faced, when salvation arrived in the form of a strong naval escort. On 21 July the *Empire Tide* set course for Archangel, which port she reached without further incident on the 24th. Then in the second week of September, she undertook the return voyage to the U.K.

Empire Tide's Master, Captain F. W. Harvey, was awarded the D.S.O., while Hughes and his fellow engineer officer received the D.S.C.; three members of her crew were awarded D.S.M.s and two others the B.E.M. Four of these recipients were also received the Lloyd's War Medal for Bravery at Sea: Just 104 of the latter being awarded in the last war.

Hughes received his D.S.C. at an investiture held on 9 March 1943.

For extracts from the reminiscences of Horace Carswell, D.S.M., M.M., B.E.M., *Empire Tide's* gallant steward, see:

<http://www.naval-history.net/WW2Memoir-PQ17-Carswell.htm>

Hughes subsequently returned to sea in the S.S. *Nebraska* and was similarly employed when she was torpedoed by the *U-843* off Ascension Island on 8 April 1944. He was one of two men killed in the explosion caused by the opening torpedo strike, for the U-Boat commander made two further attacks before the *Nebraska* was sunk.

The husband of Evelyn Victoria Hughes, Albert was 46 years old. He has no known grave and is commemorated on the Tower Hill Memorial.

Sold with a quantity of original documentation, comprising:

- (i) Buckingham Palace investiture admittance card, dated 9 March 1943, together with congratulatory

letters from the Managing Director of the Royal Mail Line, dated 7 January 1943, and the Mayor of Bootle, dated 18 January 1943.

(ii)

A letter to his wife, Evelyn, dated 15 December 1943, signed off 'Ever your loving hubby' and lamenting their enforced separation - 'Perhaps darling I will have the opportunity of having you with me for another voyage after the war is over ... Bye, bye for now darling'.

(iii)

Two wartime photographs, one of the recipient in uniform.

(iv)

Buckingham Palace condolence message.

(v)

Dedication of the Tower Hill Memorial, 11 November 1947, programme with 'Albert Hughes' in ink to front cover.

x584 **A most unusual Second World War Dunkirk D.C.M. group of five awarded to Battery Sergeant-Major J. T. Carr, 2nd Surrey Regiment, Royal Artillery**

In a scene strikingly similar to one portrayed in the recently released film 'Dunkirk', he was decorated for his gallantry below deck in the destroyer H.M.S. *Grafton* when she was torpedoed off Dunkirk in May 1940



Distinguished Conduct Medal, G.V.I.R. (1052363 Sjt. J. T. Carr, R.A.); 1939-45 Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.V.I.R., 1st issue, Regular Army (1052363 Sjt. J. T. Carr, R.A.), mounted as worn, *naming on the first and last scratched and worn, contact marks and polished, nearly very fine or better* (6)

£2,400-2,800

D.C.M. *London Gazette* 27 October 1940. The original recommendation states:

‘This N.C.O. was in H.M.S. *Grafton* on 29 May 1940, when the ship was struck by a torpedo in Dunkirk harbour. He was among a party of troops of various units between the decks. When the torpedo struck there was a rush for the nearest exit. Sergeant Carr immediately took charge and by his cool behaviour stopped the panic and kept the men quiet between decks until the order was given to embark on the rescue ship. Sergeant Carr then assisted the wounded men and did all in his power to help the evacuation of the ship. His final act before leaving the *Grafton* was to go back below decks and rescue a wounded man who had been forgotten.’

Jack Theobald Carr was born at Harwich, Essex on 1 July 1903 and enlisted in the Royal Artillery in September 1921. He remained employed on the Home Establishment in the period leading up to the Second World War and was advanced to Lance-Sergeant in the 2nd Survey Regiment, R.A. in September 1939.

Subsequently embarked with his regiment for service in the B.E.F., Carr was advanced to Sergeant in January 1940 and participated in the retreat to Dunkirk. He was evacuated from the beaches at Bray-Dunes on 29 May 1940, when he was seemingly among the lucky ones to get aboard the destroyer H.M.S. *Grafton*. As it transpired, it was a short-lived passage, for in the early morning of the 29th, *Grafton*, under Commander Cecil Robinson, R.N., came upon the sinking destroyer H.M.S. *Wakeful*, which had been hit by a German E-Boat. The drifters *Comfort* and *Nautilus* were also at the scene, in addition to the minesweeper *Lydd*.

Grafton went alongside the *Wakeful* and was in the process of taking men off when she was herself hit by two torpedoes. The first blew her stern off and the second exploded in the bridge area, killing Commander Robinson and three of his officers; so, too, some 35 army officers who were crammed into the ship’s wardroom. Amidst these harrowing scenes, the soldiers remaining below deck made a rush for the nearest exit:

‘Sergeant Carr immediately took charge and by his cool behaviour stopped the panic and kept the men quiet between decks until the order was given to embark on the rescue ship. He then assisted the wounded men and did all in his power to help the evacuation of the ship. His final act before leaving the *Grafton* was to go back below decks and rescue a wounded man who had been forgotten.’

Whilst Carr was busy restoring order and rescuing the wounded - and owing to the confusion caused by the detonation of the two torpedoes - the drifter *Comfort* was mistaken for a German E-Boat: she was engaged and rammed by the *Lydd* and went down with just five survivors.

After taking off as many men as possible from the *Grafton* - among them the gallant Carr - *Lydd* returned to Dover. Later in the day the destroyer *Ivanhoe* arrived at the scene and, after an attempt at taking the stricken ship in tow failed, and in consideration of the danger posed by remaining in the area, *Ivanhoe*’s Captain ordered that the *Grafton* be finished off by torpedo.

Carr remained employed on the Home Establishment for the remainder of the war, serving at the R.A.’s School of Survey. He had been awarded his L.S. & G.C. Medal in *AO 193* of 1940 and was finally discharged in the rank of Warrant Officer Class 2 and Battery Sergeant-Major in August 1945. He died at Manningtree, Essex in July 1984; sold with copied research.

x585 *‘Major Adair’s Grenadiers evoked the highest admiration amongst all the soldiers they passed on their way, the Guardsmen showing no sign of exhaustion. The ferocity of their attack however would later be confirmed ... German losses were high for the 27-28 May 1940. In front of the bitterly fought over Woestyns House lay the bodies of Major Riedelsdorfer, Kommandeur of III/IR 176, together with his Adjutant Lieutenant Gansske and Oberleutnant Gorg. The counter-attack by the 3rd Grenadiers stunned the enemy who consequently over-estimated the Battalion’s strength and withdrew. In fact Adair was beset by communications difficulties and No.’s 1 and 2 Companies had been so reduced in numbers as to be almost non-effective. They were also rightly proud that during the 28th despite many attacks they had not lost a single inch of ground they had been ordered to hold.’*

Guards V.C., by Dilip Sarkar, refers.

A fine Second World War B.E.F. 1940 operations D.C.M. group of six awarded to Company Sergeant-Major J. W. Wood, Grenadier Guards, who was decorated for his gallantry in the 3rd Battalion’s epic defence of the Lys Canal - back in action as a C.S.M. in the 5th Battalion in Italy, he was severely wounded in the chest in July 1944



Distinguished Conduct Medal, G.V.I.R. (2614780 Sgt. J. W. Wood, G. Gds.), with its named card box of issue; 1939-45 Star; Italy Star; Defence and War Medals 1939-45; Coronation 1937, with its card box of issue, *good very fine and better* (6)

£2,800-3,000

D.C.M. *London Gazette* 22 October 1940. The original recommendation states:

‘On 28 May 1940 on the Lys Canal, this N.C.O. was in command of the Company, when all the officers and W.Os had become casualties. Inspired by his fine leadership, the Company resisted repeated enemy attacks and held fast to the position for 13 hours until ordered to withdraw at dusk. He showed high courage throughout the operation.’

John William Wood was born in Warrington, Lancashire, on 18 September 1916 and enlisted in the Grenadier Guards in March 1936, aged 19 years. Posted to the 3rd Battalion, he was awarded the Coronation Medal in 1937 (official roll refers), and was advanced to Sergeant in January 1940, in which month his battalion joined 5th Division, B.E.F. Here, then, the scene of his D.C.M.-winning exploits on 28 May 1940, when the Division’s staunch defence of the Comines-Lys Canal front against three German Divisions saved II Corps and, frankly, the B.E.F. - but it was a costly stand which left the 3rd Grenadiers with just nine officers and 270 other ranks standing. For his own part, Wood served in No. 1 Company under Lieutenant R. Crompton-Roberts, M.C., which unit was all but annihilated, latterly having charged with fixed bayonets to clear their side of the Lys Canal of the enemy, the whole front lit up by tracer bullets.

Among those to be evacuated from Dunkirk on 2 June 1940, Wood was next appointed a C.Q.M.S. in the 4th (Heavy Tank) Battalion, but was serving as a C.S.M. in the 6th Battalion by the time of his participation in the Salerno landings in September 1944. Later still, his unit was merged with the 3rd and 5th Battalions, and it was in this latter capacity that he was seriously wounded on 24 July 1944. Wood was transferred to the Regular Army Reserve in March 1946; sold with further details and copied service record.

586 An outstanding Second World War Normandy operations D.C.M. group of five awarded to Acting Corporal R. E. Millington, Gloucestershire Regiment, an immediate - and regimentally unique - award for the North-West Europe campaign

Having come ashore with the 2nd Battalion on D-Day - and survived the 'inferno of confused battle' that ensued at Thurly-Harcourt - he displayed magnificent courage in 'neutralising' a line of Spandau posts outside Le Havre in September 1944, a feat achieved at the point of the bayonet and after traversing 300 yards of fire swept ground



Distinguished Conduct Medal, G.V.I.R. (3653499 A. Cpl. R. E. Millington, Glouc. R.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine or better* (5)

£3,600-3,800

D.C.M. *London Gazette* 21 December 1944. The original recommendation for an immediate award states:

'Corporal Millington was commanding the leading section of No. 7 Platoon, 'A' Company, in the attack on the outer defences of Le Havre on 10 September 1944. His platoon was working with a troop of tanks, Crocodiles and AVRE, leading the assault on post No. 3 of the position.

There was a hold up passing through the gap due to one 'Croc' going up on a mine and Corporal Millington found his section on the enemy side of the gap with the armoured support not yet through. He had been ordered to push on as fast as possible and to get the fullest effect from the concentrations.

Without further orders and with great dash, he led his section without immediate support straight for the objective against a line of Spandau posts at the edge of a wood. In order to reach these posts he had to traverse 300 yards of open country in the face of heavy DF and small arms fire. He reached his objective and neutralised the posts.

By his outstanding bravery, determination and complete disregard for his personal safety, Corporal Millington was a great inspiration to the men under his command. His prompt and fearless action maintained the momentum of the Battalion attack and was responsible for him reaching his objective and capturing 20 prisoners, who only gave themselves up when faced by a section of determined men with fixed bayonets.'

Robert Edward Millington landed in Normandy on D-Day as a member of No. 7 Platoon, 'A' Company, 2nd Battalion, Gloucestershire Regiment.



Advancing south in support of the 7th 'Desert Rats' Armoured Division, the 2nd Gloucesters saw extensive action in the period leading up to Millington's D.C.M. exploits in September.

The regimental history - *Cap of Honour* - describes costly encounters at Tilly and Lingevres before the end of June; another heavily contested attack on Saint Germain d'Etcot in late July - where the pioneers cleared 300 horse-shoe type mines and eight booby-traps - and the crossing of the River Orne under a heavy fire.

'An inferno of confused battle'

Then came the bitterest of actions at Thurly-Harcourt in August, in which Millington's 'A' Company was heavily engaged:

'As soon as 'A' Company were in the open they came under considerable Spandau and machine-gun fire. In spite of this one platoon reached its objective, a small bridge to the north of the town, and the Pioneer Platoon removed all mines, although they had to work under such heavy fire that the whole platoon became casualties ... Soon the town was burning, an inferno of confused battle ... The enemy brought 88mm. guns into operation, as well as heavy mortars ... The Squadron tanks, unable to get into the town, gave valuable long-range support, and fired until the barrels of their guns were red-hot. At seven in the evening, after seven hours of the most strenuous fighting, the Battalion was withdrawn; it was obvious Thurly-Harcourt could not be taken until the high ground overlooking it had been cleared.'

As Captain R. C. Nash, the Adjutant, concluded, 'for sheer noise and stonking' the battle was one of the worst of the campaign. That the Gloucesters 'got as far as they did in that death-trap says a great deal for the leadership of the commanders and the grit and determination of the men. After the battle, the Squadron Commander of the 34th Armoured Brigade summed up the efforts of the regiment by saying that never before had he seen men fight with such bravery and determination against such fearful odds.'

With the failure of our armour to get through - and the excess of Spandau fire - the action at Thurly-Harcourt was a foretaste of events to come at Le Havre; meanwhile, Millington and his comrades endured another bruising encounter at Epaignes, the Battalion suffering 53 casualties.

Le Havre and beyond

By early September 1944, positions had been taken up on the high ground outside Le Havre, with planning and patrolling being set in motion for the forthcoming assault on the 10th.

On that date, as cited above, Millington found himself out on a limb, supporting armour having failed to keep up with his platoon. Without that armour - 'flail' tanks for mine clearance and the AVRE flame-throwing variety for troop clearance - he might have sat tight to await further support. Instead he led his platoon over 300 yards of open country and stormed his objective - a line of Spandau posts - at the point of the bayonet. It was an inspiring sight to those who witnessed it and added 20 prisoners to the Battalion's eventual bag of 1500 enemy troops. He was awarded an immediate D.C.M., the only such distinction won by 2nd Gloucesters in the North-West Europe campaign.

The Battalion's subsequent part in the campaign was equally impressive, from the advance through Belgium to the Mass, and beyond. Several bitterly cold months at Nijmegen followed - a 'difficult winter in water and mud' - prior to the final assault on Arnhem in April 1945. On that occasion, Millington's 'A' Company crossed the river IJssel in assault boats at night and captured an old Dutch silk factory which the Germans had fortified; so, too, 60 enemy troops who were found cowering in the cellars.

Finally, in early May, the Battalion had to deal with a force of fanatical Dutch S.S. troops at Bennekom, bringing total casualties in the campaign to 13 officers and 132 other ranks killed, and 27 officers and 564 other ranks wounded.

x587 A Second World War North Africa operations M.M. group of five awarded to Gunner W. O'Neill, Royal Artillery, who was subsequently taken P.O.W. at Tobruk



Military Medal, G.V.I.R. (4451867 Gnr. W. O'Neill, R.A.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, *the first with edge bruising, otherwise very fine and better* (5)

£600-800

M.M. *London Gazette* 24 February 1942. The original recommendation - for a D.C.M. - states:

'On 13 December 1941, during the operations south-west of Tobruk, Gunner O'Neill was manning a gun of 'D' (Kirkee) Troop, 31/58th Field Battery, 25th Field Regiment, R.A., when the Battery was attacked by 40 German tanks.

The Troop was subjected to heavy and accurate shell and small arms fire and two of Gunner O'Neill's detachment were severely wounded. O'Neill carried these men to the Command Post and then returned to his gun which was still able to fire.

Later, when his Troop Commander was wounded, he carried him to his truck and directed it to the rear. He then returned to his troop but found that the Troop's position had been overrun and put out of action. With great coolness and with complete disregard for his own safety he assisted in the evacuation of 'D' (Kirkee) Troop and 'E' (Maiwand) Troop which were still heavily engaged in the battle.

Throughout the action Gunner O'Neill displayed exceptional coolness and devotion to duty.'

Wilfrid O'Neill was subsequently taken P.O.W. at Tobruk in June 1942 and ended the war in Stalag 344 at Lamsdorf.

x588 A good Second World War North Africa operations M.M. group of five awarded to Sergeant S. D. Harraway, King's Royal Rifle Corps, who was twice wounded



Military Medal, G.V.I.R. (2031566 Sgt. S. D. Harraway, K.R.R.C.); 1939-45 Star; Africa Star, clasp, 8th Army; Defence and War Medals 1939-45, together with his original Desert Rat's embroidered uniform patch, *good very fine* (5)

£700-900



M.M. *London Gazette* 3 November 1942. The original recommendation states:

‘At Himeimat on the morning of 31 August 1942, this N.C.O. was No. 1 of a 6-pounder Anti-Tank gun. He was told to engage the enemy with two rounds only from the first position as it appeared and then that it was being outflanked. From his own observation, however, Sergeant Harraway saw that he could hold on for longer. He engaged the tanks for 10 minutes during which one tank was hit; the crew baled out. He only withdrew after his portee was hit and he himself wounded. He continued to command his gun for the next hour during which two further tanks were hit. Sergeant Harraway has set an outstanding example of initiative and courage in spite of being wounded.’

Stanley Donald Harraway joined the Royal Engineers (Territorials) in May 1933 and transferred to the Regular Army as a Rifleman in the King's Royal Rifle Corps in the following year. Initially posted to the 2nd Battalion, he transferred to the 1st Battalion in February 1936 and he was likewise employed at the time of winning his M.M. In addition to the wound he collected at Himeimat in August 1942, he was again wounded at el Nofilia, near Agheila, Libya on 17 December 1942. Harraway was subsequently embarked for the U.K. and he was discharged to the Army Reserve in March 1946. He died in July 1982.

x589 **A fine Second World War D-Day + 1 immediate M.M. group of five awarded to Private C. H. Moyse, Royal Army Medical Corps**



Military Medal, G.V.I.R. (7387288 Pte. C. H. Moyse, R.A.M.C.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (5)

£800-1,000

M.M. *London Gazette* 31 August 1944. The original recommendation states:

‘During the attack on Libunoy on the night of 7 June 1944, this soldier was acting as orderly on an ambulance jeep. He went forward repeatedly in this vehicle to collect casualties through the village of Bieville and back, which was being subjected to heavy mortar and shell fire, causing casualties. The village of Bieville was, at the same time, infected by snipers who hit the vehicle several times. His actions were responsible for saving many casualties who might not have otherwise been recovered.’

Cecil Herbert Moyse was born at Carlton Colville, near Lowestoft, on 11 March 1910, and lived with his sister Audrey and parents Herbert and Lucy, at Diamond Terrace in Oulton Broad; the 1911 Census describes his father as ‘a journeyman carpenter in building’.

Cecil’s gallant exploits on D-Day + 1 were enacted as a member of 223rd Field Ambulance, R.A.M.C.; exploits carried out in the face of strong opposition from 21st Panzer Division at Bieville, just five miles from Caen.

He settled in the Norwich area after the war and died in March 1971.

Sold by Order of a Direct Descendant

590 A fine 'London Blitz' G.M. awarded to Air Raid Precautions Officer and Depot Superintendent J. Brennan, late of the Royal Navy and a veteran of the battle of Jutland, who rescued a woman who was trapped in a coal gas filled crater caused by a high explosive bomb in Whitmore Gardens, Kensal Rise on the night of 17 November 1940

The opinion of a doctor on the scene was that the woman's right leg would have to be amputated to facilitate her release, so Brennan moved swiftly to avert such a tragic outcome: working for nearly an hour amidst a strong concentration of coal gas - and clear in the knowledge that three floors of the house remained precariously overhanging him and that enemy bombers remained in the vicinity - he had to be assisted from the scene on freeing the woman from her perilous position

His motivation no doubt stemmed from personal circumstances for, according to family sources, he had earlier been invalided from the Royal Navy after losing his right leg below the knee

George Medal, G.V.I.R. (James Brennan), on original wearing pin, *nearly extremely fine*

£2,500-3,000

G.M. *London Gazette* 23 May 1941:

'A bomb partially demolished a house and a woman was trapped from the knees downwards beneath some debris. To effect her rescue it was necessary for the woman to be lifted almost to a standing position and held there to allow someone to work near her feet. While she was being held up, Mr. Brennan slid down into the crater on his stomach and worked there for some considerable time, removing bricks by hand.

Although there was a strong concentration of coal gas in the hole where he was laying head downwards, Mr. Brennan persisted in his efforts and after some time the casualty was released and removed to hospital. Throughout this incident Mr. Brennan was in danger from the wreckage under which he was working, from the ruins of the house, which were likely to collapse at any moment, and from the high concentration of gas.'

James Brennan was born in Dublin, Ireland on 24 July 1899 and entered the Royal Navy as a Boy 2nd Class aboard H.M.S. *Impregnable* in June 1915. He remained likewise employed until coming ashore to *Victory* at the year's end but returned to sea in the battleship *Malaya* in the new year. He was subsequently present at Jutland, on which occasion the *Malaya* took eight hits and suffered 65 casualties.

In between home service at Devonport, Brennan also served aboard the battlecruiser *New Zealand* and the battleship *Ramillies*, receiving his war gratuity aboard the latter. However, with the cessation of hostilities and his coming ashore to *Vivid I*, his career was curtailed on 14 January 1920, his service record noting 'Invalided.' This correlates with family accounts which indicate that he lost his right leg below the knee; accordingly he wore a prosthetic at the time of the incident resulting in the award of the George Medal.

Of those memorable events at 51 Whitmore Gardens, Kensal Rise, on the night of 17 November 1940, the following witness statements add further detail:

Report by M. A. C. Ritter, Chief of Staff to Controller:

'The action took place on the 17th of November at 21.00 hours in Whitmore Gardens. I understand Mr. Brennan arrived on the scene, having cleared up the situation at Liddell Gardens, and found the woman trapped from the knees down in a hollow caused by the explosion, the hollow was filled with coal gas and the woman was being held upright by a bystander to keep her face clear of the gas.

Mr. Brennan, I understand, arrived with a doctor who had been sent for by one of the Stretcher Party and the general opinion was then formed that if the woman was to be released there would have to be an amputation.

Mr. Brennan said he would attempt to release the woman without this amputation being effected.

Over the hollow in which the woman was, there were overhanging three floors of the house which were in imminent danger of collapse from any vibration.

The space between the floors and the hollow would only admit of the passage of one human person.

Mr. Brennan got down on his stomach, crawled through and under this debris, immediately breathing coal gas. It was impossible to use any tool to release the woman's legs and all the debris round her legs had to be removed by hand which feat Mr. Brennan accomplished.

After the episode I understand Mr. Brennan was much affected by the coal gas.

I would close by saying that this is one of many similar incidents in which Mr. Brennan has taken a leading part.'

Report by Station Inspector E. Gahan:

'On 16th November, 1940, at about 7.30 p.m. I attended an incident where an H.E. bomb had partially demolished Nos. 51 and 53 Whitmore Gardens, Kensal Rise. There were seven people in the houses when the bomb fell and five of these were assisted out shortly afterwards. The sixth person, a man, was dead when removed which left one woman, age about 50, who was trapped by her right leg beneath some debris at the back of No. 51.

As this woman was injured and in some considerable pain, and also to avoid the inevitable delay which would be caused by removing large quantities of debris lying on top of the place where she was trapped, Mr. Brennan decided to try and remove the brick and woodwork which were immediately on top of the woman's leg by which she was pinned down.

To effect this it was necessary for the woman who was crouched down in a small crater in the debris, to be lifted almost to a standing position and held there to allow someone to work near her feet. Whilst the woman was being held up Mr. Brennan slid down into the crater on his stomach underneath the woman's body and worked there for some considerable time, removing bricks by hand.

However, as little headway was made and the woman was in obviously very great pain a doctor was sent for and with Mr. Brennan's assistance administered a morphia injection. The question of amputating the leg was raised but Mr. Brennan decided that he would make another attempt to free her before such a step was taken.

Mr. Brennan again resumed his former position despite offers of assistance and although there was a strong concentration of coal gas in the crater where he was lying head downwards. After some time the woman was released and removed to hospital.

Throughout the incident Mr. Brennan was in no small danger from the wreckage under which he was working, the high concentration of gas and from the rest of the house which was left in imminent danger of collapsing.

The whole of this action which took place while enemy aircraft were in the immediate vicinity lasted about 50 minutes. Mr. Brennan was much affected by the coal gas and by his exertions and had to be assisted out into the street.

I was a witness of everything that took place and must add that the work Mr. Brennan did is deserving of very high praise, considering the difficulties of the situation and the personal risks he took.'

Report by A. H. Weavers, Stretcher Party Leader:

'I was present at the incident in Whitmore Gardens on 17th November 1940. When I arrived Mr. Brennan was working in a hole attempting to release a woman who was trapped by debris. There was a broken gas pipe in the hole from which gas was escaping into and filling the hole with fumes. It was obvious that if the debris was not removed very carefully and slowly the upper part of the house which was overhanging the hole would collapse on to it. A doctor who was present wanted to amputate the woman's leg, but Mr. Brennan persisted in his efforts and at considerable personal risk, both from the coal gas and the overhanging debris, was finally successful in freeing the woman without calling upon the doctor to perform an amputation. I consider this a very brave and resourceful action.'

Report by A. Ralph, Deputy Assistant Commissioner:

'I am forwarding direct to you a report by Station Inspector Gahan of "X" Division Police, dealing with the conduct of Mr. Brennan at Whitmore Gardens on 16th November, 1940.



Investiture Day: Brennan compares 'gongs' with an airman and naval rating.

I am not surprised at the contents of the letter because it is the sort of action I should expect from Mr. Brennan. I have made contact with him several times at different incidents, some of a major character, and I have been impressed with his excellent behaviour. Not only does he set a good example to those under his control by his fearless and energetic conduct, but - what is equally important - he works in an excellent relationship with Police and the other services.

I have pleasure in adding my testimony for what it is worth as I am fully of the opinion that Mr. Brennan deserves some recognition for this efficient work as an Incident Officer.'

Brennan received his G.M. at a Buckingham Palace investiture held on 7 October 1941; his Great War campaign medals are understood to have been lost in the Blitz.

591 A good Second World War B.E.M. group of eight awarded to Petty Officer S. Shaw, Royal Navy, who was decorated for his services in H.M.S. *Clarkia*, which corvette rescued upwards of 120 merchant seamen in the period 1940-42

Most notably, however, *Clarkia* rescued the survivors of the *U-468*, which U-Boat had fallen victim to a Liberator of No. 200 Squadron piloted by Flying Officer L. A. Trigg, R.N.Z.A.F.: it was on evidence submitted by the rescued U-Boat's captain that Trigg was awarded a posthumous V.C.

British Empire Medal (Military), G.VI.R., 1st issue (A.B. Samuel Shaw, C/JX. 126470, R.N.); 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Naval General Service 1915-62, 1 clasp, Palestine 1945-48 (C/JX. 126470 S. Shaw, B.E.M., P.O., R.N.); Royal Navy L.S. & G.C., G.VI.R., 1st issue (JX. 146270 S. Shaw, P.O., H.M.S. Osprey), *the first with edge bruise, otherwise generally very fine or better* (8)

£250-300

B.E.M. *London Gazette* 1 July 1941.

Samuel Shaw was born in Liverpool on 17 December 1910 and entered the Royal Navy as a Boy 2nd Class in April 1926. An Able Seaman serving aboard the Flower-class corvette H.M.S. *Clarkia* by the outbreak of hostilities, he was awarded his B.E.M. in respect of successful convoy rescue operations in the period 1940-42.

Thus 45 crew rescued from the *Accra*; 32 from the *Vinemoor*; 16 from the *Brandanger* (off Iceland); five from the *Empire Citizen* (off Iceland); five from the *British Resource* and 30 from the *British Consul* (off Trinidad).

Most notable of *Clarkia's* rescues, however, was that of seven survivors from the *U-468* in August 1943, among them Oberleutnant Klemens Schamong. Their U-Boat had fallen victim to a determined and gallant strike carried out by Flying Officer A. L. Trigg, D.F.C., R.N.Z.A.F., and his fellow Liberator crew. All were killed immediately after delivering their depth-charge attack, their aircraft taking severe punishment from the U-Boat's guns on making its final approach and crashing in to the sea. The U-Boat's survivors were subsequently picked up by *Clarkia* and it was on evidence submitted by Oberleutnant Schamong that Trigg was awarded a posthumous V.C.; see Spink, *The Aviation Collection*, May 1998, for full details.

Shaw was serving at the Portland establishment *Osprey* at the time of being awarded his L.S. & G.C. in January 1944, of which distinction he was later deprived - the relevant roll states 'Medal thrown out of port hole'. The Medal was clearly restored to him at a later date; sold with copied research, including the official 'Interrogation of Survivors' report in respect of the *U-468*.

- 592 **A Second World War B.E.M. group of three awarded to Sergeant M. E. Baggott, Auxiliary Territorial Service**
- British Empire Medal, G.VI.R., Military Division (W/21266 Sgt. Marjorie E. Baggott. A.T.S.), officially impressed naming; Defence Medal and War Medals 1939-45, *good very fine* (3) £140-180
- B.E.M. *London Gazette* 9 January 1946.
- Marjorie Emmeline Baggott** was born on 9 October 1912. She resided in Geneva Road, Kingston upon Thames and died in September 1975.
-
- 593 **A Second World War B.E.M. group of four awarded to Sergeant C. G. Adie, Home Guard, late Honourable Artillery Company**
- British Empire Medal, G.VI.R., (Military), 1st issue (Sgt. Charles G. Adie, H.G.); British War and Victory Medals (625814 Gnr. C. G. Adie, H.A.C. - Art.); Defence Medal 1939-45, *the third with officially re-impressed naming, generally good very fine* (4) £180-220
- B.E.M. *London Gazette* 15 December 1944.
- Charles George Adie** also served in the Royal Field Artillery in the Great War and was entitled to the British War and Victory Medals. During the Second World War he served as a Sergeant in the 11th Middlesex Home Guard and was based at Wealdstone. As such, he undoubtedly witnessed the Blitz, a case in point being the opening night of the Luftwaffe's offensive in 1940, when Wealdstone suffered extensive damage; sold with copied research.
-
- x594 **A post-war M.S.M. group of six awarded to Regimental Sergeant-Major J. H. Garside, King's Royal Rifle Corps**
- 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.VI.R., 2nd issue, Regular Army (6844965 W.O. Cl. 2 J. Garside, K.R.R.C.); Army Meritorious Service Medal, E.II.R. (6844965 W.O. Cl. 1 J. Garside, K.R.R.C.), mounted court-style as worn, together with a set of related miniature dress medals, *contact wear, very fine or better* (12) £250-300
- Joseph Henry Garside** was born at Rochdale, Lancashire on 10 February 1913 and enlisted in the K.R.R.C. in November 1932. Having then served in India and Burma in the 1st Battalion in the late 1930s, he was appointed a Warrant Officer Class 2 in 1940 and transferred to the 10th Battalion in the following year; his subsequent service in North-West Europe in the period June-August 1944 is believed to have been with the 2nd Battalion.
- Awarded his L.S. & G.C. Medal in November 1950, Garside became R.S.M. of the 1st Battalion in the summer of 1955 and was still serving on the formation of the Royal Green Jackets in November 1958. He was finally discharged in February 1967 and died at Winchester in October 1990; above details courtesy of the Royal Green Jackets (Rifles) Museum, Winchester.

INTRODUCTION

'The Paras - Britain's elite airborne infantry; the Parachute Regiment leads from the front.'

The Ministry of Defence's website, refers:

<https://www.army.mod.uk/who-we-are/corps-regiments-and-units/infantry/parachute-regiment/>

It was Winston Churchill - 'The Greatest Briton of All Time'- who set in motion the foundation of what became known as the Parachute Regiment. During the *Blitzkrieg* in 1940, he saw the havoc which could be created by a corps of paratroopers, able to operate independently and aggressively in all manner of terrain.

Following the success of the first Churchill-inspired parachute-led mission - Operation "Colossus" - the Parachute Battalion would gain its first great success during Operation "Biting", the Bruneval Raid. Their indomitable C.O. - Major J. D. 'Johnny' Frost (later Major-General, C.B., D.S.O. and Bar, M.C.) would embody everything this 'band of brothers' represented: unrelenting warriors of the most determined kind.

That determination in the face of great odds became a hallmark of the 'Red Devils', not least on the battlefields of North-West Europe 1944-45. Arnhem needs no introduction here, but its inspiring story of heroism and stoicism today lives on in the ranks of the Parachute Regiment.

Evidence of that fact is to be found in the words of Lieutenant-Colonel Christopher Keeble, D.S.O., who assumed command of 2 Para following the death of Colonel 'H' Jones in the battle for Goose Green:

'I was enormously attracted to the Parachute Regiment because of this wonderful feeling of comradeship. We all have to go through a traumatic selection process, which weeds out a great number of people. We are united in our hardship, by what we have done. It is a very good way of preparing for the actual trauma of war. Soldiers do not fight for Queen and country, or even for Maggie - they fight for each other. But they need to know that their comrades would do the same. Selection produces that mutual trust.

I remember parachuting onto the Arnhem drop zone with our sister battalion, 10 Para, on their annual pilgrimage to the battlefields and the war cemetery. After the jump, we visited the Oosterbeek crossroads, the scene of fierce fighting on the outskirts of Arnhem, and we listened to one of the very few survivors of that battalion describing the battle for the Crossroads.

Someone in the audience said to the speaker,

"What made you go on fighting when the battalion had been largely destroyed, the cause lost and the defeat inevitable?"

He paused, looked across the suburban junction and with tears brimming up in his eyes he said quietly and simply,

"They were my friends."

That's how it is in 2 Para. We had spent our practice-training fusing the individuals together. The fire of war merely tempered that process. We would never have given up. We would have fought to the last man rather than not achieve the mission.'

No wonder the Parachute Regiment has been actively deployed for every year of its existence, bar one. No wonder its ranks have won a multitude of decorations, from two V.C.s at Arnhem through to Corporal 'Josh' Leakey's more recent award for Afghanistan. It is a combat record that is second to none.

No better example of that fighting spirit can be quoted than 2 Para's epic encounter amidst the tannock-strewn terrain of Darwin Ridge and Goose Green in the early hours of 28 May 1982. That vital battle - and the heroic example set by the likes of Lance-Corporal G. D. 'Gaz' Bingley - made possible the final liberation of the Falklands.

One of his comrades puts it best:

‘Gaz set the tone for how we fought our war. His bravery and determination showed us the way forward and showed the Argies what they were up against. A true airborne warrior.’



Lance-Corporal G. D. ‘Gaz’ Bingley, M.M. (1958-1982).

In *Goose Green; A Battle is Fought to be Won*, Mark Adkin neatly summarises the significance of 2 Para’s victory:

‘Nothing succeeds like success, or depresses like failure. For Britain a win at Goose Green was even more essential than the Argentines. Consider for a moment the consequences of a 2 Para defeat coming on top of a week in which the Royal Navy had been hammered by the Argentine Air Force, losing four ships and having five badly damaged.

Apart from the inevitable slump in the Task Force’s morale and the dismay at home, it would seem to the world that Britain’s launching of Operation Corporate was a ghastly and expensive mistake.’

Sold by Order of the Recipient's Widow

595

'Gaz was the first of our dead to be recovered. The story of the last few minutes of his life had already reached us through Baz Grayling. They had been making a frontal charge on an Argie machine-gun post. Grayling was hit at close range in his water bottle; it exploded shattering his hip. As Grayling collapsed, still firing, they silenced the Argie M.G.

But as fate would have it the last few rounds squeezed off by the Argie gunner ripped through Gaz Bingley's head, killing him instantly.'

Lance-Corporal Bentley, 2 Para's Medic, in *Goose Green; A Battle is Fought to be Won.*

The important - and unique - posthumous 'Battle of Goose Green' M.M. group of three awarded to Lance-Corporal G. D. 'Gaz' Bingley, 11 Platoon, 'D' Company, 2nd Battalion, The Parachute Regiment

A popular member of his Battalion and a gifted Combined Forces' footballer who had seen service in Northern Ireland, Bingley displayed all the attributes of a 'true born airborne warrior' in the early hours of 28 May 1982

On parting with his wife for the last time, he told her "I've waited six years for this." His long-served C.O. - Lieutenant-Colonel Herbert 'H' Jones - had waited even longer and was incandescent with rage when ordered to cancel his first advance and return to the bleak surroundings of Sussex Mountain: "I've waited twenty years for this and now some f——g marine's cancelled it!"

But the waiting ended for them both in the coming battle for Goose Green. Pinned down and under pressure to make progress, Bingley led his Platoon in an assault on staunchly-defended trench systems and personally attacked an enemy machine-gun bunker face-on: that assault - in an action near identical to that of the posthumous V.C.-winning exploits of his Colonel later that morning - cost him his life

By way of example, concluded his Company C.O., 'It was that sort of immediate get up and go and flair that really got us out of a very sticky situation.'

Military Medal, E.I.I.R. (24347663 L Cpl G D Bingley Para); General Service 1962-2007, 1 clasp, Northern Ireland (24347663 L Cpl G D Bingley Para); South Atlantic 1982, with rosette (24347663 L Cpl G D Bingley Para), the last two mounted court-style as worn by his widow, together with his M.M. riband, *edge bruising, otherwise nearly extremely fine* (3)

£50,000-60,000

M.M. *London Gazette* 8 October 1982:

'Throughout 28 May 1982, the 2nd Battalion, The Parachute Regiment, were engaged in fierce fighting to take well entrenched enemy positions in the area of the Goose Green settlement on the Island of East Falkland. Lance-Corporal Bingley was a Section Commander.

During the battle his section came under fire at close quarters from two enemy machine-gun posts. To destroy the enemy positions he led his section in the assault and whilst leading was fatally wounded.

His heroic action enabled his company to continue their advance and was significantly instrumental in defeating the enemy.'

The original recommendation, submitted by Lieutenant-General Sir R. Trent, was accompanied by the following remarks of the Forwarding Authority, Admiral J. D. E. Fieldhouse, Royal Navy:

'Lance-Corporal Bingley displayed outstanding heroism and leadership in the face of the enemy and is recommended for the posthumous award of the Military Medal.'

Gary David 'Gaz' Bingley was born at Muswell Hill, London on 28 February 1958, the eldest of five children. A lifelong supporter of Tottenham Hotspur, he throughout his career stated he was born in Tottenham, an inaccuracy that even appeared on his Death Certificate. Despite being gifted with a quick intellect - and good humour - Bingley passed through school without much success apart from on the football field. Forgoing further education, he enlisted in the Infantry Junior Leader's Battalion at Shorncliffe, Kent, passing out of Inkermann 'P' Company in October 1975.



Having gained his Parachute Regiment 'Wings', he completed a tour of Northern Ireland in 1977. It was during a period of rest and recuperation that he met his wife, Jay, on 28 February 1977, on his 19th birthday. Despite having only known each other for four months, during which they spent three weeks together, his character shone through. Leaving for a 24-month tour of Berlin later that Spring, his first letter home contained his proposal. They were married in Taunton on 9 July 1977, with a daughter born the following year. During his time in Germany, Bingley's football prowess shone through. He would soon rise to represent the Battalion and the Combined Services XI selected for the Berlin Tattoo.

Tour-expired, he returned to Northern Ireland for another tour, this time based at Ballykinler. He was lucky to escape the Warrenpoint ambush in August 1979, which would prove to be the costliest I.R.A. attack on British troops for the entirety of 'The Troubles'. Jay remembers being at home when the news came through on the telephone of an attack, her husband remaining at barracks as result of having been 'out on a job' the previous day.

'I've waited six years for this'

Having returned to Aldershot in 1981, Bingley served in 'A', 'B' and 'D' Companies and was a well-known and popular member of the Battalion. With news of the unfolding events in the South Atlantic and the cancellation of a proposed tour of Belize, 2 Para stepped up for the chance of a large-scale conflict, something most of the members of the Battalion had craved since enlisting.

Lieutenant-Colonel Herbert 'H' Jones was on holiday in France when the news of the impending deployment broke. He rushed back to England before sailing straight for Ascension Island, with Major C. Keeble, his 2nd in Command, being given a week for intensive training before the Battalion was embarked.

His kit packed, the famous last words from Bingley to his wife whilst boarding the M.V. *Norland* for the journey south on 26 April 1982 are quoted above.

He was Platoon Leader, 11 Platoon, 'D' Company, under the command of Major P. Neame.

Operation "Corporate"

With a 21-day voyage ahead, training and preparations for the war were done afloat.

Neame takes up the story:

'I got my Company to prepare in the finest detail so that everyone was minutely ready for every eventuality. I think the biggest loss of confidence occurs when you get caught on the hop. The object therefore was to try to reach the stage where at least we had the reassurance that we'd talked through every situation, which could only help morale.

I couldn't very well tell them what it was like because I didn't know myself. All I could was to try and anticipate the difficult areas beyond the military textbook and to try and get across to platoon commanders and, through them, the whole way down, what I was expecting of them and what I was likely to do in certain situations. Then at least my behavior and actions would be predictable and expected and we'd all be working along the same lines.

I was also concerned about how much kit we should take ashore. I spent days trying to pare it down to essentials. H. even decreed that to reduce weight we wouldn't take bayonets as we were going to win the battle with firepower. I thought, "That's all right until things go wrong."

So I managed to persuade him that we should take them as tin openers. He didn't normally brook arguments but that rather appealed to him.

The other thing I found myself lumbered with was Sports Day. I must admit it was quite a good day really. We were a bit limited for space but I set up a tug-of-war which got everybody on the top deck cheering anyway.

As we went further south I had to organize a second Sports Day and by then the weather was getting rather rougher and H. took one look at the steeplechase and the slippery decks and the force 5 winds and decided that we were more likely to lose more men on a repeat performance of that than going up against the Argentinesans!



The journey South: Bingley (left) and a colleague get in some practice.

Landed on Blue Beach at Ajax Bay on 21 May, 2 Para initially took up positions on Sussex Mountain.

'It's on - it's off - it's on again'

Laden down with exceptionally heavy burdens, the march up to positions on Sussex Mountain was a treacherous one. Avoiding broken ankles amongst the draining tunnocks and the constant threat of air attack, the conditions were far colder and more exposed than down at the shoreline. Shots were fired at the aircraft bombarding the British ships as they passed overhead.

'D' Company were charged with pressing forward to take Camilla Creek House on the afternoon of 24 May - having set off on an 11-mile tab, they were ordered to about turn and return to the trenches on the Mountain as no air support could be gathered due to the conditions. 'H' wasn't best pleased:

'I've waited twenty years for this and now some f—g marine's cancelled it.'

After six days in truly appalling conditions on Sussex Mountain, 27 men had been evacuated, 12 of those as a result of trench foot. Finally, by the evening of 26 May, all of the 450 standing soldiers of 2 Para would push down to take the House - led out again by 'D' Company, who sidled packs and advanced in simple fighting order, but weighted down with an incredible amount of ammunition and rations, ready to fight to the last if required.

The Company swore and stumbled its way through the black night, across unseen streams, bogs and the rock-strewn landscape. By 3 a.m. it put up the signal confirming the objective had been taken, with the trails of the Battalion following suit. Soaked and frozen, they settled down for three hours sleep.

Requests for light tanks were made, but petrol was short and the request was rebuffed. The same happened with requests for tracked vehicles to move the Battalion's heavy guns. As a result, just two of the Battalion's eight mortar tubes made it to Camilla Creek.

When light broke on 27 May, the position was clearly vulnerable for all too see. Visibility beyond 500 yards was impossible and they were open to attack from all sides. Nonetheless, it was decided to take shelter together during the day, in preparation for their battle that night.

'H' would soon be incandescent with rage once again. Lance-Corporal 'Bill' Bentley, summed things up:

'We got word some pillock back in England had warned the Argies we were coming.'

It had been announced on the B.B.C. World Service that 2 Para were within five miles of Darwin. The men were ordered to spread out and prepare for the Argentine attacks, by land, sea or air which were considered to be imminent. Famously, 'H' penned a letter to the Secretary of State for Defence that he should sue if any of his men were killed as a result. It is well-known the Argentine forces used helicopters to reinforce the very areas 2 Para were destined to attack.

It was soon after noon that a TAC Team of 'C' Company engaged and captured a Land Rover with three Argentinean troops, two of them wounded. The Officer was good enough to reveal the Darwin Garrison was on high alert and ready for an attack.

Later that afternoon, the Officers of 2 Para met to decide the plans for the attack. Neame summed it up well:

'After the B.B.C.'s message we were dispersed all around the house with nothing to do except think about tomorrow. I had a long look at my map. What I saw was not particularly reassuring. A long narrow isthmus with little chance to manoeuvre, and the Argies knew we were coming. A frontal attack against an alerted enemy.'

It was known that the Argentine defences comprised at least three rifle companies, in addition to some Air Force personnel, but the exact number of reinforcements was unknown. Mixed intelligence from previous patrols in the area did little to clarify the situation. It was however known that a system of at least 16 trenches near Darwin Hill, with more near Boca House and Darwin itself, had been seen.

What resulted was a six-phase, night-day - and hellishly noisy - attack to cover the distance. No doubt whilst huddled around the map visions of Arnhem were running through the minds of all concerned: the ground favoured the defenders, as did the numerical comparisons; but nothing was to stop the 'Red Machine'.

Goose Green

According to their plan, what faced 2 Para was simple on paper - approximately 14km. of terrain to be covered, dominated and captured in 14 hours: what followed was the most important action of the entire war.

Having crossed the start line in the small hours of 28 May, the first contact was met by Corporal Margerison, a section commander in 6 Platoon, 'B' Company. He recalled that contact in May 1983:

'About three minutes after starting our advance we came across an Argy, our first test! There was no face just a helmet and a poncho. I challenged him and told him to put his hands up, but he just said: "Por Favor". On the third time his hands moved under his poncho and in unison two riflemen and my two GPMG's opened fire. Not unnaturally he fell over.'

Following in reserve, 'D' Company - with Bingley at the head of 11 Platoon - was initially held up. Moving through the night, the firefights had grown into a crescendo as day broke. 2 Para was met by a dug-in, prepared and motivated enemy but had completed the first half of the objectives successfully.

It would be upon Darwin Ridge after daybreak that 'D' Company would come to the fore. As often occurs in the heat of battle, the original plan for Neame's men had to be adapted. They had followed 'C' Company as directed to their start line. However, in the darkness and with '... this enormous gaggle of bodies' it soon became clear they had overshot the mark, finding themselves not only in front of the RV, but ahead of Colonel Jones.

Neame takes up the story:

'The last thing I wanted was to end up ahead of 'A' and 'B' Companies and get caught up in their crossfire. So we trod a very careful path back to a known start point, found the track and sat down to wait for our battle to start.

Fortunately 'A' and 'B' Companies were still ahead of us, but what I hadn't taken into account was that we had got ahead of H.'s Tactical H.Q. He came stomping down the track, found us there and took this as a most immense personal affront that his reserve company was actually closer to the battle than he was. Suitably chastened we just sat where we were and watched him go stomping further down the track only to find himself caught in crossfire further down. By this time both 'A' and 'B'



Journey's end: Bingley – and comrades – make landfall in the Falklands.

Companies had put in an attack of sorts. H. came stomping back and having been shot at, identified one position where he thought the fire came from and directed me to go and destroy it. My only difficulty was that I couldn't really see where this position was and he didn't really know where it was on the map. So we called up a fire mission from the ship that was offshore, hoping it was one of the pre-targeted objectives. They gave us about two rounds and then the gun jammed on the ship, so that was a great start! We were already underway so it just became an advance to contact and hope for the best.'

This was the decision which threw 'D' Company into the heat of the battle, instead of during Phase 3. They would find themselves in the face of the trench system under the command of Lieutenant Manresa's Company.

Darwin Ridge - frontal charge - posthumous M.M.

What followed is best described by those present. First Neame, honest as ever:

'By then we were ahead of the other two companies. We dimly saw a position on the skyline ahead of us which offered no opposition at all. So we just went straight into a frontal assault which was the first time I'd been in action in my life. It all seemed to be going well, when suddenly two machine-guns opened up on us from the right. Up until then I had thought, if this is war, it's all dead easy.

But now we were suddenly really caught flat-footed. There was already one platoon clearing the position in front of us, the platoon on my right was completely pinned down by two machine-guns and the difficulty was getting any troops available to maneuver around and actually assault this position.'

Lieutenant Shaun Webster, in command of 10 Platoon, adds further detail:

'There was suddenly a huge racket and tracer started flying everywhere. We took cover and returned fire. I can remember thinking how strange that they should let us get so close because we must have been 30-40 metres away. Their tracer was green and white and ours red, the colours were amazing.

Corporal Staddon's section and platoon H.Q. were best placed to move closer towards the enemy so we crawled in more or less a straight line towards them. Suddenly a heavy caliber opened up and I think that was when Lance-Corporal Cork was hit in the stomach. Private Fletcher went to assist him and at about that time some mortars started falling on us. Luckily the ground was soft and absorbed most of the blast, but I remember thinking that command and control is all very well but what can you do when you and everyone around you is deaf!

As we lay there an Argie got out from his cover and started to walk very slowly and deliberately away from us, he didn't have a weapon and I think he must have been shell-shocked as their mortars fell amongst their position as well. We continued moving towards their position until we could throw grenades. A few WP and L2's were thrown and ended it. We did not know what had become of Cork or Fletcher. I sent Corporal Staddon to look for them but he could not find them. The Company had to move on so we informed the C.S.M.'

Neame continues:

'My other force available was my third platoon and any direction they were likely to attack from would mean assaulting straight in towards the direction I thought 'B' Company was. After a certain amount of flat-footedness, sucking of teeth and wondering what the hell to do, I saw that Chris Waddington [11 Platoon] had already started bringing his platoon across so that they could assault. I was still concerned that they'd be shooting up 'B' Company in the process, but there was no option.

By this time H. was yelling to find out what the hell was holding us up. So I told Chris to go in and assault and in he went. I got a few expletives from John Crossland about the number of rounds that were coming his way and I answered with expletives about the number of rounds that were coming my way and we just got on with it.

This assault led to four casualties.

One of those killed was Corporal Bingley who was very brave.

He'd gone to ground not really knowing quite where these machine-guns were and found himself virtually overlooking the position. He and Grayling just went in and did an immediate assault and the two of them took the five-strong position between them.

But Bingley was killed in the process and Grayling slightly injured. It was that sort of immediate get up and go and flair that really got us out of a very sticky situation.'

The story of Bingley's gallantry is elaborated on by Lance-Corporal M. W. L. 'Bill' Bentley, M.M., whose medals were sold in these rooms in July 2007. It was Bentley who brought in Bingley's body:

'As daylight approached, we started to search for those of 'D' Coy still missing. Padre Cooper called me over, he had found Gaz Bingley. Gaz had been shot through the head. I helped Padre carry Gaz back to the RAP in a poncho. I will never forget that short walk, his head kept banging against my knee ... it was a moving moment for everyone.

Gaz was the first of our dead to be recovered. The story of the last minutes of life had already reached us through Baz Grayling. They had been making a frontal charge on an Argie machine-gun post. Grayling was hit at close range in his water bottle; it exploded shattering his hip.

As Grayling collapsed, still firing, they silenced the Argie M.G.

But as fate would have it the last few rounds squeezed off by the Argie gunner ripped through Gaz Bingley's head, killing him instantly.'

The trench system was eventually cleared and captured.

Victory secured

2 Para continued to push home their attack onto Darwin, eventually reaching Goose Green and the final objective. The battle had raged well beyond the 14-hour plan. Pinned back onto Goose Green, the surrender was negotiated with the assistance of a farm manager who relayed messages to the Argentine commander, Piaggi. The final agreement was made just after midnight.

Official records state that 961 Argentine prisoners were taken, although given the melee of the previous days a more realistic figure of around 1,200 is considered to be likely. They had approximately 50 killed in action and a further 112 wounded. It is safe to assume 2 Para went into action outnumbered at least two to one, if not three to one.

The Battalion suffered 16 killed in action, besides a further 64 wounded. On 30 May, the mass burial of those casualties, including Bingley, was presided over by Reverend David Cooper. Filmed for B.B.C. television, the Padre used the famous expression 'Think on.'



A life well-lived: 'Gaz' Bingley (1958-1982).

Having urged Bingley's Company forward into action, Lieutenant-Colonel 'H' Jones was awarded a posthumous V.C., whilst Private S. Illingsworth was awarded a posthumous D.C.M.

A ceasefire was agreed following the capitulation of the Argentine forces on 14 June at the Argentine garrison in Stanley. Brigade General Mario Menéndez, surrendered to Major-General Jeremy Moore the same day. The British forces had successfully re-captured the islands, having fought further actions at Mount Kent, Mount Tumbledown, at Bluff Cove and Fitzroy. The coup de grace came with the fall of Stanley, following the Battles of Mount Harriet, Two Sisters and Mount Longdon.

Postscript

In the years since the Falklands War, Jay has continued the memory of her husband in number of ways. Last year she travelled to retrace his footsteps on the 35th Anniversary of the Battle and to visit the Goose Green Memorial. It was during this visit that Jay tabbed from Sussex Mountain, via Camilla Creek, to Goose Green and the point which Gary fell. She then tabbed in honour of both 2 Para and 3 Para, over Mount Longdon, onto Port Stanley, completing the steps he was unable to. The visit was completed in support of the Falklands Veterans Foundation and Combat Stress. Her blog 'Falklands 35' also gives veterans and their families a forum for their memories.

Recommended viewing:

<https://www.youtube.com/watch?v=rYCQlyiUJ-g>

<https://www.youtube.com/watch?v=dgeIz4vG8FE>

https://www.youtube.com/watch?v=D8oAtg_hZNc

<https://falklands35blog.wordpress.com/about/>

Reference sources:

Hastings, M. & Jenkins, S. *The Battle for the Falklands* (Book Club Associates, London, 1983).

Adkin, M., *Goose Green; A Battle is Fought to be Won* (Pen & Sword, 1992).

Middlebrook, M., *The Falklands War* (Pen & Sword, 2012).

Arthur, M., *Above all, Courage* (Sphere, London, 1985).

<https://theparachuteregimentalassociation.com/war-widow-walk-husbands-last-steps-jay-hyrons/>

<https://paradata.org.uk/people/gary-d-bingley>

<https://en-gb.facebook.com/GaryDavidBingleyMmGaz/>

END OF FIRST DAY'S SALE

SPINK

LONDON
1666

Money and medals: mapping the UK's numismatic collections

**At the British Museum | Room 69a
22 March - 30 September 2018**

Admission free



Coin cabinet containing silver shillings of
Henry VIII © The Trustees of
The British Museum.

This exhibition will demonstrate the geographical spread of the work of the Money and Medals Network using loan objects from six UK institutions.

Among the various objects on display are a framed set of replica Greek coins from the Science Museum, the miniatures and other relevant letters belonging to Private Henry Hook VC from the Regimental Museum of the Royal Welsh, various coins and medals from the Armagh Robinson Library in Northern Ireland and the collection of Roman coins discovered at Knowsley Hall in 2013.

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THURSDAY 26 APRIL 2018

Commencing at 10.30 a.m. (Lots 596-804)

FOREIGN ORDERS, DECORATIONS AND MEDALS

- x596 **A rare case of issue for the Afghan Order of the Gold Star**
Afghanistan, Kingdom, Order of the Gold Star, a case of issue for a Knight Grand Cross set of insignia, 310mm x 135mm x 60mm, red cloth covered wooden case, with fittings for the Insignia, local maker's marks to inner lid, *hinges a little loose, otherwise very fine* £50-70
- x597 **Argentina**, Republic, Order of San Martin, Grand Cross set of Insignia, sash Badge, 85mm, gilt and enamel; Star, 90mm, gilt and enamel, *good very fine (2)* £250-300



- x598 **Austria**, Empire, Order of Franz Joseph, Civil Division, Commander's pin-back Badge, by *Vinc Mayer's S...hne, Vienna*, 75mm including crown suspension x 40mm, silver-gilt and enamel, with additional green enamel bands from crown, maker's cartouche and silver marks on reverse, and additional silver mark on retaining pin, *nearly extremely fine, scarce* £300-400
- 599 **Austria**, Empire, Red Cross Decoration with War Decoration Wreath, breast Badge, by *Sheid, Vienna*, 56mm including suspension loop x 38mm, silver and enamel, silver marks to loop, *enamel chip to reverse centre, otherwise very fine*, in fitted case of issue £40-60
- x600 **Austria**, Empire, Red Cross Decoration (3), silver and enamel wreath upon bow riband; silver and enamel; bronze with enamel wreath upon bow riband, *generally good very fine (3)* £120-160
- x601 **Austria**, Republic, Order Badge for Merit, Star, by *Anton Reitterer, Vienna*, 97mm, silver-gilt, gilt, silver and enamel, maker's cartouche to reverse, *minor traces of verdigris to centre, good very fine* £100-140
- x602 **Belgium**, Kingdom, Royal Order of the Lion, Knight's breast Badge, 67mm including crown suspension x 40mm, silver and enamel, *centres slightly loose, very fine*, in *Wolfers, Brussels* case of issue £50-70
- x603 **Belgium**, Kingdom, Order of Leopold, Military Division, Commander's neck Badge, 105mm including crown and crossed sword suspension x 58mm, gilt and enamel, French motto, *very fine*, with neck riband £50-70
- x604 **Belgium**, Kingdom, Order of Leopold, Military Division, Knight's breast Badge, 73mm including crown and crossed sword suspension x 42mm, gold and enamel, *minor areas of white enamel overpainting, otherwise good very fine* £60-80
- x605 **Belgium**, Kingdom, Order of Leopold, Civil Division, Knight's breast Badge, with rosette upon riband, 65mm including crown suspension x 40mm, gold and enamel, *extremely fine and of good quality*, in fitted embossed leather case of issue £80-120

- x606 **Belgium**, Kingdom, Order of Leopold, Knight's breast Badge, Civil Division, French motto, silver, gold and enamel; Order of the Crown, Knight's breast Badge, silver and enamel; Croix de Guerre, 'A' cypher, with Palme upon riband; Yser Medal, bronze and enamel; Frontline Cross, bronze; Victory Medal; War Medal; Agricultural Medal, mounted for display purposes, *generally very fine or better* (8) £60-80
- x607 **Belgium**, Kingdom, Order of Leopold II, Commander's neck Badge, 80mm including crown suspension x 52mm, gilt and enamel, French motto; Order of the Crown, Commander's neck Badge, 75mm including wreath suspension x 57mm, silver, silvered and enamel, *the second of slightly naive manufacture, otherwise very fine*, both with neck ribands (2) £70-90
- x608 **A mounted group of four Belgian awards**
Belgium, Kingdom, Order of Leopold II, Knight's breast Badge, silvered and enamel; Croix de Guerre, with two Palmes upon riband; Victory Medal; Frontline Cross, mounted as worn, *very fine*
A mounted pair of Belgian awards
Belgium, Kingdom, Civil Decoration, Type I, gilt and enamel; Civil Decoration, Type III with '1914-1918' clasp, mounted as worn, *very fine* (6) £30-50
- x609 **Belgium**, Kingdom, Medal for Bravery, Devotion, and Humanity, 2nd issue, silver medal with silver crown, reverse inscribed 'B. Vanderbies. Molenbeek - St. Jean. 29 Dec. 1860.', *edge bruises, nearly very fine* £60-80
- x610 **Belgium**, Kingdom, 1870-71 Medal, bronze, *extremely fine* (2) £40-60



- x611 **Belgium**, Kingdom, Queen Elizabeth Medal 1916, 'Extraordinary' Class, 54mm including crown suspension x 36mm, gilt and enamel, the crown set with 36 paste stones, mounted upon bow riband as worn, *good very fine and rare* £120-160
- 612 **Belgium**, Kingdom, Allied Victory Medal, *nearly very fine*
Italy, Kingdom, Allied Victory Medal, *good very fine* £20-30
- x613 **An interesting collection of Belgian awards**
Belgium, Kingdom, including Order of the Crown, Knight's breast Badge, silver-gilt, gilt and enamel; Red Cross Decoration, silver and enamel; Red Cross Medal, reverse engraved 'Mr. Bogaerts Joseph' and Civil Decoration (2), *generally very fine or better* (22) £60-80
- x614 **A mounted group of three miniature awards to a Belgium Nurse**
Belgium, Kingdom, Order of Leopold II, Medal of the Order, silver; Queen Elizabeth Medal, bronze and enamel; Red Cross Decoration, silver and enamel, mounted as worn, *good very fine and of good quality* (3) £20-30

- x615 **A mounted group of six Belgian miniature dress medals**
- Belgium**, Kingdom, Order of Leopold II, Badge, with crossed swords upon riband; Croix de Guerre, 'A' cypher; Victory Medal; Great War Medal; Civil Decoration, Gold Cross; Independence Centenary 1930, mounted as worn upon double chain with pins for evening wear, *good very fine* (6) £40-60
- x616 **Belgium**, Kingdom, Order of Leopold II, Civil Division, 25mm including crown suspension x 17mm, silver and enamel, enhanced with four diamonds set to the rays; Order of the Crown, Badge, 27mm including wreath suspension x 18mm, silver and enamel, enhanced with a single diamond set to the suspension above wreath, *good very fine*, housed within a *De Greef, Brussels* case (2) £70-90
- x617 **A mounted group of three continental miniature dress medals**
- Benin, French Colonial, badge, silver-gilt and enamel; Bulgaria, Kingdom, Order of St. Alexander, badge; Belgium, Kingdom, Order of Leopold, Civil Division, badge, mounted for evening wear on a chain with fixings at ends, *good very fine* (3) £40-60



- x618 **Brazil**, Empire, Order of the Rose, Officer's Star, no crown, 55mm, gold, silver-gilt and enamel, *extremely fine, scarce* £800-1,000
- x619 **Brazil**, Republic, Order of the Southern Cross, Knight Grand Cross set of Insignia, by *La Royale, Rio de Janeiro*, sash Badge, 100mm including wreath suspension x 73mm, silver-gilt, gilt, and enamel; Star, 78mm, gilt and enamel, maker's cartouche on reverse, *extremely fine*, with full sash riband and lapel rosette, in case of issue (2) £240-280
- 620 **Brunei**, Sultanate, The Most Distinguished Order of Merit, First Class set of Insignia, by *Spink & Son, London* 1st type, Collar Chain, comprising 14 medallions, 1100mm, silver-gilt and enamel, with Badge Appendant, 60mm, silver-gilt, silver and enamel; Star, 83mm, silver-gilt, silver and enamel, with gold retaining pin, with maker's cartouche to reverse, *nearly extremely fine*, in fitted leather case of issue, together with miniature award (3) £1,400-1,800
- The Most Distinguished Order of Merit was established in February 1964 by Sultan Muda Haji 'Omar 'Ali Saif ud-din III, and awarded for meritorious service in 3 classes (Dato Paduka Sri Laila, Dato Laila Jasa, and Third class). This First Class set of insignia belongs to the pre-1984 '1st type', featuring two lions upon the Badge and Star. Following Brunei's official independence from Britain in 1984, the '2nd type' replaced lions with the Bruneian crown.
- x621 **Bulgaria**, Kingdom, Order of St. Alexander, 2nd type, Civil Division, Star, 87mm, silver, silver-gilt and enamel, unmarked, *nearly extremely fine* £300-400
- x622 **Bulgaria**, Kingdom, Order of St. Alexander, 2nd type, Civil Division, Commander's neck Badge, 94mm including crown suspension x 50mm, gilt and enamel, *nearly extremely fine*, with full neck riband and in case of issue £240-280
- x623 **Bulgaria**, Kingdom, Order of St. Alexander, 2nd type, Civil Division, Commander's neck Badge, 92mm including crown suspension x 52mm, gilt and enamel, *extremely fine*, with full neck riband £160-200



620

427

- x624 **Bulgaria**, Kingdom, Order of National Merit, Military Division, Commander's neck Badge, 96mm including crown suspension x 65mm, gilt and enamel, *nearly extremely fine*, with length of neck riband £160-200
- x625 **Bulgaria**, Kingdom, Order of National Merit, Military Division, Knight's breast Badge, 74mm including crown suspension x 45mm, silvered, *very fine* £20-30
- x626 **Bulgaria**, Kingdom, Order of the Red Cross, Third Class Badge, 46mm, silver and enamel, mounted upon bow riband; Red Cross Type II insignia Badge with crown, gilt and enamel, *very fine* (2) £160-200
- x627 **Bulgaria**, Kingdom, Serbian-Bulgarian War Medal 1885, silver, *very fine* £30-50
- x628 **Chile**, Republic, Order of Merit, Grand Collar Chain, approximately 840mm, comprising 19 medallions made up of 18 wreaths and a larger central medallion with the Coat of Arms within floral border, gilt and enamel; Collar Badge, 70mm including condor suspension x 45mm, *good very fine* (2) £180-220



- x629 **China**, Empire, Order of the Double Dragon, 2nd type, neck Badge, 77mm, silver and enamel, sapphire at centre, pink coral at top, *sapphire sometime re-fitted and enamel refurbished in places, very fine, nonetheless a good example of the Order* £500-700



x630 **China**, Empire, London Legation Merit Medal, 43mm, silver, fitted with ring and loop suspension, signed in miniscule capitals, *good very fine and rare* £400-600

During 1896, the aged Li Hung-Chang became the first Qing Dynasty Minister begun his world tour with a visit to Russia to represent China at the Coronation of Tsar Nicholas II, accompanied by envoys from the Chinese Embassies around the world. During his 190-day visit, he took in four continents and crossed three oceans. Whilst in the United Kingdom, he took in the Spithead Fleet Review, he steamed around Lake Windemere and was made a Knight Grand Cross of the Royal Victorian Order.



631



632



633

631 **China**, People's Republic, Order of Independence and Freedom, Third Class Star, 52mm, silver, silver-gilt, and enamel, reverse officially numbered '11529', *extremely fine*, with riband bar, in numbered case of issue £180-220

632 **China**, People's Republic, Order of Liberation, Star, silver, silver-gilt and enamel, reverse officially numbered '17359', *nearly extremely fine*, with riband bar, in numbered case of issue £70-90

633 **China**, People's Republic, Order of August 1st, Star, silver, silver-gilt and enamel, reverse officially numbered '04735', *nearly extremely fine*, with riband bar and in numbered case of issue £80-120

634 **China**, People's Republic, Military Medal, gilt and enamel, reverse officially dated '1954.2.17', with riband suspension, *nearly extremely fine*, in case of issue £30-50



x635

Colombia, Republic, Order of Boyaca (Orden de Boyaca), Grand Cross set of Insignia, by *Fibo, Bogota*, sash Badge, 56mm, silver-gilt, gold centre, and enamel; Star, 78mm, silver, silver-gilt, gold centre, and enamel, with maker's cartouche on reverse, *nearly extremely fine*, with full sash riband and in case of issue (2)

£280-320

- x636 **Colombia**, Republic, Order of Civil Merit, Grand Officer's Star, by *Fibo, Bogota*, 88mm x 76mm, silver, silvered, gilt and enamel, grade cartouche to reverse, *extremely fine*, in fitted case of issue £70-90
- x637 **Cuba**, Republic, Order of Carlos Manuel Cespedes, Grand Commander's set of Insignia, by *Antigua Villardebo & Riera, Havana*, neck badge, 90mm including floral suspension x 50mm, silver-gilt and enamel; Star, 80mm, silver-gilt, silver and enamel, maker's cartouche to reverse, *cartouche re-affixed, otherwise good very fine and scarce (2)* £240-280

The Cuban Order of Carlos Manuel Cespedes was instituted in April 1926, to honour the Cuban planter who freed his slaves and made the Declaration of Cuban Independence in 1868, starting the Ten Years' War. Cespedes acted as 'First President of the Republic of Cuba in Arms', leading the movement for independence from the Spanish and the freedom of slaves. Deposed in 1873 via a leadership coup, he was killed by the Spanish during 1874 whilst in a mountain refuge. The Order is named in his honour and was renewed and modified during 1959 by Fidel Castro. Together with the Order, his portrait features upon the Cuban 100 peso banknote.

See Kletman, Dr K. G., Orders, Decorations and Medals of the Republic of Cuba (*Journal of the Orders and Medals Research Society of America*, Volume 39, 4).



- x638 **Czechoslovakia**, Republic, Order of the White Lion, 1st type, Military Division, Knight Commander's set of Insignia, by *Karnet & Kysely, Ziskov, Prague*, neck Badge, 90mm including crossed sword and wreath suspension x 58mm, silver-gilt, silver and enamel, silver and maker's mark to suspension ring; Star, 90mm, silver and enamel, maker's cartouche to reverse and silver marks to retaining pin, *Badge reverse centre sometime re-affixed, otherwise nearly extremely fine and rare*, with full neck riband (2) £1,200-1,500



x639

Denmark, Kingdom, Order of the Dannebrog, Knight Grand Cross set of Insignia, C.IX.R. (1863-1906), by Michelsen, Copenhagen, sash Badge, 79mm including crown suspension x 40mm, gold and enamel, gold mark on suspension ring; Star, 84mm, silver and enamel, maker's stamp to reverse, extremely fine, with sash riband (2)

£1,200-1,500



x640

Denmark, Kingdom, Order of the Dannebrog, an early Grand Cross Star in gold and silver bullion, 95mm x 89mm, fitted with loops for affixation, *good very fine and scarce*

£300-400



x641

Denmark, Kingdom, Order of the Dannebrog, an early Commander's Star in gold and silver bullion, 90mm x 72mm, fitted with loops for affixation, *good very fine and scarce*

£300-400

- x642 **A mounted group of three Scandinavian miniature dress awards**
 Denmark, Kingdom, Order of the Dannebrog, 27mm including crown suspension x 12mm; Sweden, Kingdom, Order of the North Star, 23mm including crown suspension x 15mm; Sweden, Kingdom, Order of the Vassa, including 23mm crown suspension x 13mm, gold, silver-gilt and enamel, mounted on an intricate suspension bar, with section of riband representing each Order, and button for wearing, *good very fine* (3) £60-80
- x643 **A pair of mounted Danish miniature dress awards**
 Denmark, Kingdom, Order of the Dannebrog, C.X.R. (1912-47), Badge, 30mm including crown suspension x 15mm, silver-gilt and enamel; Pro Dania 1940-45, silver, mounted together continental-style with button for wear, *good very fine* £20-30
- x644 **Dominica, Republic, Order of Trujillo, Grand Cross set of Insignia, by Antigua Villardebo & Riera, Havana, sash Badge, 73mm including wreath suspension x 52mm, silver-gilt, gilt and enamel; Star, 76mm, silver-gilt and enamel, maker's cartouche to reverse, light enamel cracking overall, therefore nearly very fine** (2) £180-220
- x645 **Ecuador, Republic, Order of National Merit, Star, by Medina, Barcelona, 85mm, silver-gilt, gilt, silver and enamel, maker's cartouche to reverse, very fine** £70-90
- x646 **Estonia, Republic, White Cross of the Home Guard, Third Class breast Badge, 45mm x 40mm, gilt and enamel, nearly extremely fine** £60-80



- x647 **Ethiopia, Empire, Order of King Solomon's Seal, Grand Commander's set of Insignia, neck Badge, 90mm including crown suspension x 53mm, gilt; Star, 85mm, silver-gilt and gilt, import mark to retaining pin, very fine, with length of riband** (2) £140-180

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| x648 | Ethiopia , Empire, Order of the Star of Ethiopia, Knight Grand Cross set of Insignia, by <i>Arthus Bertrand, Paris</i> , sash Badge, 110mm including suspension x 80mm silver-gilt and enhanced with five set cabochons, these ruby, green and orange in colour, import marks; Star, 71mm, silver-gilt and enhanced with a single cabochon of ruby colour, import marks, <i>good very fine and of good quality</i> , together with full sash riband and in case of issue (2) | £280-320 |
| x649 | Ethiopia , Empire, Order of the Star of Ethiopia, neck Badge, 110mm x 85mm, gilt; Star, 80mm, gilt, <i>generally very fine</i> (2) | £60-80 |
| x650 | Ethiopia , Empire, Order of the Star of Ethiopia, Knight's breast Badge, 76mm including ornamental suspension x 56mm, gilt, <i>good very fine</i> | £20-30 |
| x651 | Ethiopia , Empire, Order of Menelik II (Order of the Lion of Judah), Knight Grand Cross Star, 78mm, gilt and enamel, <i>good very fine</i> | £70-90 |
| x652 | France , Kingdom, Second Restoration 1815-30, Royal and Military Order of St. Louis, Chevalier's breast Badge, 38mm, gold and enamel, balls to points of cross, <i>minor enamel chipping to centres, very fine</i> | £300-350 |



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| x653 | France , July Monarchy 1830-48, Legion of Honour, Commander's neck badge, 88mm including crown suspension x 60mm, gold and enamel, gold mark on obverse tassel, <i>one ball-tip bent, minor green enamel chipping, very fine</i> | £600-800 |
| x654 | France , Kingdom, July Monarchy 1830-48, Legion of Honour, Chevalier's breast Badge, 58mm including crown suspension x 45mm, silver, gold, and enamel, Hallmarked on obverse tassel, <i>enamel damage overall, nearly very fine</i> | £80-120 |
| x655 | France , Second Empire, Legion of Honour, Chevalier's breast Badge, 66mm including crown suspension x 42mm, silver, gold, and enamel, poincon mark on obverse, <i>enamel chipping, nearly very fine</i> | £40-60 |

- x656 **France**, Republic, Legion of Honour, Grand Officer's Star, by *Arthus Bertrand, Paris*, 93mm, silver, maker's name engraved to reverse and silver marks to retaining pin, *extremely fine*, in fitted case of issue £140-180
- 657 **France**, Republic, Order of Liberation, by *Paris Mint*, bronze and enamel, in card box of issue; Prison Service Medal of Honour, with rosette upon riband, silver; Combattants Cross, bronze; War Medal 1914-18, with 'Engage Volontaire' clasp, bronze, *good very fine*
- United Nations**, MONUA (Angola) Medal, bronze, *very fine* (5) £40-60
- x658 **France**, Third Republic, China Medal 1900-01, with Chine 1901 clasp, *very fine* £60-80
- 659 **France** (5), Volunteer Service Medal 1914-18; Verdun Medal; Military Wounded Medal; Bargas 1915 Medal; De Gaulle 1940 Medal, *very fine* (5) £20-30
- 660 **France** (4), Italy Medal 1859, by *Barre*, 30mm, silver; St. Helena Medal; Franco-Prussian War Medal; Orient Service Medal, *very fine* £30-40
- 661 **France**, Third Republic (4), Medaille Militaire; Croix de Guerre, reverse dated '1914-18' (2), the first with Palme upon riband, the second with two Palmes and bronze Star upon riband; Croix de Guerre des Theatres D'Operations Exterieurs, *very fine* (4) £20-30
- 662 **France** (4), Inter-allied Victory Medal, official type; Combattant's Cross 1914-18; Volunteer Combattant's Cross 1914-18; Great War Commemorative Medal, bronze, *very fine* (4) £20-30
- x663 **France**, Second Empire (3), Medaille Militaire, silver-gilt and enamel; St. Helena Medal, bronze; Third Republic, Medaille Militaire, silver-gilt, silver, gilt and enamel, *good very fine*
- Belgium**, Kingdom, Croix de Guerre, with Lion emblem upon riband, bronze, *very fine* (5) £60-80
- x664 **A collection of French awards**
- France**, a collection of awards including Legion of Honour, gold, silver-gilt and enamel; St. Helena Medal; Medaille Militaire (2), *generally very fine or better* (14) £50-70



- x665 **Germany**, Baden, Order of the Lion of Zahringen, Civil Division, Commander's neck Badge, 51mm, gold, green crystal, and enamel, *extremely fine*, with neck riband and in embossed case of issue £1,000-1,200



- x666 **Germany**, Bavaria, Order of St. Michael, Commander's neck Badge, 82mm including crown suspension x 48mm, gold and enamel, gold and maker's name between lower rays, *extremely fine* £1,200-1,500
- x667 **Germany**, Bavaria, Merit Cross for Volunteers, with clasp '1914', silver and enamel, marked 'G.H. 900' between arms, *centre a little loose, otherwise good very fine* £60-80
- x668 **A mounted group of six German medals awarded to a member of the Bavarian Army**
 Germany, Bavaria, Ludwig's Cross, bronze; Germany, Prussia, Iron Cross 1914, silver with iron centre; Germany, Bavaria, Jubilee 1905, bronze; Germany, Bavaria, Luitpold 40 Year Service Cross, bronze; Germany, Prussia, War Merit Medal 1870-71, 1 clasp, Villiers; Germany, Imperial, Centenary Medal 1897, gilt, mounted continental-style as worn, *good very fine* (6) £140-180
- x669 **Germany**, Bavaria, Campaign Cross 1814, bronze; Prussia, Iron Cross 1870, First Class Star by *Deschler & Sohn, Munich*, silvered and iron centre, *traces of verdigris*; Iron Cross 1914, Second Class breast Badge, silver and iron centre; War Merit Medal 1814, bronze, *generally very fine and better* (4) £60-80
- x670 **Germany**, Mecklenburg-Schwerin, Order of the Griffin, Officer's breast Cross, by *H. Rose*, 55mm, silver-gilt and enamel, *miniscule enamel repair to termini of one ray, otherwise nearly extremely fine*, in embossed and fitted case of issue £400-600
- x671 **Germany**, Mecklenburg-Schwerin, Military Merit Cross 1914, gilt, *very fine* £30-50



- x672 **A mounted group of four Prussian medals**
 Germany, Prussia, Order of the Red Eagle, Fourth Class breast Badge, silver and enamel; Prussia, Order of the Crown, Fourth Class breast Badge, silver-gilt and enamel; Prussia, War Merit Medal 1870-71, bronze, 6 clasps, Bapaume, St. Quentin, Paris, An Der Hallue, Sedan, Gravelotte - St. Privat; Imperial, Centenary Medal 1897, gilt, mounted continental-style as worn, *good very fine* (4) £140-180
- x673 **Germany, Prussia, War Merit Medal 1870-71, bronze, 2 clasps, Villiers, Paris, very fine** £30-50
- x674 **A group of Great War German Awards**
Germany (3), Prussia, Iron Cross 1914, Second Class breast Badge, silver and iron centre; Bavaria, Order of Military Merit, breast Badge, bronzed; Hindenburg Cross 1914-18, mounted continental-style as worn, *very fine* (3) £20-30
- x675 **The mounted group of four Prussian medals attributed to Captain Victor, 2nd Infantry Regiment**
 Germany, Prussia, Honour Decoration, silver; 25 Year Officer's Cross, gilt; War Merit Medal 1870-71, bronze; Imperial, Centenary Medal 1897, gilt, mounted continental-style as worn, *good very fine* (4) £60-80
 Paper label affixed to reverse stating attribution.
- 676 **A group of six Great War period German and Austro-Hungarian awards with related miniature dress medals**
 Germany, Prussia, Iron Cross 1914; Austria, Empire, Bravery Medal; Germany, Flanders Cross 1914-18; Germany, Great War 1914-18; Germany, Prussia, Loyalty Cross; Hungary, Great War Medal 1914-18, *good very fine* (6) £60-80
 Sold with the corresponding miniature dress awards, mounted continental-style for evening wear on a chain with pin by *Godet, Berlin* and riband bar.
- x677 **Germany, Saxe-Gotha-Altenburg, Waterloo Medal 1815, 42mm, bronze and gilt, as awarded to Non-Commissioned Officers, traces of verdigris, edge bruising and ring bent, good fine** £160-200
- x678 **Germany, Saxony, Order of Albert, 2nd type, Military Division, Knight's breast Badge, 50mm x 38mm, silver-gilt and enamel, maker's mark 'G' on lower arm of cross, maker's mark slightly faint, otherwise good very fine, in fitted case** £70-90



- x679 **A mounted group of four medals to a member of the Saxon Army**
 Germany, Saxony, Order of Albert, 2nd type, Military Division, Knight's breast Badge, marked 'R' to lower arm; Germany, Saxony, 12 Year Long Service Medal, gilt; Germany, Prussia, War Merit Medal 1870-71, 4 clasp, Le Mans, Orleans, Paris, Metz; Germany, Imperial, Centenary Medal 1897, gilt, mounted continental-style as worn, *good very fine* (4) £80-120
- 680 **Greece, Kingdom, Cross of Valour, by Godet, Berlin, gilt and enamel, in case of issue; Cross of Valour, silvered; Military Merit Medal, bronze; War Cross 1916-17, silver; Merchant Navy Cross, by Spink, London, silver; War Medal 1940-41, generally very fine, together with Greek Air Force pin Badge and fob cross (8)** £50-70
- x681 **Guatemala, Republic, Order of the Quetzal, Grand Collar set of Insignia, by Gardino & Cravanzola, Rome, Collar Chain, approximately 840mm, comprising 18 medallions made up of 13 Mayan scenes in silver-gilt and 5 Coats of Arms of Guatamala, silver-gilt and enamel, the affixing medallion stamped with maker's name; Badge, 90mm including Mayan suspension x 60mm, silver-gilt and enamel; Star, 72mm, silver-gilt, silver and enamel, maker's cartouche to reverse, Star centre sometime re-affixed, otherwise good very fine (2)** £400-500
- x682 **Haiti, Republic, Order of Petion and Bolivar, Knight Grand Cross set of Insignia, sash Badge, 57mm, gilt, Haitian Coat of Arms embossed to reverse; Star, 78mm, gilt, Haitian Coat of Arms embossed to reverse, retaining pin detached but present, good very fine and scarce, with full sash riband (2)** £140-180
 Both Haiti and Venezuela have produced insignia of this Order, bestowed upon individuals for protecting and defending freedom, including the continued abolition of all forms of slavery (*To Set the Record Straight*, Max Laudun refers).
- 683 **Inter-allied Victory Medals, Greece, Japan, United States, good very fine (3)** £30-40



x684 **Italy**, Parma, Order of St. Louis, Knight Commander's Star, 65mm, gold, silver-gilt and enamel, silver marks to retaining pin, *minor white enamel overpainting, otherwise very fine* £380-420



x685 **Italy**, Tuscany, Order of St. Joseph, Star, 84mm, silver, silver mark to retaining pin, *nearly extremely fine and scarce* £600-800

x686 **Italy**, Tuscany, Order of St. Joseph, Knight Grand Cross Star, by *C.F. Rothe, Vienna*, 86mm, silver, maker's name to retaining pin, *nearly extremely fine* £300-400



- x687 **Italy**, Kingdom of the Two Sicilies, Order of St Ferdinand and of Merit, Commander's neck Badge, 100mm including crown suspension x 63mm, gold, silver-gilt and enamel, *enamel and centres restored overall, nonetheless an impressive piece of Insignia, nearly very fine* £600-800
- x688 **Italy**, Kingdom of the Two Sicilies, Royal Order of Francis I, Commander's neck Badge, 85mm including crown suspension x 55mm, silver-gilt and enamel with gold centres, *of slightly later manufacture, minor white enamel chip to reverse arm, otherwise good very fine* £400-500
- x689 **Italy**, Kingdom of the Two Sicilies, Order of St. Januarius, Star, by *Lemaitre, Paris*, 81mm, silver, silver-gilt, and enamel, maker's cartouche to reverse, *good very fine and scarce* £400-500
- x690 **Italy**, Kingdom, Order of the Crown of Italy, Grand Officer's set of Insignia, by *Cravanzola, Rome*, neck Badge, 52mm, gold and enamel; Star, 78mm, silver, gold, and enamel, maker's cartouche to reverse, *Badge centres sometime re-affixed, otherwise good very fine*, with neck riband in case of issue (2) £140-180
- x691 **Italy**, Kingdom, Order of the Crown of Italy, Knight Grand Cross Star, by *Cravanzola, Rome*, 87mm, silver, gold and enamel, maker's cartouche to reverse and silver mark to retaining pin, *nearly extremely fine* £100-140
- x692 **Italy**, Kingdom, Order of the Crown of Italy, Star, 77mm, gold, silver-gilt and enamel, *blue enamel chipped, backplate missing together with twin prongs, nearly very fine* £60-80
- x693 **Italy**, Kingdom, Order of the Crown of Italy, Star, 74mm, gold, silver-gilt and enamel, *white enamel chipping, pin replaced, nearly very fine* £70-90

- x694 **Italy**, Kingdom, Order of St. Maurice and St. Lazarus, Knight Grand Cross set of Insignia, sash Badge, 104mm including crown suspension x 65mm, gold, silver-gilt and enamel; Star, 84mm, silver, gold, and enamel, lacking reverse cartouche, *slight enamel cracking on Star, nearly very fine*, with length of sash riband for display purposes (2) £300-400
- x695 **Italy**, Kingdom, Colonial Order of the Star of Italy, Star, 70mm, gold, silver-gilt, silver and enamel, *nearly extremely fine* £200-240
- x696 **Italy**, Kingdom, Colonial Order of the Star of Italy, Commander's neck Badge, 80mm including crown suspension x 53mm, gold and enamel, *Badge detached from suspension, otherwise very fine*, with full neck riband and in *Cravanzola, Rome*, case of issue £100-140



- x697 **Italy**, Kingdom, Order of the Roman Eagle, 1942-43 issue, Commander's neck Badge with Swords of fine quality, 53mm, silver-gilt, gilt and enamel, unmarked, *minor enamel flaking to reverse, otherwise good very fine and rare*, with full neck riband £700-900
- x698 **Italy**, Republic, Order of the Star of Solidarity, Commander's Star, by *Arturo Pozzi*, 65mm, gilt, *extremely fine*, with rosette with single Star and in fitted case of issue £70-90
- 699 **Italy**, Messina Earthquake 1908, silver, 30mm, unnamed as issued, *light contact marks, very fine* £60-80
- x700 **Japan**, Empire, Order of the Rising Sun, Star, 90mm, silver-gilt, silver, enamel and red cabochon centre, *extremely fine* £300-400
- x701 **Japan**, Empire, Order of the Sacred Treasure, Third Class neck Badge, 52mm, silver, silver-gilt, and enamel, sacred beads all present, *nearly extremely fine*, with full neck riband with fittings as worn, in rio-nuri lacquered fitted box of issue £150-200
- x702 **Japan**, Manchukuo, Order of the Auspicious Clouds, First Class set of Insignia, sash Badge, 109mm including orchid suspension x 70mm, silver-gilt and enamel; Star, 90mm, silver-gilt and enamel, *one rivet lacking from Star reverse and enamel slightly faded, nonetheless good very fine and rare, with full sash riband in rio-nuri lacquer case of issue, this a little worn in places* £1,600-1,800



- 703 **Japan**, Empire, China 1900, bronze, in lacquer case of issue; Manchukuo, Enthronement 1934, silver, *very fine and better* (2) £100-140
- Awarded to those Japanese who were present during the Boxer Rebellion during the period 11 June 1900-6 April 1901.



- x704 **Jordan**, Hashemite Kingdom, Order of the Renaissance (Al Nahda), a rare sash Badge, by *Garrard & Co., London*, 95mm including crown and flag suspension x 60mm, silver-gilt, silver (hallmarks for Birmingham 1960) and enamel, *nearly extremely fine* £400-500
- x705 **Latvia**, Republic, Order of the Three Stars, Knight's breast Badge, by *W. F. Muller*, 58mm including wreath suspension x 38mm, silver-gilt and enamel, silver and maker's mark to suspension, *nearly extremely fine*, in case of issue £80-120
- x706 **Lebanon**, Republic, National Order of the Cedar, 2nd type, Grand Officer's Star, 70mm, silver and silver-gilt, silver mark on retaining pin, *nearly extremely fine* £70-90
- x707 **The following four Lots were the property of Abdul Salam al-Buseiri, a popular Foreign Minister and Ambassador for Libya**
- Libya**, Kingdom, Order of Independence, First Class set of Insignia, by *Tewfik Bichay, Cairo*, sash Badge, 96mm including crown suspension x 62mm, silver-gilt and enamel, mint mark to reverse; Star, 80mm, silver-gilt and enamel, mint mark to reverse, *nearly extremely fine*, with full sash riband and in case of issue (2) £240-280

Provenance:
By descent.

Abdul Salam al-Buseiri was born in June 1898 in Tripoli, only son of the Chief Justice. Educated in law at the University of Turin and fluent in five languages, his love of Italian opera and literature was tempered by his membership of the 'Committee of Reform' upon his return to Libya. His membership of the group which strove for reformation and liberation from strict Italian colonial rule led to his arrest and life imprisonment in 1923. Suddenly released and exiled to Ankara in 1933, al-Buseiri soon found work in the Ministry of Foreign Affairs. With the foundation of the Kingdom of Libya under Idris I, he was appointed Foreign Minister in 1954, travelling the world to build

relationships for the growth of the Kingdom. Raised to President of the Divan in 1955, he was made Ambassador to the United Kingdom and Benelux in 1958 and to Turkey in 1964. He retired following the *coup d'état* in 1969, and died in Istanbul in 1978, his body being airlifted to Libya for a full ceremonial burial as a national hero and statesman.

- x708 **Egypt**, Republic, Order of the Republic, First Class set of Insignia, sash Badge, 85mm including suspension x 60mm, silver-gilt and enamel, with maker's mark on reverse; Star, 90mm, silver, silver-gilt, and enamel, maker's mark on reverse, *Badge detached from suspension, Star lacking one reverse pin, nearly very fine*, with full sash riband in *slightly damaged* case of issue (2) £140-180
- x709 **Libya**, Merit Order, by *Cravanzola, Rome*, First Class sash Badge, 68mm, silver-gilt and enamel, maker's cartouche to reverse, *good very fine*, with miniature and full sash riband in fitted case of issue £140-180
- x710 **Lebanon**, Republic, National Order of the Cedar, 2nd type, Grand Officer's Star, 67mm, silver and silver-gilt, silver mark on retaining pin, *nearly extremely fine*, in fitted *Arthur Bertrand, Paris*, case of issue £70-90
- 711 **Malaysia**, commemorative medal for Sultan Sir Ibrahim Al Masyhur Ibni Al-Marhum Sultan Abu Bakar Al-Khalil Ibrahim Shah, G.C.M.G., G.B.E. (17 September 1873 - 8 May 1959), the 22nd Sultan of Johor and the 2nd Sultan of modern Johor, silver-gilt, 26mm., swivel-loop suspension, a good quality striking; together with a Malaysian State Medal, base metal, the reverse inscribed, 'J. Forsheew, with yellow, red and black painted 'riband suspension bar', 32mm.; and a gilt medallet of Japanese - or Far Eastern - origin, *good very fine* (3) £40-60
- x712 **Monaco**, Principality, Order of Grimaldi, Star, 78mm, silver and silver-gilt, silver marks to retaining pin and clip, *toned, nearly extremely fine* £140-180
- x713 **Montenegro**, Principality, Order of Danilo I, 1st type, Knights breast Badge, *Vinc Mayers S...hne* variety, 47mm x 37mm, silver and enamel, *good very fine* £180-220
- x714 **Morocco**, Republic, Order of Ouissam Alaouit Sharifian, Grand Cross set of Insignia, sash Badge, 87mm including wreath suspension x 58mm, gilt and enamel; Star, 78mm, silver-gilt, gilt and enamel, *enamel somewhat faded, nearly very fine* (2) £80-120



- x715 **Netherlands**, Kingdom, Order of the Netherlands Lion, Star, by *M. J. Goudsmith, Le Haye*, 87mm, silver-gilt and enamel, silver marks to retaining pin and clip, maker's cartouche to reverse, *nearly extremely fine* £300-400
- x716 **Netherlands**, Kingdom, Order of Orange Nassau, Civil Division, Star, by *C. A. Weishaupt Sohne*, 78mm, silver, gold and enamel, *very fine* £180-220



x717 **Netherlands, Kingdom, Order of the Netherlands Lion, an early Star in gold and silver bullion, 83mm including velet crown x 57mm, fitted with loops for affixation and backed with leather, *minor wear, very fine and scarce***

£300-400



x718 **Netherlands, Kingdom, Order of the Netherlands Lion, an early Star in gold and silver bullion, 93mm, fitted with loops for affixation and backed with leather, *minor wear, very fine and scarce***

£280-320



x719 Nicaragua, Republic, Order of Miguel Larreynaga, Grand Cross set of Insignia, sash Badge, 75mm x 47mm, silver-gilt, gilt and enamel; Star, 70mm, silver-gilt and enamel, *nearly extremely fine*, with full sash riband (2)

£240-280

The Order of Miguel Larreynaga was established on 16 September 1968, in the name of the Nicaraguan philosopher and lawyer. Miguel was a member of the delegation who travelled to Spain in 1818 to seek the independence which was granted in 1821. It is awarded in six Classes for services to the nation in the fields of diplomacy and international relations.

- x720 **Nicaragua, Republic, Order of Ruben Dario, Grand Cross set of Insignia, sash Badge, 75mm x 45mm, silver-gilt, gilt and enamel; Star, 77mm, silver-gilt and enamel, *nearly extremely fine*, with full sash riband (2)** £240-280

The Order of Ruben Dario was established on 16 February 1951, in the name of the Nicaraguan poet who initiated the Spanish-American literary movement known as *modernismo*. It is awarded in seven Classes for services to the nation in the fields of art, literature, science and international relations.



- x721 **The Order of St. Olav worn by Sir R. E. Bredon, K.C.M.G., Deputy Inspector General of the Chinese Imperial Maritime Customs Service during the Siege of Legations, 1900**
- Norway, Kingdom, Order of St. Olav, Grand Commander's First Class set of Insignia, by *Tostrop, Kristiania*, neck Badge, 98mm including crown and lion suspension x 62mm, gold and enamel, maker's mark and gold mark on suspension ring; Star, 75mm, silver, silver-gilt, gold, and enamel, maker's cartouche on reverse, *extremely fine*, with *distressed* neck riband (2) £1,400-1,800

Robert Edward Bredon was born at Portadown, Ireland, in February 1846, the son of Dr. Alexander Bredon, and was educated at the Royal School, Dungannon, and Trinity College, Dublin, where he read Mathematics and Classics. He passed out in First Place from Netley for the Army Medical Staff, 1867, and was appointed Assistant Surgeon to the 97th (Earl of Ulster's) Regiment, April 1867.



On retiring from the Army in 1873 he joined the Chinese Imperial Maritime Customs Service, whose Inspector-General at the time was his brother-in-law, Sir Robert Hart. He was appointed Deputy Inspector-General of Customs in 1898, and was present at the Defence of Legations in Peking at the time of the Boxer Rebellion, 20th June to 14th August 1900. He was made a Companion of the Order of St. Michael and St. George in 1903, and the following year was promoted to a Knight Commander of the Order. On the retirement of Hart in 1908, he was appointed Acting Inspector-General, and in 1910 he was appointed to the Chinese Board of Customs, but retired in deference to the wishes of the British Government. He died in July 1918. Sir Robert Bredon married Lily Virginia Banks in 1879, and they had one daughter, Juliet Bredon, the well-known author.

Sold with the following original documentation:

- (i)
Bestowal document for the Commander First Class of the Order of St. Olav, named to Sir R.E. Bredon, dated 28.10.1907.
- (ii)
Bestowal document for the Commander Second Class of the Order of St. Olav, named to R.E. Bredon, dated Stockholm, 21.7.1894.
- (iii)
Notification for the award of the Commander First Class, dated London, 14.1.1908.
- (iv)
Hand written enclosure for the Bestowal Document, dated Shanghai, 9.6.1903.

x722	Norway , Kingdom, Order of St. Olav, 2nd type, Knight's breast Badge, 68mm including crown suspension x 42mm, gold and enamel, unmarked, <i>extremely fine</i>	£280-320
x723	Panama , Republic, Order of Vasca Nunez de Balboa, Grand Cross set of Insignia, by <i>Villardebo & Riera, Havana</i> , sash Badge, 58mm, silver-gilt and enamel, maker's stamp to reverse; Star, 80mm, silver, silver-gilt and enamel, maker's cartouche to reverse, <i>extremely fine</i> (2)	£220-260
x724	Panama , Republic, Order of Vasco Núñez de Balboa, First Class set of Insignia, sash Badge, 56mm, gilt and enamel; breast Star, 80mm, gilt, silvered and enamel, <i>applied cross a little loose on Star, very fine</i> , with full sash riband (2)	£200-300
x725	Panama , Republic, Order of Manuel Amador Guerrero, Grand Cross set of Insignia, sash Badge, 65mm x 53mm, gilt and enamel; Star, 75mm, gilt and enamel, <i>traces of verdigris to Badge and minor overpainting to Star, nearly very fine</i> (2)	£140-180
x726	Paraguay , Republic, Order of National Merit, Star, 90mm, silver and silvered, stamped '1.000' to reverse, <i>good very fine</i>	£70-90
x727	Peru , Republic, Distinguished Service Order, Grand Cross set of Insignia, by <i>Casa Nacional de Moneda, Lima</i> , sash Badge, 85mm x 53mm, silver-gilt and enamel, maker's cartouche to reverse; Star, 80mm x 70mm, silver-gilt and enamel, maker's cartouche to reverse, <i>nearly extremely fine</i> , with section of sash riband for display (2)	£180-220
x728	Peru , Republic, Order of Ramon Castilla the Liberator, Commander's neck Badge, by <i>Casa Nacional de Moneda, Lima</i> , 88mm x 45mm, silver and enamel, <i>enamel loss, nearly very fine</i>	£50-70
x729	Poland , Republic, Order of Poland Restored, 1st type, Knight Grand Cross sash Badge, 69mm, gilt and enamel, crowned eagle on obverse and 1918 on reverse, <i>nearly extremely fine</i> , with full original sash riband	£200-240
x730	Poland , Republic, Order of Military Virtue, Star, 92mm, silver, gilt and enamel; Badge, 40mm, silvered and enamel, <i>very fine and better</i> (2)	£60-80
x731	Poland , Republic, Order of the White Eagle, Fifth Type (1921-39) Star of later manufacture, by <i>A. Panasiuk, Warsaw</i> , 74mm, silver, silver-gilt and enamel, screwback fixings with maker's plate, <i>pawnbroker's mark to reverse, nearly very fine</i>	£80-120
x732	Portugal , Republic, Military Order of Christ, Second Type, Grand Cross sash Badge, 88mm including floral engraved suspension x 42mm, silver-gilt and enamel, <i>enamel cracking, about good very fine</i> , with length of sash riband for display	£120-160
x733	Portugal , Kingdom, Military Order of Christ, sash Badge comprising double sided cross pendant from sacred Heart star, 105mm including suspension x 45mm, silver-gilt and enamel, <i>enamel cracking to reverse, otherwise good very fine</i> , with full sash riband	£120-160
x734	Portugal , Republic, Military Order of Christ, a Badge of fine quality, 52mm x 30mm, gold and enamel, unmarked, <i>extremely fine</i>	£40-60
x735	Portugal , Kingdom, Military Order of St. James of the Sword, 2nd type, Commander's neck Badge, 100mm including wreath suspension x 52mm, silver-gilt and enamel, test marks to reverse, <i>very fine</i> , with section of <i>faded</i> riband	£80-120
x736	Portugal , Kingdom, Order of Villa Vicosa, Knight Grand Cross sash Badge, 88mm including crown suspension x 63mm, silver-gilt, gilt and enamel, <i>good very fine</i> , with full sash riband	£240-280
x737	Portugal , Kingdom, Order of Villa Vicosa, Commander's neck Badge, 90mm including crown suspension x 60mm, gold, silver-gilt and enamel, silver mark to suspension loop, this affixed through the crown monde, <i>an interesting Badge, minor white enamel chipping, good very fine</i>	£180-220
x738	Romania , Kingdom, Order of the Crown, 2nd type, Knight Grand Cross set of Insignia, by <i>Joseph Resch, Bucharest</i> , sash Badge, 53mm, silver-gilt and enamel, silver and maker's mark on ring; Star, 75mm, silver-gilt and enamel, maker's cartouche on reverse, silver and maker's mark on retaining pin, <i>nearly extremely fine</i> , with full sash riband (2)	£500-700



738

451

739 **Romania**, Kingdom, Order of the Crown, 2nd type, Military Division, Officer's breast Badge, 57mm including crown suspension x 38mm, gilt and enamel, *very fine*, in case of issue and interesting button-hole and loop as originally worn

£40-60



x740 **Romania**, Kingdom, Order of Michael the Brave, Type III (1941-44), Commander's neck Badge, 85mm including crown suspension x 62mm, gilt and enamel, *good very fine and scarce*, with length of original riband

£280-320

The Order of Michael the Brave was instituted as a three Class Order on 26 September 1916, the highest Military award of Romania. Re-organised on 8 October 1941, this Class of the Order was bestowed just 76 times.



x741 **Russia**, Imperial, Order of St. Vladimir, First Class Star, 77mm, silver-gilt, silver (84 zolotniki) and enamel, reverse and ray tips gilt, maker's name and court stamp to reverse, *toned, good very fine*

£1,000-1,200

- 742 **Russia**, Imperial, Order of St. Anne, an early Third Class breast Badge, by *Wilhelm Kiebel, St. Petersburg* (1842-62), 34mm, gold (72 zolotniki) and enamel, maker's mark and court stamp on reverse, marks to ring, *nearly extremely fine* £500-600
- x743 **Russia**, Imperial, Order of St. Stanislas, First Class Star, by *Keibel, St. Petersburg*, 88mm, silver (84 zolotniki), silver-gilt, and enamel, maker's name, and court stamp to reverse and on retaining pin, reverse gilt, *nearly extremely fine* £700-900
- 744 **Russia**, U.S.S.R., Defence of Moscow, mounted Russian-style, *very fine* £20-30



- x745 **San Marino**, Republic, Order of San Marino, 1st type, Commander's neck Badge, 84mm including crown suspension x 57mm, gold and enamel, *minor enamel cracking and minor white enamel loss to one reverse arm, otherwise very fine, scarce* £380-420
- 746 **Saudi Arabia**, Kingdom, Liberation of Kuwait Medal, *extremely fine*, in case of issue with riband bar; **Vietnam**, Republic, Vietman Service Medal, *nearly extremely fine*; **United Nations**, U.N. Korea 1950-54, of American manufacture, *extremely fine* (3) £20-30
- 747 **Saudi Arabia**, Kingdom, Medal for the Liberation of Kuwait 1991, *extremely fine*, with mounting pin £20-30
- x748 **Serbia**, Principality, Order of Cross of Takovo, Civil Division, sash Badge, M.O.IV. (1868-1882), 72mm including crown suspension x 43mm, silver-gilt and enamel, silver and 'FM' maker's mark to ring, *nearly extremely fine*, with full sash riband £400-500

- x749 **Serbia**, Principality, Order of Cross of Takovo, Civil Division, Star, by *Rothe, Vienna, M.O.IV.* (1868-1882), 88mm, silver-gilt and enamel, silver and maker's mark to retaining pin and clip, *nearly extremely fine* £500-600



- 750 **Serbia**, Kingdom, Order of the Star of Karageorge, Grand Officer's Star, by *G.A. Sheid, Vienna,* 84mm, silver-gilt and enamel, silver and maker's marks to retaining pin, *attractively toned, extremely fine and scarce* £2,400-2,800
- x751 **Serbia**, Kingdom, Order of the Star of Karageorge, Military Division, breast Badge, 63mm including crown suspension x 38mm, gilt and enamel, *nearly extremely fine*, on triangular riband £200-300
- x752 **Serbia**, Kingdom, Red Cross Medal, silver and enamel, mounted upon triangular riband as worn, *traces of verdigris, good very fine* £40-60
- x753 **Serbia**, Kingdom, a scarce case of issue for a Grand Cross set of Insignia, likely the Order of the White Eagle, 290mm x 130mm x 60mm, of covered wooden construction with velvet inserts, *good very fine* £60-80
- x754 **Slovakia**, Republic, Order of Prince Pribina, Grand Cross set of Insignia, sash Badge, 70mm including triple log and national tricolor suspension x 55mm, silver-gilt and enamel, hallmark to suspension loop; Star, 90mm, silver-gilt, silver and enamel, hallmark to retaining pin, *nearly extremely fine and rare*, with full sash riband and in case of issue (2) £2,000-3,000

The Order of Pribina was established on 8 April 1940 and named in honour of the Slavic Prince and national hero. The Order was only in existence for 4 years and is excessively rare in any class. Born in 800, Pribina established the Principality of Nitra and built the first Christian church in the region atop the mountain. Having ruled from 846, he was killed in battle with the Moravians in 861.

The emblems of Slovakia incorporated in the medallions are the double Christian cross above the three hills of Slovakia, these representing Tatra, Matra and Fatra.

Sandrik were founded in 1895, although silver mining had taken place on the site since 1752. The firm was named after Johannes Sandrik, in whose land the businessman Robert Burks mined the silver. Having exhibited at the Paris Exhibition of 1900, the workshop grew under the silversmith Jan Peterka, a graduate of the Vienna Art School. Re-opened after the Velvet Revolution, today it operates under the name Berndorf Sandrik (*Modern Art of Metallwork*, by von Kerssenbrock-Krosigk and Kanowski, refers).





- 755 **Solomon Islands**, Independence Medal 1978, by *Spink & Son, King Street*, *extremely fine and scarce* £70-90
- 756 **Solomon Islands**, Independence 10th Anniversary, mounted upon pin as issued, *nearly extremely fine* £50-70
- x757 **Spain**, Kingdom, Order of Charles III, sash Badge, 73mm including wreath suspension x 47mm, gold and enamel, *minor blue enamel chipping, otherwise good very fine*, with full sash riband £380-420



- x758 **A superb Regency period Order of Charles III of English manufacture**
Spain, Kingdom, Order of Charles III, Commander's Star c.1830, by *Hamlet, London*, 73mm x 72mm, silver, gold and enamel, with gold retaining pin, the reverse cartouche engraved 'Hamlet. Goldsmith & Jeweller. To His Majesty, His Royal Highness the Duke of York, & Royal Family. Princes St. Leicester Sq. London.', *reverse cartouche sometime tightened, minor areas of blue overpainting to rays, otherwise good very fine* £500-700

The Hamlet firm, located in Princes Street, near Leicester Square, was in business by the early part of the nineteenth century and made insignia until 1837. The company's name has been seen on the Order of the Garter, the Order of the Bath, the Bavarian House Order of St. Hubert, and the Persian Order of the Lion and the Sun. By 1840 the firm were listed as 'Jewellers Extraordinary' in *The British Imperial Calendar*.

- x759 **Spain**, Kingdom, Order of Charles III, Commander's Star, by *Halley, Paris*, 75mm x 72mm, silver, gold and enamel, maker's cartouche to reverse, silver mark to retaining pin, *one rivet cover lacking, minor blue enamel chip, otherwise good very fine* £160-200
- x760 **Spain**, Kingdom, Order of Charles III, Commander's Star, 75mm x 70mm, silver, gold and enamel, *minor areas of blue overpainting to rays, otherwise good very fine* £160-200
- x761 **Spain**, Kingdom, Order of Isabella the Catholic, Commander's neck badge, 75mm including wreath suspension x 55mm, gold and enamel, *of recent and high quality manufacture, nearly extremely fine, with short length of neck riband* £240-280



- x762 **Spain**, Kingdom, Order of Isabella the Catholic, 71mm, gold, silver-gilt and enamel, *traces of repair to reverse rivets, very fine* £120-150
- x763 **Spain**, Kingdom, Order of Isabella the Catholic, 1931-37 issue, 71mm, gold, silver-gilt and enamel, *good very fine* £120-150
- x764 **Spain**, Kingdom, Order of Military Merit, Combatant's Star, 92mm, silver-gilt, red enamel cross and enamel, *good very fine* £140-180
- x765 **Spain**, Kingdom, Order of Military Merit, Non-Combatant's Star, by *J. Medina, Barcelona & Madrid* 92mm, silver-gilt, white enamel cross and enamel, maker's cartouche to reverse, *good very fine* £140-180
- x766 **Spain**, Kingdom, Order of Military Merit, Star, 83mm, silver-gilt and enamel, red enamel rays for War-time issue, *good very fine* £120-160
- x767 **Spain**, Kingdom, Order of Military Merit, Star, 85mm, silver-gilt and enamel, white enamel rays for peace-time issue, *minor areas of enamel overpainting, good very fine* £70-90
- x768 **Spain**, Kingdom, Order of Alfonso XII, Star, by *Mariano Cejalvo, Madrid*, 82mm, silver-gilt, gilt and enamel, maker's cartouche to reverse, *good very fine* £180-220
- x769 **Spain**, Kingdom, Military Judge's Star, 82mm, gilt, silver, silvered and enamel, *very fine* £80-120
- x770 **Spain**, Kingdom, Order of Agriculture, Knight Grand Cross set of Insignia, sash Badge, 60mm, silver-gilt and enamel; Star, 90mm, silver-gilt and enamel, *cartouche missing from Star, minor enamel chipping, very fine, with full sash riband (2)* £180-220



- x771 **Spain**, Kingdom, Order of Africa, Grand Cross set of Insignia, sash Badge, 44mm, silver-gilt and enamel; Star, 75mm, silver-gilt and enamel, *minor areas of enamel overpainting, otherwise very fine and scarce* (2)

£500-600
- x772 **Sweden**, Kingdom, Order of the Sword, Military Division Knight's breast Badge, by *C. F. Carlman, Stockholm*, 58mm including crown and crossed sword suspension x 36mm, gold and enamel, maker's mark below crown, *centres a little loose, good very fine*

£100-140
- x773 **Sweden**, Kingdom, Order of Vasa, Knight's breast Badge, by *C.F. Carlman, Stockholm*, 62mm including crown suspension x 40mm, gold and enamel, maker's mark and hallmark between rays, *extremely fine*

£160-200
- x774 **Thailand**, Kingdom, Order of the White Elephant, Knight Grand Cross 'Special' Class set of Insignia, sash Badge, 130mm including pagoda suspension x 73mm, silver-gilt, silver and enamel; Star, 95mm, silver-gilt, silver and enamel, *good very fine and scarce*, with full sash riband (2)

£400-500
- x775 **Thailand**, Kingdom, Order of the White Elephant, Star, 80mm, gilt, silver-gilt and enamel, *traces of verdigris, nearly very fine*

A mounted pair of Thai miniature awards

Thailand, Kingdom, Order of the White Elephant, Badge with rosette upon riband; Order of the Crown, Badge with rosette upon riband, mounted court-style as worn, *good very fine* (3)

£60-80
- x776 **Thailand**, Kingdom, Order of the Crown, Knight Grand Cross 'Special' Class set of Insignia, sash Badge, 94mm including pagoda suspension x 58mm, silver-gilt, silver and enamel, maker's name to reverse; Star, 90mm, silver-gilt, silver, enamel and enhanced with 23 paste stones to the central inscription, maker's name to retaining pin, *minor blue enamel cracking to centre, otherwise good very fine*, with full sash riband (2)

£280-320
- x777 **Thailand**, Kingdom, Order of the Crown, Grand Officer's set of Insignia, neck Badge, 85mm including pagoda suspension x 52mm, silver, silver-gilt and enamel; Star, 78mm, silver, silver-gilt, and enamel, *nearly extremely fine*, with neck riband, riband bar and button hole in fitted case of issue (2)

£140-180
- x778 **Thailand**, Kingdom, Order of Chula Chom Klao, a recent Knight Grand Cross set of Insignia, sash Badge, 70mm including pagoda suspension x 41mm, gold, silver-gilt and enamel; Star, 80mm, silver, silver-gilt and enamel, *nearly extremely fine and scarce in any era*, with full sash riband and in case of issue (2)

£500-700

The Most Illustrious Order of Chula Chom Klao was instituted in November 1873 by King Rama V to celebrate the 90th Anniversary of the Chakri Dynasty. Its riband is the pink of his Tuesday birthday colour.

Organised as a seven-class Order, the Knight Grand Cross is limited to just 30 male members and 20 female members at any one time. Upon the death of the recipient, its insignia is inherited by the eldest son, who himself is nominated to the Order. As such, any Insignia of the Order may be considered scarce.



x779	Thailand , Kingdom, Order of Chula Chom Klao, Star, 82mm, silver, silver-gilt and enamel, <i>nearly extremely fine and scarce</i>	£400-500
x780	Tunisia , Kingdom, Order of Nichan Iftikah, Star, 78mm, silver, silvered and enamel, monogram of Ali III ibn al-Husayn (1882-1902), local mint mark to reverse, <i>minor traces of verdigris, very fine</i>	£160-180
x781	Tunisia , Kingdom, Order of Nichan Iftikah, 2nd type, Star, by <i>Lemaitre, Paris</i> , 78mm, silver-gilt, gilt and enamel, monogram of Muhammad V an-Nasir (1906-22), maker's cartouche to reverse, silver mark on retaining clip, <i>good very fine</i>	£180-220
x782	Tunisia , Kingdom, Order of Nichan Iftikah, 2nd type, Star, by <i>Fratelli Borani, Turin</i> , 85mm, silver and enamel, monogram of Muhammad V an-Nasir (1906-22), maker's cartouche to reverse, <i>good very fine</i>	£180-220
x783	Tunisia , Kingdom, Order of Nichan Iftikah, Commander's neck Badge, 87mm including bow suspension x 60mm, silver, silver-gilt, gilt and enamel, monogram of Muhammad V an-Nasir (1906-22), <i>suspension loop re-affixed, very fine</i>	£70-90
x784	Tunisia , Kingdom, Order of Nichan Iftikah, 2nd type, Star, 83mm, silver and enamel, monogram of Muhammad VI al-Habib (1922-29), silver marks to retaining pin, <i>good very fine</i>	£180-220
x785	Tunisia , Kingdom, Order of Nichan Iftikah, Star, 85mm, silver and enamel, monogram of Ahmad II ibn Ali (1929-42), silver mark on retaining pin, <i>good very fine</i>	£180-220
x786	Tunisia , Kingdom, Order of Nichan Iftikah, Knight's breast Badge, 70mm including bow suspension x 47mm, silver, silvered and enamel, monogram of Ahmad II ibn Ali (1929-42), <i>good very fine</i>	£30-50
x787	Tunisia , Kingdom, Order of Nichan Iftikah, Commander's neck Badge, 91mm including bow suspension x 62mm, silver, silver-gilt, and enamel, monogram of Ahmad II ibn Ali (1929-42), <i>minor enamel damage, therefore good very fine</i>	£120-160
x788	Turkey , Ottoman Empire, Order of Medjidie, First Class Star, 73mm, silver, gold applique, and enamel, Mint mark on reverse, <i>centre a little loose, nearly very fine</i>	
	Turkey, Ottoman Empire, Order of Medjidie, Badge, 70mm including Star and Crescent suspension x 55mm, silver, gold and enamel, <i>the suspension detached and crudely re-affixed with wire, good fine (2)</i>	£140-180
x789	Turkey , Ottoman Empire, Order of Osmania, Second Class neck Badge, 80mm including Star and Crescent suspension x 65mm, silver, gold applique and enamel, <i>good very fine</i> , with neck riband	£180-220
x790	Turkey , Ottoman Empire, Order of Medjidieh, breast Badge, 60mm including star and crescent suspension x 44mm, silver, gold applique, and enamel, <i>good very fine</i>	£70-90
x791	Turkey , Ottoman Empire, Order of Osmania, Star, 93mm, silver, gold applique and enamel, <i>good very fine</i>	£240-280
x792	Turkey , Ottoman Empire, Order of Osmania, Star, 80mm, silver, gold applique and enamel, local maker's cartouche to reverse, <i>enamel restored overall, therefore, nearly very fine</i>	£140-180
x793	Turkey , Ottoman Empire, Order of Osmania, Commander's neck Badge, 84mm including Star and Crescent suspension x 64mm, silver, gold applique and enamel, <i>good very fine</i>	£180-220
x794	Turkey , Ottoman Empire, Order of Osmania, Commander's neck Badge, 80mm including Star and Crescent suspension x 64mm, silver, gold applique and enamel, <i>good very fine</i>	£180-220
x795	Turkey , Ottoman Empire, Order of Osmania, Third Class neck Badge, 84mm including Star and Crescent suspension x 61mm, silver, silver-gilt, and enamel, <i>enamel chipping to rays, nearly very fine</i>	£70-90
796	United States of America , State of Missouri Medal for Service in the United States Forces 1917-1919, unnamed as issued, <i>extremely fine</i> ; World War I Victory Medal, 2 clasps, Defensive Sector, Meuse-Argonne, <i>nearly very fine</i> ; World War II Victory Medal, <i>very fine (3)</i>	£30-40
797	United States of America (11) , Air Force Distinguished Service Medal; National Guard Achievement Medal; Asiatic Pacific Campaign Medal; Prisoner of War Medal; Vietman Service Medal; Vietman Civilian Service Medal; Expeditionary Force Medal; Army Reserve Medal; Armed Forces Reserve Medal; Antarctica Service Medal; War on Terrorism Medal, <i>generally very fine (11)</i>	£40-60

- 798 **United States of America** (10), Naval Reserve Medal; Humane Action Medal; American Campaign Medal; Southwest Asia Service Medal; Army of Occupation Medal; Army Good Conduct Medal; Afghanistan Campaign Medal; Air Force Good Conduct Medal; Air Force Combat Readiness Medal; Secretary of Defence Medal for Defence of Freedom, *generally very fine* (10) £40-60
- 799 **United States of America** (11), Marine Corps Expeditionary Medal; European-African-Middle Eastern Campaign Medal; Armed Force Reserve Medal; Second War Victory Medal; Korean Service Medal; Women's Army Corps Service Medal; Air Reserve Meritorious Service Medal; Nation Defence Service Medal; University Uniformed Services Medal; Department of Transportation Valour Medal, WW1 75th Anniversary Medal, in case of issue, *generally very fine* (11) £40-60
- 800 **United States of America** (12), Purple Heart; Silver Star; Bronze Star; U.S. Joint Service Commendation Medal; Defence Superior Service Medal; Army Achievement Medal; Meritorious Service Medal; Marine Corps Good Conduct Medal; Defence Distinguished Service Medal; Conspicuous Humanitarian Service Medal 1979, with riband bar; Outstanding Airman of the Year riband bar; Air Force Recognition riband, *generally very fine or better* (12) £40-60
- x801 **Vatican**, Holy See, Order of St. Sylvester, Commander's neck Badge, 55mm, gilt and enamel, *very fine*, with full neck riband £50-70
- x802 **Venezuela**, Republic, Order of Simon Bolivar, Grand Officer's Star, 78mm x 70mm, silver, silver-gilt and enamel, silver marks on retaining pin, *good very fine* £70-90
- x803 **Vietnam**, French Colonial, Order of the Dragon of Annam, a most attractive diamond-set Badge, 36mm including crown and dragon suspension x 18mm, enhanced with 12 chip diamonds, silver, silver-gilt and enamel, *good very fine*, mounted as worn upon riband with stick-pin for suspension £160-180



804

- x804 **Vietnam**, French Colonial, Order of the Dragon of Annam, a most attractive diamond-set Badge, 21mm including crown suspension x 11mm, enhanced with 36 chip diamonds, gold, silver-gilt and enamel, presented as worn upon loop, dual bar and fob suspension, gold, stamped '18' throughout, *nearly extremely fine and most ornate* £240-280

End of Morning Session

Sale by Order of the Family

THE STEFAN RATH COLLECTION OF DRESS MINIATURES

(PART II)



A FOREWORD BY JOHANNES RATH

“I soon learned why”

When I started accompanying my father on business trips to London, the Imperial Hotel, Russell Square was always our temporary home. He always talked about how convenient it was on the Piccadilly Line; I dreaded the tube but enjoyed the bar when I came of age.

It took me well over 10 years to start wondering why he took the trouble of taking the underground for another 20 minutes back towards Earls Court where most of our interior design clients are found. Having taken over the family business I became a frequent visitor to London myself and quickly chose to relocate to Earls Court.

Sometime later I had my father accompany me to London - but he would not stay at my new found home. It had to be the Imperial. I soon learned why: Spink of course!

Since my father's passing it was a clear decision to entrust his favourite place in London to distribute his collection among his friends and fellow collectors worldwide. The success of the first instalment, including his most cherished treasure of diamond-set miniatures, proved the best choice for me and my mother Elisabeth.

Marcus and David took great pleasure in studying and cataloguing the collection which kind of made my father come alive again. It is a rare pleasure to see people sharing my father's love and dedication. We hope you enjoy Part II of his collection.

Johannes Rath, Vienna, Spring 2018

CATALOGUER'S NOTE

Having offered Part I in our December 2017 Auction, we were thrilled in the response we received both in the results and the sentiments expressed by fellow collectors, both in Europe and far beyond. Many knew of Stefan's Collection and took great interest in the first section.

Highlights would have to include the well-publicised 'Brilliant Miniatures' section of jewel-set miniatures, with the crowning glory surely the superb and early Turkish Order of Glory (Lot 175) which achieved a simply staggering hammer price of £12,000. Another personal highlight would have to be the most unusual Prussian Order of the White Deer of St. Hubert (Lot 156).

As before, the care and detail shown for the preservation of the miniatures is evident across the collection. We make no mention of Stefan's acquisition of ribands and suspension loops where required, as his efforts 'restored' the Badges to their former glories. As miniatures do not come under the constraints applied to official full-size insignia and medals, the items on offer are not subject to return. They may all be viewed online and we are happy to answer and specific queries.

It is with great pleasure that I may now introduce you to the Stefan Rath Collection - Part II.

Marcus Budgen

Afternoon Session commencing at 1.30 p.m.

805	Austria , Empire, Order of the Golden Fleece, 16mm, silver-gilt with straight-bar suspension, the loop set with 6 chip diamonds, <i>good very fine</i>	£70-90
806	Austria , Empire, Order of the Iron Crown, 23mm x 12mm, gold and enamel, enhanced with two rows of chip 'diamonds' between 'rubies' and 'emeralds', <i>good very fine</i>	£180-220
807	Austria , Empire, Order of Franz Joseph, 19mm including crown suspension x 10mm, gold and enamel, the obverse centre set with a diamond, <i>nearly extremely fine</i>	£70-90
808	Belgium , Kingdom, Order of Leopold, with Star emblem upon riband, gold, silver-gilt, silver and enamel, enhanced with 4 diamonds, <i>nearly extremely fine</i>	£40-60
809	Belgium , Kingdom, Order of Leopold, gold, silver-gilt, silver and enamel, enhanced with 5 diamonds, <i>nearly extremely fine</i>	£40-60
810	Belgium , Kingdom, Order of Leopold II (2), silver-gilt, silver and enamel, enhanced with a total of 32 diamonds, <i>extremely fine and both finely executed examples (2)</i>	£200-300
811	<i>Belgium</i> , Kingdom, Order of the Crown (2), silver-gilt, silver and enamel, enhanced with 26 diamonds, <i>extremely fine</i>	£150-200
812	Brazil , Kingdom, Order of the Rose, 23mm including crown suspension x 10mm, gold, silver-gilt and enamel, enhanced with 26 diamonds, <i>enamel roses chipped, good very fine</i>	£140-180
813	France , Second Empire (1852-71), Legion of Honour, 23mm including crown suspension x 14mm, gold, silver-gilt and enamel, enhanced with 35 chip diamonds, 2 chip rubies and 1 chip emerald, <i>good very fine and most detailed in manufacture</i>	£180-220
814	France , Republic, Legion of Honour, with rosette, 22mm including wreath suspension x 15mm, silver-gilt, silver and enamel, enhanced with 17 'diamonds', <i>nearly extremely fine</i>	£60-80
815	France , Republic, Legion of Honour, 25mm including wreath suspension x 16mm, silver-gilt, silver and enamel, enhanced with 6 'diamonds' and 13 emeralds, <i>good very fine</i>	£50-70
816	France , Order of Agricultural Merit, 16mm including diamond suspension x 12mm, silver-gilt, silver and enamel, enhanced with 11 chip diamonds, <i>good very fine</i>	£80-120
817	France , Republic, National Order of Merit, with rosette and silver flashes upon riband, 24mm including wreath suspension x 15mm, silver and enamel, the wreath surmounted by a single diamond, <i>nearly extremely fine</i>	£50-70
818	Germany , Baden, Order of the Lion of Zahringen, 17mm, silver-gilt and enamel, the rays set with green crystal, <i>obverse centre a little worn, nonetheless good very fine</i>	£70-90
819	Italy , Kingdom, Order of the Crown of Italy, Star, 18mm, silver, silver-gilt and enamel, enhanced with 20 diamonds set to the rays, <i>nearly extremely fine</i>	£140-180
820	Sweden , Kingdom, Order of Vasa, 23mm including crown suspension x 13mm, gold and enamel, each ray enhanced with a well-set diamond, <i>nearly extremely fine</i>	£120-150



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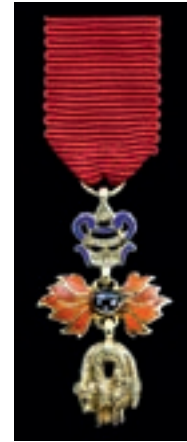
821	Tunisia , Kingdom, Order of Nichan Iftikah, 14mm x 8mm, silver-gilt and silver, enhanced with 14 chip diamonds, <i>good very fine and most intricate at these dimensions</i>	£120-150
822	Tunisia , Kingdom, Order of Nichan Iftikah, 30mm including suspension x 15mm, silver-gilt, silver and enamel, with rosette and gold flashes upon riband, enhanced with a multitude of paste stones, <i>nearly extremely fine</i>	£140-180
823	Albania , Kingdom, Order of the Black Eagle, 18mm, silver and enamel, <i>good very fine</i>	£70-90
824	Austria , Empire, Order of the Golden Fleece, 30mm x 8mm fleece, gold and enamel, <i>good very fine</i>	£80-120
825	Austria , Empire, Order of the Golden Fleece, 35mm x 10mm fleece, gold, silver-gilt and enamel, <i>good very fine</i>	£70-90
826	Austria , Empire, Order of the Golden Fleece (4), silver-gilt, <i>good very fine</i> (4)	£150-200
827	Austria , Empire, Order of Maria Theresa, 11mm, gold and enamel, <i>enamel damage, very fine and early</i>	£180-220
828	Austria , Empire, Order of Maria Theresa (2), 15mm, silver-gilt and enamel, <i>good very fine</i> (2)	£140-180
829	Austria , Empire, Royal Hungarian Order of St. Stephen, set of Insignia, Badge and Star, 26mm including crown suspension x 15mm and 21mm, silver-gilt, silver and enamel, mounted together for display, <i>good very fine</i> (2)	£140-180
830	Austria , Empire, Royal Hungarian Order of St. Stephen, 33mm including crown suspension x 18mm, gold, silver-gilt and enamel, <i>good very fine</i>	£180-220
831	Austria , Empire, Royal Hungarian Order of St. Stephen, 37mm including crown suspension x 20mm, gold and enamel, <i>extremely fine and an early Badge</i>	£250-300
832	Austria , Empire, Order of Leopold, set of Insignia, Badge and Star with War Wreath Decoration, 30mm including crown suspension x 15mm and 20mm, silver-gilt, silver and enamel, mounted together for display, <i>minor enamel wear, good very fine</i> (2)	£80-120
833	Austria , Empire, Order of Leopold, with War Decoration wreath, 25mm including crown suspension x 13mm, gold and enamel, gold marks to loop, <i>nearly extremely fine</i>	£240-280
834	Austria , Empire, Order of Leopold (3), 30mm including crown and scroll suspension x 17mm, silver-gilt, gilt and enamel, with War Decoration wreath and crossed swords upon riband (2); with War Decoration wreath and crossed sword suspension, <i>good very fine</i> (3)	£80-120
835	Austria , Empire, Order of Leopold (2), 32mm including crown and scroll suspension x 18mm, gold, silver-gilt and enamel, <i>good very fine</i> (2)	£70-90
836	Austria , Empire, Order of Leopold (2), 22mm including crown and scroll suspension x 12mm, gold, silver-gilt and enamel, <i>good very fine</i> (2)	£70-90
837	Austria , Empire, Order of the Iron Crown, set of Insignia, Badge and Star, 26mm including suspension x 13mm and 20mm, Badge in gold and enamel, Star in silver-gilt, silver and enamel, mounted together for display, <i>good very fine</i> (2)	£240-280



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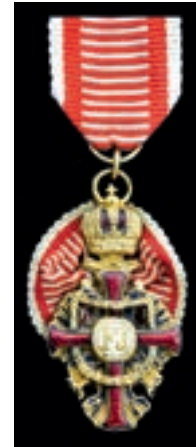
838	Austria , Empire, Order of Franz Joseph, War riband, 32mm including crown suspension x 18mm, silver-gilt and enamel, <i>the reverse centre fitted with a split 'pearl', good very fine</i>	£80-120
839	Austria , Empire, Order of Franz Joseph, set of Insignia, Badge and Star, 27mm including crown suspension x 15mm and 21mm, gold, silver-gilt, silver and enamel, mounted together for display, <i>enamel damage, very fine (2)</i>	£120-160
840	Austria , Empire, Order of Franz Joseph, War riband, Badge with riband backing, 30mm including crown suspension x 17mm, silver-gilt and enamel, <i>good very fine</i>	£50-70
841	Austria , Empire, Order of Franz Joseph, Civil riband, 31mm including crown suspension x 17mm, gold and enamel, test marks to reverse, <i>good very fine, uniface and of good quality</i>	£70-90
842	Austria , Empire, Order of Franz Joseph, Military Division set of Insignia, Badge and Star with War Decoration, 23mm including crown suspension x 13mm and 18mm, gold, silver-gilt and enamel, gold marks to ring of Badge, mounted together for display, <i>good very fine (2)</i>	£140-180
843	Austria , Empire, Order of Elisabeth, Medal of the Order (3), 16mm, silver, <i>good very fine (3)</i>	£30-40
844	Austria , Empire, Tyrolean Nobility Badge, 34mm including helm suspension x 15mm, gold and enamel, the Badge being that of a Tyrolean Eagle, bearing the monogram 'F.I.' to the obverse breast and 'M.T.' the reverse breast, suspended from a black enamelled helm, <i>good very fine</i>	£80-120
845	Austria , Empire, Teutonic Order, High and Grandmaster's Cross (4), engraved '1915 M' and hallmarked to reverse; engraved 'Regiments Komandt. Deutschmeister 1912-13-14', gold, silver-gilt, gilt and enamel, <i>generally very fine or better, most interesting (4)</i>	£80-120
846	Austria , Empire, Bravery Medal, Karl I (1917-18) (2), gilt; silvered, both with 'K' suspension, <i>good very fine (2)</i>	£50-70
847	Austria , Empire, Bravery Medal (10), <i>generally very fine or better (10)</i>	£80-120
848	Austria , Empire, Bravery Medal (9), gilt, <i>generally very fine (9)</i>	£50-70
849	Austria , Empire, Merit Cross for Military Chaplains (2), Military riband, silvered, one with crossed swords upon riband, <i>good very fine (2)</i>	£50-70
850	Austria , Empire, Civil Merit Medal (2), 15mm, silver, <i>very fine and rare (2)</i>	£180-220
851	Austria , Empire, Art & Science Decoration, 32mm including crown suspension x 17mm, silver-gilt and enamel, <i>nearly extremely fine and rare</i>	£150-200
852	Austria , Empire, Iron Merit Cross (6), <i>generally good very fine (6)</i>	£60-80
853	Austria , Empire, Military Merit Medal, Civil riband (4), 25mm including crown suspension x 16mm, gilt, <i>generally good very fine (4)</i>	£40-60
854	Austria , Empire, Military Merit Medal (10), 27mm including crown and crossed sword suspension x 16mm, silvered, <i>generally good very fine (10)</i>	£80-120
855	Austria , Empire, Military Merit Medal (5), Civil riband, crown suspension (4), <i>generally good very fine (5)</i>	£50-70
856	Austria , Empire, Military Merit Medal (4), War riband with swords, with second award Bar (2), silvered, <i>generally good very fine (4)</i>	£30-50
857	Austria , Empire, 1813-14 Army Cross, 17mm, silver-gilt and enamel, <i>good very fine</i> Awarded to soldiers of the Austrian Army in the Napoleonic period and manufactured from captured cannon, earning the nickname 'Kanonenkreuz'.	£120-150



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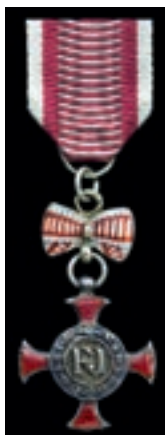


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858	Austria , Empire, War Merit Cross (2), 30mm including crown suspension x 21mm, gold and enamel, gold mark to ring, <i>good very fine</i> (2)	£120-160
859	Austria , Empire, War Merit Cross (2), 25mm including crown suspension x 15mm, gold and enamel, <i>good very fine</i> (2)	£80-120
860	Austria , Empire, War Cross for Civil Merit (3), 18mm, silver, silvered and enamel, <i>generally good very fine</i> (3)	£50-70
861	Austria , Empire, Military Merit Cross (6), War riband with crown and crossed sword suspension, <i>generally good very fine</i> (9)	£80-120
862	Austria , Empire, Merit Cross, War riband with attractive integral enamelled bow, 30mm x 17mm, silver-gilt and enamel, <i>very fine</i>	£30-50
863	Austria , Empire, Merit Cross (5), silver and enamel, <i>generally very fine or better</i> (5)	£80-120
864	Austria , Empire, Merit Cross (12), War riband (5), silver, silvered and enamel, <i>generally very fine and better</i> (12)	£70-90
865	Austria , Empire, Military Merit Cross (9), with crossed swords (4), silver-gilt, gilt, and enamel, <i>generally very fine</i> (9)	£80-120
866	Austria , Empire, Merit Cross (10), War riband (2), one gold with gold marks to ring; War riband with crossed sword device; Civil riband (5); lacking riband (2), silver-gilt, gilt and enamel, <i>generally very fine or better</i> (10)	£180-220
867	Austria , Empire, Military Merit Cross, War riband with crossed sword suspension (5); with crossed sword device upon riband, silver-gilt, gilt and enamel, <i>generally good very fine</i> (6)	£120-150
868	Austria , Empire, Military Merit Cross (6), War riband, silver and enamel, <i>generally good very fine</i> (6)	£140-180
869	Austria , Empire, Military Cross of Merit with swords, with crossed sword suspension, gilt and enamel, <i>generally very fine</i> (4)	£50-70
870	Austria , Empire, Merit Cross, 17mm, gold and enamel, <i>extremely fine</i>	£50-70
871	Austria , Empire, Merit Cross (3), gold, silver-gilt and enamel, <i>one with chipped red enamel, otherwise good very fine</i> (3)	£80-120
872	Austria , Empire, Wound Medal (15), silver, silvered, bronze, <i>generally very fine and better</i> (15)	£50-70
873	Austria , Empire, Franz Joseph 'Weiland' Cross, 15mm, gilt and bronze, <i>good very fine</i> (2)	£30-40
874	Austria , Empire, Karl Troop Cross (11), silvered, <i>good very fine</i> (11)	£30-40
875	Austria , Empire, Jubilee 1898 (2), 30mm including crowned double-eagle suspension x 17mm, gilt, <i>nearly extremely fine</i> (2)	£30-40
876	Austria , Empire, Military Long Service Decoration, 1st Issue (1849-67) (3), gilt and silver, with twined suspension loops, <i>good very fine</i> (3)	£80-120



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| 877 | Austria, Empire, Military Long Service Decoration, 3rd Issue (1890-1911) (4), gilt, silver and enamel, <i>good very fine</i> (4) | £50-70 |
| 878 | Austria, Empire, Red Cross award with War Decoration, 23mm x 18mm, silver and enamel, silver mark to ring, <i>good very fine</i> | £60-80 |
| 879 | Austria, Empire, Red Cross Merit Star, 20mm x 16mm, silver and enamel, <i>good very fine</i> | £70-90 |
| 880 | Austria, Empire, Red Cross Decoration, silver and enamel, with War Decoration wreath, <i>generally good very fine</i> (4) | £60-80 |
| 881 | Austria, Republic, Order of Merit of the Austrian Republic, set of Insignia (3), Badge and Star, 16mm and 20mm, silver-gilt, gilt, silver, and red enamel, mounted together for display, <i>good very fine</i> (6) | £80-120 |
| 882 | Belgium, Kingdom, Colonial Order of the Lion (3), silver-gilt, silver and enamel, <i>good very fine</i> (3) | £50-70 |
| 883 | Belgium, Kingdom, Military Cross (3), gold, silver-gilt and enamel, one with gold marks to ring, <i>good very fine</i> (3) | £30-50 |
| 884 | Bolivia, Republic, National Order of the Condor of the Andes (2), both approximately 22mm including condor suspension x 14mm, silver-gilt and enamel, <i>very fine</i> (2) | £40-60 |

885	Brunei , Sultanate, Order of the Royal Family, silver-gilt and enamel, <i>striking and detailed central portrait, extremely fine</i>	£30-50
886	Brunei , Sultanate, Order of the Royal Family (7), First Class (2), Second Class (4); Order of the Islamic Religious State of Brunei (2); Order of the Hero; Order of the Star; Order of the Crown, silver-gilt, gilt and enamel, <i>generally good very fine</i> (11)	£120-160
887	Bulgaria , Kingdom, Order of National Merit, Civil Division, set of Insignia, Badge and Star, 28mm including crown suspension x 15mm and 20mm, Badge in gold and enamel, Star in silver-gilt and enamel, mounted together for display, <i>extremely fine and of superb quality</i> (2)	£140-180
888	Bulgaria , Kingdom, Order of the Red Cross; Red Cross Insignia for Princess', 26mm including crown suspension x 16mm, stamped '938' to reverse; Red Cross Insignia; WW1 Commemorative 1915-18 (8), silver-gilt, gilt and enamel, <i>generally very fine and the second interesting</i> (11) The Red Cross Insignia for Princess' is in attractive detail and features the Red Cross within a shield surrounded by roses and surmounted with a crown. Below the shield is a banner in the colours of Bulgaria and five enamelled 'pearls'.	£70-90
889	China , Republic, Order of the Golden Grain, 12mm, silver-gilt and enamel, <i>good very fine</i>	£70-90
890	China , Republic, Order of the Precious Brilliant Golden Grain, 26mm including wreath suspension x 20mm, silver-gilt and enamel, <i>good very fine</i>	£70-90
891	Croatia , Republic, Order of King Zvonimir's Crown (4), with oak leaves (2); without oak leaves (2), silver-gilt, gilt and enamel, <i>generally very fine</i> (4)	£40-50
892	Czechoslovakia , Republic, Military Order of the White Lion, set of Insignia, Badge and Star, 20mm and 16mm, silver-gilt and enamel, mounted together for display, <i>enamel damage to reverse lower Badge arm, otherwise very fine</i> (2)	£60-80
893	Denmark , Kingdom, Order of the Dannebrog, C.IX.R. (1863-1906), 32mm including crown suspension x 15mm, gold and enamel, <i>good very fine</i>	£70-90
894	Denmark , Kingdom, Order of the Dannebrog, C.IX.R. (1863-1906) (2), 25mm including crown suspension x 12mm, silver-gilt and enamel, <i>good very fine</i> (2)	£70-90
895	Denmark , Kingdom, Order of the Dannebrog, C.X.R. (1912-47), 23mm including crown suspension x 12mm, gold, silver-gilt and enamel, <i>nearly extremely fine</i>	£50-70
896	Denmark , Kingdom, Order of the Dannebrog, C.X.R. (1912-47) (2), 26mm including crown suspension x 13mm, silver-gilt and enamel, <i>good very fine</i> (2)	£50-70
897	Denmark , Kingdom, Order of the Dannebrog, F.IX.R. (1947-72) (2), 27mm including crown suspension x 13mm, silver-gilt and enamel, both with rosette upon riband, one with gold flashes, <i>good very fine</i> (2)	£70-90
898	Denmark , Kingdom, Long Service Cross (4), 8 Years, Frederick VIII (1906-12); 16 Years (3), Christian IX (1863-1906); Christian X (1912-47); Frederick IX (1947-72), gilt, <i>generally very fine</i> (4)	£30-50
899	Denmark , Kingdom, Life Saving Medal, Frederick IX (1947-72) (2); Margrethe II (1972-present) (2), <i>good very fine</i> (4)	£30-50
900	Denmark , Kingdom, Campaign Medal 1848-50 (2); War Medal 1864 (3), bronze, <i>generally good very fine</i> (5)	£30-50
901	Denmark , Kingdom, Royal Medal of Recompense (6), Christian X (1912-47), silver with crown and upon original riband; Frederick IX (1947-72); Margarethe II (1972-present) (4), gilt with crown; gilt; silver with crown; silver, <i>generally good very fine</i> (6)	£40-60
902	Egypt , Kingdom, Order of Ismail (2), 30mm including crown suspension x 20mm, silver-gilt and enamel, both with rosette, the second with silver flashes in addition, <i>very fine</i> (2)	£70-90



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903	Estonia , Republic, Order of the White Star (2), 17mm, silver-gilt and enamel, one stamped '925' to reverse, <i>nearly extremely fine</i> (2)	£30-50
904	A selection of French awards France , gold (3), including Mutual Aid Medal, gold issue and Lifesaving Medal; silver (3), including Rhine Army 1870-71 Medal, <i>very fine and better</i> (6)	£70-90
905	A selection of French Orders and awards France , silver, silver-gilt and enamel, including Lifesaving Medal, Sixth Type and Medaille Militaire Veterans Medal, <i>generally very fine</i> (6)	£50-70
906	France , Order of Academic Palms (8); Order of Arts and Letters (3); Order of Commercial Merit (2), <i>generally very fine</i> (13)	£50-70
907	An interesting miniature medal mourning the death of Napoléon III France , Napoléon III death medal, by <i>Barre</i> , 17mm, silver, ornately engraved to the reverse 'A La Mémoire de S.M. L'Empereur Napoléon III Mort A Chislehurst Le 9 Janvier 1873', <i>nearly extremely fine</i>	£50-70
908	France , Kingdom, Royal and Military Order of St. Louis (2), gold and enamel; silver, gold and enamel, <i>very fine</i> (2)	£40-60
909	France , Kingdom, Royal and Military Order of St. Louis, 15mm x 10mm, gold and enamel, mounted upon a tricolore rosette, <i>an early miniature badge, very fine</i> An accompanying label states <i>circa</i> 1780.	£140-180
910	France , Kingdom, Second Restoration 1815-30, Legion of Honour, 23mm including crown suspension x 19mm, gold and enamel, <i>enamel chipped, very fine</i>	£70-90
911	France , Fourth Republic, Legion of Honour (4), gold, silver and enamel, one with rosette and silver flashes upon riband, <i>generally very fine or better</i> (4)	£70-90
912	France , Decoration of the Fleur de Lis (5), ranging from 35mm x 20mm to 18mm x 8mm in size, <i>generally nearly very fine or better</i> (5)	£40-60
913	France , Second Empire, Italy Campaign Medal 1859 (3), silver; China Expedition Medal 1860, by <i>Stephano Johnson</i> , silver; Mexico Campaign Medal 1862-63, by <i>Barre, Paris</i> , silver, last two both with original embroidered ribands, <i>good very fine</i> (5)	£50-70
914	Germany , Anhalt, Order of Albert the Bear, Military Division, 30mm including crossed sword suspension x 18mm, gilt and enamel, <i>good very fine and in good detail</i>	£40-60
915	Germany , Baden, Order of Berthold I, gilt and enamel; Merit Medal (4); Field Service Medal, uniface, <i>generally very fine</i> (6)	£40-60
916	Germany , Baden, Order of the Lion of Zähringen, Military Division, 22mm including oakleaves suspension x 15mm, silver-gilt and enamel, <i>nearly extremely fine</i>	£70-90
917	Germany , Baden, Order of the Lion of Zähringen, Military Division (2); Civil Division (2), silver-gilt, gilt, green crystal, and enamel, <i>good very fine</i> (4)	£140-180
918	Germany , Bavaria, Order of the Bavarian Crown, 29mm including crown suspension x 17mm, gold and enamel, <i>good very fine and of superb quality</i>	£100-140
919	Germany , Bavaria, Order of the Bavarian Crown, 28mm including crown suspension x 17mm, gold and enamel, <i>good very fine and of superb quality</i>	£100-140
920	Germany , Bavaria, Order of St. Michael (1837-87 issue), 30mm including crown suspension x 15mm, gold and enamel, <i>nearly extremely fine and of the highest quality</i>	£180-220



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| 921 | Germany , Bavaria, Order of St. Michael, 20mm including crown suspension x 11mm, gold and enamel, <i>good very fine</i> | £70-90 |
| 922 | Germany , Bavaria, Order of St. Michael (3), gold Badge with crown; silver with crown; silver without crown, <i>the second with hairline cracks to enamel, otherwise very fine</i> (3) | £70-90 |
| 923 | Germany , Bavaria, Ludwig's Medal (3), Gold issue (2); Silver issue, silver-gilt, gilt and silver, <i>good very fine</i> (3) | £80-120 |
| 924 | Germany , Brunswick, Order of Henry the Lion (2), 25mm x 17mm, gold, silver-gilt, silver and enamel, <i>good very fine</i> (2) | £140-180 |
| 925 | Germany , Hannover, Waterloo 1815, silver with straight bar suspension; Langensalza 1866, gilt (2), <i>good very fine</i> | |
| | Germany , Hesse, General Honour Medal (6), silver, silvered, <i>generally good very fine</i> (9) | £80-120 |
| 926 | Germany , Hesse, Order of Philip (4), Military Division; Civil Division (3), gold, silver-gilt and enamel, <i>generally good very fine, a fine selection</i> (4) | £200-300 |

927	Germany , Hessen, Flood Honour Decoration 1882-83, 15mm, silver, <i>nearly extremely fine</i>	£30-50
928	Germany , Hessen, Ludwig IV Merit Medal, 18mm, silver, <i>very fine</i>	£50-70
929	Germany , Mecklenburg-Schwerin, House Order of the Wendian Crown, Badge, 23mm including crown suspension x 16mm; Merit Cross, gold, silver-gilt and enamel, <i>good very fine and scarce</i> (2)	£140-180
930	Germany , Prussia, Order of the Crown, set of Insignia, Badge and Star, 12mm and 15mm, gold, silver and enamel, mounted together for display, <i>nearly extremely fine</i> (2)	£70-90
931	Germany , Prussia, Order of the Crown, Civil Division (2), gold and enamel, <i>good very fine</i> (2)	£70-90
932	Germany , Prussia, Pour Le Merite, 20mm, gold and enamel, test marks, <i>good very fine</i>	£80-120
933	Germany , Prussia, Order of the Red Eagle, set of Insignia, Badge and Star, 15mm and 20mm, silver, gilt and enamel, mounted together for display, <i>very fine</i> (2)	£70-90
934	Germany , Prussia, Order of the Red Eagle, 20mm, gold and enamel, <i>nearly extremely fine</i>	£80-120
935	Germany , Prussia, Order of the Red Eagle, 23mm including integral enamelled riband bow suspension x 17mm, silver-gilt and enamel, <i>nearly extremely fine</i>	£70-90
936	Germany , Prussia, Order of the Red Eagle (3), silver with enamel obverse centre, <i>good very fine</i> (3)	£40-60
937	Germany , Prussia, Order of the Red Eagle, with 50 Year disc device, 26mm including integral '50' suspension x 17mm, gold, silver-gilt and enamel, <i>nearly extremely fine and rare</i>	£80-120
938	Germany , Prussia, War Merit Medal 1870-71 (4), 1 clasp, Grave Lotte-St. Privat; 2 clasps, Sedan, An Der Halleu; 2 clasps, Grave Lotte-St. Privat, Beaumont; 3 clasps, Bapaume, St. Quentin, Paris, <i>generally good very fine</i> , together with a most interesting award comprising four clasps prepared for wear, An Der Lisaine, Belfort, Strasburg, Wurth (5)	£70-90
939	Germany , Prussia, Iron Cross 'Hindenburg' Star, 19mm, silver-gilt, silver and enamel, reverse stamped '800', <i>good very fine</i>	£140-180
940	Germany , Saxony, Military Order of St. Henry (2), silver and enamel, <i>minor enamel damage, very fine</i> (2)	£70-90
941	Germany , Saxony, Saxe-Ernestine House Order, Military Division, 28mm including crown suspension x 20mm, gold, silver-gilt and enamel, marks to loop, <i>good very fine</i>	£120-150
942	Germany , Saxony, Saxe-Ernestine House Order, Military Division, 27mm including crown suspension x 18mm, silver and enamel, <i>green enamel damage to wreath, very fine</i>	£50-70
943	Germany , Saxony, Saxe-Ernestine House Order (4), Military Division (2); Civil Division (2), gold, silver-gilt and enamel, <i>good very fine and of particularly fine quality</i> (4)	£140-180
944	Germany , Saxe-Meiningen, Saxe-Ernestine House Order, Medal; Arts & Science Decoration (2); War Merit Order for Women 1915, on original riband; War Merit Decoration 1915 Bravery Medal, <i>good very fine</i> (6)	£50-70
945	Germany , Saxe-Weimar, Order of the White Falcon, Merit Cross (2), Military Division Badge with swords; an early Civil Division Badge, gold, silver-gilt, silver and enamel, <i>very fine</i>	£70-90
946	Germany , Württemberg, Order of the Crown, 18mm, gold, silver-gilt and enamel, <i>minor enamel damage, good very fine and in superior detail</i>	£70-90
947	Germany , Württemberg, Order of Frederick (4), Civil Division, one with wreath suspension, gold, silver-gilt, gilt and enamel, <i>generally good very fine</i> (4)	£80-120
948	Germany , Württemberg, Order of Frederick (4), Military Division; Civil Division (3), gold, silver-gilt, gilt and enamel, <i>generally good very fine</i> (4)	£60-80



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949	<p>Greece, Kingdom, Royal Order of the Phoenix, Military Division, silver-gilt and enamel, with rosette upon riband; Civil Division (2), silver-gilt and enamel, one with rosette upon riband, <i>very fine or better</i> (3)</p>	£40-60
950	<p>Greece, Kingdom, Order of the Redeemer (2), 22mm including crown suspension x 13mm, gold, silver-gilt and enamel; Cross of Valour, gilt and enamel, <i>enamel chipped overall, nearly very fine</i> (3)</p>	£30-50
951	<p>Greece, Kingdom, Order of the Redeemer (2), approximately 28mm including crown suspension x 16mm, gold, silver-gilt and enamel, one with rosette upon riband, <i>minor enamel cracking, otherwise very fine</i> (2)</p>	£50-70
952	<p>Hungary, Regency, Order of Merit, Star, 20mm, silver-gilt and enamel, mounted with Military Division riband, <i>good very fine and well detailed</i></p>	£40-60
953	<p>Hungary, Regency, Order of Merit, set of Insignia, by <i>Gardino, Rome</i>, Badge and Star, 13mm and 14mm, gold, silver-gilt and enamel, mounted together for display, <i>good very fine and well detailed</i> (2)</p>	£60-80
954	<p>Iceland, Red Cross Order, silver and enamel, stamped 'MVM 925' to reverse; Presidential Prize Medal, 16mm, the obverse with the arms of Iceland, the reverse engraved 'Heidurspeningur Forseta Islands'; Literary Medals (2), silver-gilt and enamel, <i>very fine and worthy of further study</i> (4)</p>	£30-50
955	<p>Iraq, Kingdom (7), Active Service Medal (2), gilt; bronze, together with a selection of further Iraqi awards and medals (5), <i>generally very fine</i> (7)</p>	£30-50
956	<p>Italy, Republic, Order of Merit of the Italian Republic, set of Insignia (3), Badge and Star, approximately 26mm including castle suspension x 17mm and 20mm, gold, silver-gilt and enamel, mounted together for display, <i>generally good very fine</i> (6)</p>	£80-120
957	<p>Italy, Kingdom, Order of the Crown of Italy, set of Insignia, Badge and Star, 17mm and 23mm, gold, silver-gilt, silver and enamel, Badge with gold mark to ring, mounted together for display, <i>minor enamel wear to Star, good very fine</i> (2)</p>	£60-80
958	<p>Italy, Kingdom, Red Cross Medal for Messina Earthquake 1908, with original embroidered riband; Messina Earthquake Medal 1908 (4); Red Cross Medal (2), silver, silvered, bronze and enamel, <i>good very fine</i> (7)</p>	£70-90
959	<p>Italy, Kingdom of the Two Sicilies (6), Royal Order of Francis I (4); Constantinian Order of St. George; Merit Medal, gold, silver-gilt, gilt, and enamel, <i>good very fine</i> (6)</p>	£140-180
960	<p>Italy, Parma, Sacred and Military Constantine Order of St. George, set of Insignia, Badge and Star, 20mm including crown suspension x 15mm and 23mm, gold, silver-gilt and enamel, mounted together for display, <i>enamel a little faded on Badge, good very fine</i> (2)</p>	£80-120
961	<p>Italy, Savoy, Military Order of Savoy, set of Insignia, Badge and Star (2), 30mm including trophy of arms suspension x 17mm and 22mm, stamped '800' to reverse; 17mm and 20mm, silver-gilt, silver and enamel, both mounted together for display, <i>good very fine</i>, together with another Star, 17mm (5)</p>	£140-180
962	<p>Italy, Tuscany, Order of St. Joseph (2), 20mm including crown suspension x 10mm; 25mm including crown suspension x 15mm, gold and enamel, <i>enamel chipping, very fine</i> (2)</p>	£50-70
963	<p>Japan, Empire, Order of the Rising Sun, an attractive Grand Cross Badge, 28mm including paulownia flowers x 20mm, silver-gilt and enamel with central cabochon, rosette and gold flashes to riband, silver marks to ring, <i>nearly extremely fine</i></p>	£80-120
964	<p>Japan, Empire, Order of the Rising Sun, set of Insignia, Badge and Star, 30mm x 16mm and 16mm, silver-gilt and enamel, mounted together for display, <i>good very fine</i> (2)</p>	£70-90
965	<p>Jordan, Hashemite Kingdom, Order of Independence, set of Insignia, Badge and Star, 27mm x 18mm and 22mm, silver, silver-gilt, and enamel, mounted together for display, <i>good very fine</i> (2)</p>	£50-70



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- 966 **Jordan**, Hashemite Kingdom, Order of Independence, Fifth Class Badge by *Garrard, London*, 34mm including suspension x 21mm, silver, silver-gilt, and enamel, maker's mark, Class and hallmark on reverse, *nearly extremely fine* £30-50
- 967 **Jordan**, Hashemite Kingdom, Order of Independence, Fourth Class Badge by *Garrard, London*, 34mm including suspension x 20mm, silver, silver-gilt, and enamel, maker's mark, Class and hallmark on reverse, *nearly extremely fine* £30-50
- 968 **Liberia**, Republic, Order of African Liberation (4); Order of the Star of Africa, set of Insignia, Badge and Star, silver-gilt, gilt and enamel, *one of the African Liberation Badges lacking reverse centre, another in gold particularly attractive, otherwise good very fine* (5) £50-70
- 969 **Latvia**, Republic, Order of the Three Stars (2), silver-gilt and enamel, with rosette on riband, stamped 'MM' to reverse; gold, unmarked, *nearly extremely fine* (2) £50-70
- 970 **Lithuania**, Republic, Order of Gedimas (2), 16mm, silver-gilt and enamel, one uniface and stamped '925' to reverse, the other with rosette on riband and straight bar suspension; Order of Vytautas the Great, 23mm including crown suspension x 16mm, silver-gilt and enamel; Independence Medal, bronze, *generally very fine or better* (4) £80-120
- 971 **Luxembourg**, Grand Duchy, Order of Civil and Military Merit of Adolph of Nassau, Military Division (3), silver-gilt and enamel, *good very fine* (3) £70-90
- 972 **Luxembourg**, Grand Duchy, Order of the Oak Crown, 10mm x 6mm, gold and enamel, *a charming Badge, good very fine* £30-50
- 973 **Nepal**, Kingdom, Order of the Gurkha Right Hand, set of Insignia, Badge and Star, 20mm and 20mm, silver-gilt, silver and enamel, the Star with white enamel background, mounted together for display, *good very fine* (2) £60-80
- 974 **Netherlands**, Kingdom, Order of Orange Nassau, Military Division, 28mm including crown and crossed sword suspension x 16mm, gold and enamel, *nearly extremely fine* £80-120
- 975 **Netherlands**, Kingdom, Order of Orange Nassau, Civil Division (4), 25mm including crown suspension x 15mm, silver-gilt and enamel, *good very fine* (4) £70-90
- 976 **Netherlands**, Kingdom, Order of the Dutch Lion (2), 24mm including crown suspension x 15mm, silver-gilt and enamel, *good very fine* (2) £70-90
- 977 **Netherlands**, Kingdom, War Cross (4), silver, one with 'Atjeh 1879-1885' clasp and another with 'Atjeh 1896-1900' clasp, *generally good very fine* (4) £50-70
- 978 **Netherlands**, Kingdom, Army Long Service Medal, silver-gilt; silver (4); bronze (6), *generally good very fine* (11) £70-90
The Army Long Service Medal was awarded in three classes, gold for 36 years' service (25 in the colonies), silver for 24 years' service (12 in colonies) and bronze for 12 years' service (6 in colonies).
- 979 **Netherlands**, Kingdom, Java War Medal 1825-30, 19mm, bronze, *replacement ring, very fine* £30-50
- 980 **Norway**, Kingdom, Order of St. Olav, Military Division; Civil Division, 26mm x 16mm, silver and enamel, both marked 'MWM 925' to reverse, *nearly extremely very fine* (2) £70-90
- 981 **Norway**, Kingdom, Order of Merit (4), 18mm, silver-gilt and enamel (3); silver and enamel, two by *Tostrup, Oslo* and two stamped 'MVM 925', *good very fine* (4) £60-80
The Norwegian Order of Merit was founded in 1985 by King Olav V for outstanding service to the nation. It is the counterpart to the Order of St. Olav, which is generally only awarded to citizens living in Norway.
- 982 **Norway**, Kingdom, Coronation and Jubilee awards, Coronation 1906 (2), silver; Royal Household Medal 1906; Jubilee 1957, no crown, silver; Jubilee 1882, silver-gilt with '1957-1982' clasp; silver with '1957-1982' clasp (2), *generally good very fine* (7) £80-120
- 983 **Persia**, Empire, Order of the Lion and the Sun, set of Insignia, Badge and Star, 23mm x 17mm and 17mm, silver and enamel, mounted together for display, *good very fine* (2) £80-120



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| 984 | Persia , Empire, Order of the Lion and the Sun, set of Insignia, Badge and Star, 17mm and 18mm, silver and enamel, mounted together for display, <i>good very fine</i> (2) | £70-90 |
| 985 | Persia , Empire, Order of Glory, 18mm, silver and enamel; Rida Shah Coronation Medal 1926 (2), uniface, silver; uniface, gilt, <i>generally very fine</i> (3) | £30-50 |
| 986 | Persia , Empire, Order of the Crown, 30mm including wreath suspension x 18mm, silver-gilt and enamel; 23mm including wreath suspension x 17mm, gilt and enamel, uniface, <i>very fine</i> (2) | £30-50 |
| 987 | Persia , Empire, Order of Merit, 20mm, bronze and enamel, bronze palm upon riband; 17mm, bronze and enamel, uniface, <i>very fine</i> (2) | £40-60 |
| 988 | Portugal , Kingdom, Military Order of Christ, Special Model, 30mm including crown suspension x 19mm, silver and enamel, <i>good very fine</i> | £30-50 |
| 989 | Portugal , Kingdom, Order of Villa Vicosa (2), 20mm including crown suspension x 12mm, silver-gilt, silver and enamel, <i>good very fine</i> | £40-60 |
| 990 | Portugal , Kingdom, Military Order of Christ, set of Insignia, Badge and Star; Order of St. Aviz, set of Insignia, Badge and Star, gold, silver-gilt and enamel, <i>nearly extremely fine</i> (4) | £80-120 |
| 991 | Portugal , Kingdom, Order of the Tower and the Sword (3), silver-gilt and enamel, <i>good very fine</i> (3) | £80-120 |
| 992 | Portugal , Kingdom, Military Order of Aviz, 31mm including crown suspension x 18mm; 20mm x 16mm, with rosette and gilt slide bar upon riband, silver-gilt and enamel, <i>good very fine</i> (2) | £30-50 |
| 993 | Portugal , Kingdom, Order of St. James of the Sword, 26mm including wreath suspension x 14mm, gold and enamel; 15mm x 12mm, uniface, silver-gilt and enamel, <i>good very fine</i> (2) | £40-60 |
| 994 | Portugal , Kingdom, War of Liberation Medal 1826-34, reverse for 3 Years' Service, 20mm, gilt, <i>good very fine</i> | £20-30 |
| 995 | Peru , Republic, Order of Ayacucho, silver-gilt and enamel; Order of the Sun of Peru (2), silver-gilt and enamel; gilt and enamel, <i>good very fine and the first rare</i> (3) | £70-90 |
| | The Order of Ayacucho was established on 30 November 1944 and is awarded for distinguished command or long service. The Order commemorates the battle which took place on 9 December 1824 and ended with the capture of the Spanish Viceroy and the defeat of the last sizeable Royalist force on the continent. | |
| 996 | A collection of Rhodesian decorations and medals | |
| | Rhodesia , Republic, including the Grand Cross of Valour (2), Conspicuous Gallantry Decoration (2), one with Bar, together with Long Service awards, <i>generally very fine and better</i> (11) | £60-80 |
| 997 | Romania , Kingdom, Order of the Crown, set of Insignia, Badge and Star, 10mm and 13mm, gold, silver and enamel, mounted together for display, <i>good very fine</i> (2) | £120-160 |

998	Romania , Kingdom (15), Order of the Crown (7); Order of Aeronautical Merit (2); Merit Cross; Bravery Medal (2); Jubilee 1906 (3), silver-gilt, gilt, silver, silvered and enamel, <i>generally very fine or better</i> (15)	£80-120
999	Romania , Kingdom, Bene Merenti, silver issue; Trans Danube Cross 1878, with 'Tradite' clasp (2); Queen Maria Cross (4); War Cross 1916-19 (5), silver, gilt, bronze and enamel, <i>good very fine</i> (12)	£100-140
1000	Russia , Imperial, Order of St. Stanislaus, Star, 18mm, gold, silver and enamel, <i>good very fine and of fine quality</i>	£80-120
1001	Russia , Imperial, Order of St. Stanislaus, Star, 20mm, gold, silver and enamel, <i>good very fine and of fine quality</i> Provenance: Rauch, Vienna, 2014.	£80-120
1002	Russia , Soviet, Order of Lenin, 18mm, silver and enamel, <i>very fine</i> Provenance: Rauche, Vienna, 2014.	£40-60
1003	Russia , Empire, Order of St. Stanislaus, Badge, 19mm, gold and enamel, with split ring suspension, <i>extremely fine</i>	£100-140
1004	San Marino , Republic, Order of San Marino, set of Insignia, Badge and Star, 20mm including crown suspension x 13mm and 18mm, silver-gilt, silver and enamel, mounted together for display, <i>good very fine</i> , together with another Star, silver-gilt and enamel, 22mm (3)	£80-120
1005	Serbia , Kingdom, Order of Takovo (4); Order of the White Eagle (2), gold, silver-gilt, gilt and enamel, <i>very fine and better</i> (6)	£70-90
1006	Serbia , Kingdom, Order of the White Eagle, Military Division (3), silver-gilt, silver, silvered and enamel, <i>good very fine</i> (3)	£70-90
1007	Serbia , Kingdom, Order of the White Eagle, Civil Division, 32mm including crown suspension x 15mm; 25mm including crown suspension x 10mm, silver, silvered and enamel, <i>good very fine</i> (2)	£60-80
1008	Serbia , Kingdom, Order of St. Sava, set of Insignia, red robes, Badge and Star, 23mm including crown suspension x 12mm and 14mm, Badge in gold and enamel and with mark to ring, Star in silver-gilt, silver and enamel, mounted together for display, <i>good very fine</i> (2)	£60-80
1009	Serbia , Kingdom, Household Medal (2), 16mm, gilt, <i>generally very fine</i> (2) The Household Medal was instituted in 1878 and produced by <i>Rothe & Neffe, Vienna</i> .	£80-120
1010	Serbia , Kingdom (2), Zeal Medal 1877-78, 16mm, silver; Turkish War Medal 1876-78, 1st Type, silver-gilt, <i>good very fine and the first rare</i> (2)	£150-200
1011	Spain , Kingdom, Order of Alfonso XII, 20mm x 12mm, silver-gilt and enamel, <i>very fine</i>	£20-30
1012	Spain , Kingdom, Order of Charles III, 20mm including wreath suspension x 13mm, gold and enamel, with rosette upon riband, <i>good very fine</i>	£40-60
1013	Spain , Kingdom, Order of the Golden Fleece, 30mm x 8mm fleece, silver-gilt and enamel, <i>very fine</i>	£60-80



1001



1008



1003



1011



1012



1016



1015

- | | | |
|------|---|----------|
| 1014 | Spain , Kingdom, set of Insignia (3), Order of Naval Merit (2); Order of Maria Cristina, silver-gilt, silver and enamel, each set mounted together for display, <i>good very fine</i> (6) | £140-180 |
| 1015 | Spain , Kingdom, Order of Isabella the Catholic, 19mm including wreath suspension x 12mm, gold and enamel, <i>an attractive Badge, nearly extremely fine</i> | £50-70 |
| 1016 | Spain , Kingdom, Military Order of San Fernando, 12mm including wreath suspension x 8mm, gold and enamel, on original riband, <i>good very fine</i> | £40-60 |
| 1017 | Turkey , Ottoman Empire, Medal of Glory (2), 18mm, the reverse engraved 'Viktor Tunda' in running script; 16mm, engraved naming in arabic characters to reverse; 15mm, silver, <i>good very fine</i> (3) | £70-90 |
| 1018 | Turkey , Ottoman Empire, Order of Medjidie (3), each approximately 18mm including star and crescent suspension x 13mm, silver, gold and enamel appliqué centre, <i>generally good very fine</i> (3) | £80-120 |
| 1019 | Turkey , Ottoman Empire, Order of Medjidie (2), each approximately including star and crescent suspension 28mm x 17mm, silver, gold and enamel appliqué centre, one with mark to ring, <i>generally good very fine and of superior quality</i> (2) | £80-120 |
| 1020 | Turkey , Ottoman Empire, 'Gallipoli' Star (2), 20mm, one with crossed sword device upon riband, silver and enamel, <i>good very fine</i> (2) | £40-60 |

1021	United Kingdom , Turkish Crimea (7), silver, <i>generally good very fine, period throughout</i> (7)	£100-150
1022	United Kingdom , a collection of Coronation and Jubilee Medals and Awards for Long or Meritorious Service (18), a number of early strikings of good quality in silver, <i>generally good very fine</i> (18)	£80-120
1023	United Kingdom , a collection of Orders and Decorations (12), including Order of St. Michael and St. George, Royal Victorian Order and Order of the British Empire, a number of early strikings of good quality, silver-gilt, silver, silvered and enamel, <i>generally good very fine</i> (12)	£70-90
1024	United Kingdom , The Most Illustrious Order of St. Patrick, 18mm, silver-gilt, silver and enamel, <i>good very fine</i>	£50-70
1025	United Kingdom , The Most Ancient and Noble Order of the Thistle, Star, 10mm, silver with gold and enamel insert centre, <i>good very fine</i>	£40-60
1026	Vatican , Holy See, Order of St. Sylvester (2), gilt, silver-gilt and enamel, <i>generally very fine</i> (2)	£30-50
1027	Vatican , Holy See, Order of the Golden Spur, 1st type, 30mm including crown suspension, gilt and enamel, <i>minor enamel damage, very fine</i>	£40-60
1028	Vatican , Holy See, Order of the Holy Sepulchre, set of Insignia, Badge and Star, 12mm and 17mm, silver-gilt, silver and enamel, mounted together for display; Star (3), silver-gilt, silver and enamel, one with silver marks to reverse, <i>nearly extremely fine</i> (5)	£120-160
1029	Vatican , Holy See, Order of St. Gregory, set of Insignia, Badge and Star, 30mm including wreath suspension x 18mm and 22mm, gold, silver and enamel, mounted together for display, <i>good very fine and a good example</i> (2)	£70-90
1030	Vatican , Holy See, Order of St. Gregory, set of Insignia, Badge and Star, 22mm including wreath suspension x 15mm and 20mm, gold, silver and enamel, mounted together for display, <i>good very fine</i> (2)	£70-90
1031	Vatican , Holy See, Order of Pius, 12mm, silver-gilt and enamel, <i>an early example, very fine</i>	£40-60
1032	Yugoslavia , Republic, an interesting selection of Orders (10), including Order of Yugoslav Star, Order of Flag and Order of Merit, silver-gilt, gilt, silver, silvered and enamel, <i>very fine or better</i> (10)	£80-120
1033	Zanzibar , Sultanate, Order of the Brilliant Star, 20mm including wreath suspension x 15mm, silver and enamel, silver marks to ring, <i>good very fine</i>	£70-90



1024



1025



1027



1031



1029



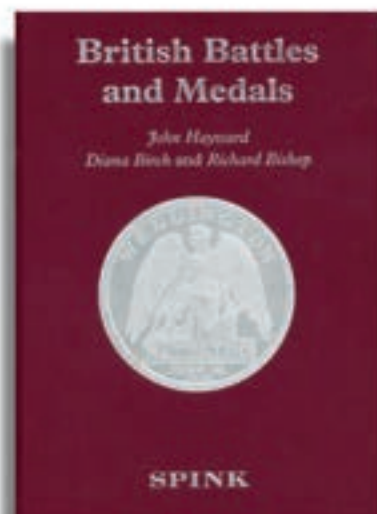
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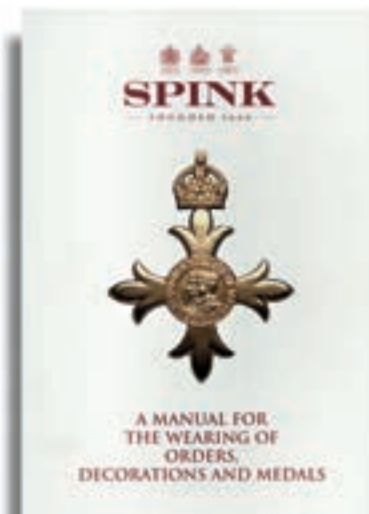
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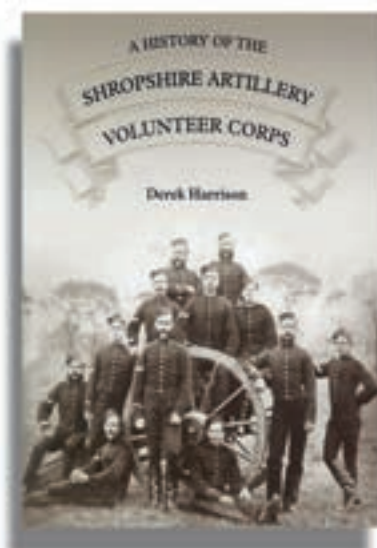
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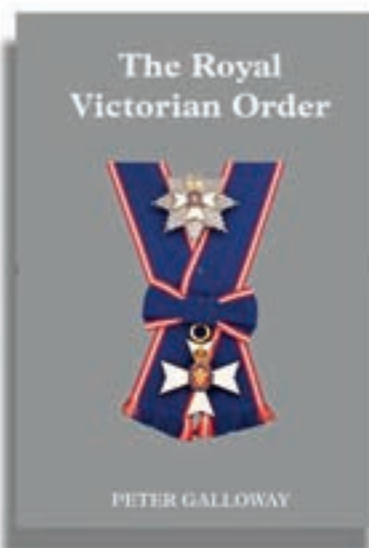
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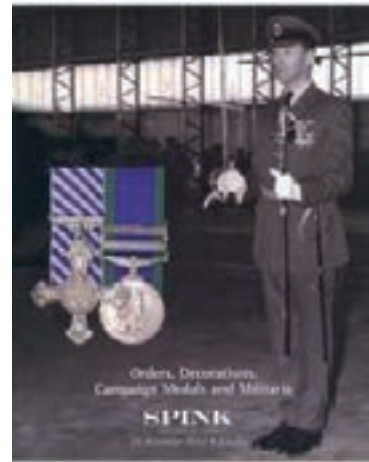


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Orders, Decorations and Medals | Sale No. 17003 | Date: 4-5 December 2017 | Venue: London

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LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE
1	£7,000	63	£450	121	£450	178	£400	236	£280	295	£170
2	£450	64	£180	122	£1,300	179	£450	237	£65	296	£160
3	£800	65	£380	123	£950	180	£1,400	238	£25	297	£320
4	£820	66	£1,000	124	£420	181	£140	239	£90	298	£260
5	£380	67	£15	125	£1,200	182	£140	240	£550	299	£190
6	£100	68	£900	126	£300	183	£110	241	£120	300	£150
7	£900	69	£20	127	£170	184	£75	242	£75	301	£230
8	£1,000	70	£20	128	£290	185	£880	243	£30	302	£85
11	£60	71	£45	129	£190	186	£480	244	£100	303	£65
12	£100	72	£5,000	130	£450	187	£250	245	£25	304	£1,600
13	£350	73	£850	131	£300	188	£1,300	246	£250	305	£1,600
14	£15,000	74	£250	132	£280	189	£230	247	£480	306	£50
15	£1,300	75	£3,100	133	£260	191	£1,800	248	£70	307	£95
16	£2,300	76	£650	134	£450	192	£1,700	250	£30	308	£50
17	£3,500	77	£520	135	£1,100	193	£1,500	252	£190	309	£280
18	£850	78	£200	136	£300	194	£850	253	£190	310	£230
19	£3,800	79	£1,200	137	£750	195	£850	254	£110	311	£230
20	£580	80	£320	138	£350	196	£400	255	£50	312	£250
21	£400	81	£480	139	£900	197	£320	256	£250	313	£110
22	£600	82	£1,400	140	£400	198	£750	257	£100	314	£150
24	£40	83	£1,100	141	£300	199	£420	258	£50	315	£210
25	£350	84	£1,500	142	£350	200	£420	259	£50	316	£270
27	£120	85	£1,200	143	£300	201	£380	260	£55	317	£150
28	£5,000	86	£900	144	£450	202	£250	261	£50	319	£130
29	£600	87	£450	145	£120	203	£200	262	£55	320	£130
30	£200	88	£70	146	£350	204	£60	263	£70	321	£95
31	£250	90	£220	147	£240	205	£1,600	264	£50	322	£110
32	£550	91	£450	148	£350	206	£550	265	£120	323	£85
33	£140	92	£580	149	£280	207	£520	266	£150	324	£65
34	£450	93	£6,000	150	£200	208	£190	267	£520	325	£75
35	£45	94	£95,000	151	£120	209	£1,800	268	£750	326	£350
36	£60	95	£19,000	152	£90	210	£850	269	£130	327	£650
37	£55	96	£5,500	153	£180	211	£150	270	£500	328	£90
38	£650	97	£3,800	154	£180	212	£80	271	£65	329	£200
39	£400	98	£850	155	£220	213	£60	272	£50	330	£800
40	£400	99	£2,400	156	£2,000	214	£80	273	£50	331	£160
41	£250	100	£1,400	157	£240	215	£260	274	£40	332	£140
42	£2,200	101	£250	158	£850	216	£250	275	£30	333	£190
43	£3,500	102	£1,100	159	£450	217	£1,300	276	£30	334	£75
44	£90	103	£700	160	£500	218	£70	277	£500	335	£160
45	£100	104	£800	161	£500	219	£35	278	£95	336	£85
46	£130	105	£800	162	£120	220	£50	279	£30	337	£30
47	£130	106	£420	163	£600	221	£210	280	£25	338	£60
48	£140	107	£950	164	£1,200	222	£230	281	£260	339	£90
49	£60	108	£300	165	£450	223	£280	282	£75	340	£55
50	£140	109	£550	166	£1,100	224	£70	283	£400	341	£95
51	£80	110	£600	167	£1,700	225	£80	284	£320	342	£40
52	£70	111	£1,800	168	£600	226	£260	285	£240	343	£25
53	£80	112	£850	169	£350	227	£90	286	£150	345	£25
54	£85	113	£2,000	170	£550	228	£50	287	£270	346	£55
55	£50	114	£3,000	171	£350	229	£400	288	£75	347	£45
56	£120	115	£2,500	172	£1,100	230	£40	289	£260	351	£100
57	£50	116	£420	173	£280	231	£180	290	£210	352	£10
59	£2,400	117	£110	174	£160	232	£750	291	£170	353	£75
60	£750	118	£120	175	£12,000	233	£90	292	£260	354	£90
61	£3,800	119	£340	176	£2,200	234	£210	293	£230	355	£95
62	£400	120	£320	177	£1,700	235	£230	294	£150	356	£950

PRICES REALISED

Orders, Decorations and Medals | Sale No. 17003 | Date: 4-5 December 2017 | Venue: London

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LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE	LOT	PRICE
357	£75	417	£200	481	£140	542	£180	602	£1,500	663	£40
358	£75	418	£90	482	£100	543	£60	603	£1,200	664	£85
359	£80	419	£110	484	£140	544	£50	604	£320	666	£2,100
360	£300	420	£40	485	£700	545	£50	605	£380	667	£140
361	£220	421	£350	486	£90	546	£110	606	£320	668	£320
362	£70	422	£750	487	£480	547	£50	607	£350	669	£180
364	£400	423	£18,000	488	£50	548	£40	608	£1,700	670	£80
365	£180	424	£1,200	489	£60	549	£50	609	£1,300	671	£70
366	£30	425	£1,500	490	£120	550	£650	610	£520	672	£70
367	£30	426	£750	491	£140	551	£180	611	£1,400	673	£60
368	£190	428	£290	492	£850	552	£150	612	£70,000	674	£210
369	£160	429	£100	493	£1,500	553	£500	613	£1,300	675	£65
370	£190	430	£1,200	494	£120	554	£200	614	£450	676	£30
371	£130	431	£400	495	£50	555	£40	615	£750	677	£46
372	£210	432	£450	496	£60	556	£40	616	£90	679	£18,000
373	£380	433	£240	497	£45	557	£95	617	£130	680	£3,500
375	£60	434	£600	498	£55	558	£45	618	£80	681	£500
377	£50	435	£1,600	499	£50	559	£500	619	£1,200	682	£62,000
378	£420	436	£300	500	£50	560	£250	620	£800	684	£5,200
379	£140	437	£120	501	£50	561	£95	621	£950	685	£2,600
380	£700	438	£60	502	£55	562	£40	622	£22	686	£2,600
381	£320	439	£150	503	£200	563	£45	623	£320	688	£1,800
382	£90	440	£55	504	£220	564	£55	624	£400	689	£450
383	£250	441	£280	505	£40	565	£50	625	£85	690	£4,800
384	£40	442	£80	506	£35	566	£60	626	£95	691	£1,800
385	£1,000	444	£80	507	£30	567	£190	627	£100	692	£1,700
386	£650	445	£240	508	£30	568	£60	628	£35	693	£4,400
387	£450	447	£320	509	£110	569	£80	629	£55	694	£1,600
388	£480	448	£160	510	£40	570	£30	630	£40	695	£1,500
389	£50	449	£4,000	511	£35	571	£35	631	£95	697	£1,200
390	£30	450	£300	512	£75	572	£35	632	£65	698	£800
391	£60	451	£1,900	513	£40	573	£35	633	£140	699	£300
392	£130	452	£480	515	£35	574	£50	634	£65	700	£350
393	£220	453	£650	516	£35	575	£65	635	£45	701	£480
394	£210	454	£650	518	£85	576	£1,500	636	£2,100	702	£6,200
395	£50	456	£8,000	519	£110	577	£140	637	£120	703	£3,800
396	£30	457	£750	520	£130	578	£650	638	£190	704	£3,200
397	£65	458	£700	521	£160	579	£520	639	£65	705	£1,000
398	£260	459	£700	522	£80	580	£250	640	£280	706	£1,100
399	£120	460	£650	523	£95	582	£30	641	£200	708	£400
400	£250	462	£170	524	£1,800	583	£900	642	£850	709	£150
401	£120	463	£80	525	£420	584	£520	643	£1,100	710	£480
402	£1,500	464	£160	526	£300	585	£290	644	£55	711	£110
403	£150	465	£210	528	£180	586	£600	645	£170	712	£420
404	£170	466	£90	529	£1,900	587	£35	646	£30,000	713	£7,500
405	£380	467	£800	530	£350	588	£25	647	£550	714	£3,800
406	£260	468	£55	531	£850	591	£50	648	£650	715	£2,000
407	£110	469	£60	532	£2,300	592	£200	649	£180	716	£3,400
408	£100	470	£170	533	£600	593	£160	650	£350	717	£22,000
409	£290	471	£1,600	534	£1,100	594	£80	651	£400	718	£10,000
410	£580	472	£1,600	535	£180	595	£120	652	£550	719	£2,900
411	£400	473	£1,200	536	£170	596	£2,200	653	£320	720	£2,200
412	£130	475	£80	537	£230	597	£850	655	£520	721	£3,200
413	£210	477	£400	538	£1,400	598	£950	657	£120	722	£1,900
414	£380	478	£520	539	£180	599	£650	659	£250	724	CAD 350,000
415	£75	479	£750	540	£1,100	600	£1,400	660	£25		
416	£130	480	£120	541	£280	601	£1,100	661	£20		

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3.2.3 Other than as set out in clause 5.13, and in the absence of fraud, neither the Seller nor we, nor any of our employees or agents, are responsible for the correctness of any statement as to the authorship, origin, date, age, attribution, genuineness or provenance of any Lot nor for any other errors of description or for any faults or defects in any Lot. Every person interested should exercise and rely on his own judgment as to such matters.

3.3 Your Responsibility

You are responsible for satisfying yourself as to the condition of the goods and the matters referred to in the catalogue description.

3.4 Extensions – Stamps only

3.4.1 If you wish to obtain an expert opinion or Certificate of Authenticity on any Lot (other than a mixed Lot or Lot containing undescribed stamps) you must notify us in writing not less than forty-eight hours before the time fixed for the commencement of the first session of the sale. If accepted by us, such request shall have the same effect as notice of an intention to question the genuineness or description of the Lot for the purposes of clause 5.13 (Refund in the case of Forgery) of these Terms and Conditions and the provisions of clause 5.13 (Refund in the case of Forgery) shall apply accordingly.

3.4.2 Notice of a request for an expert opinion or Certificate of Authenticity must give the reason why such opinion is required and specify the identity of your proposed expert which will be subject to agreement by us. We reserve the right, at our discretion, to refuse a request for an expert opinion or Certificate of Authenticity including (without limitation) where the proposed expert is not known to us.

3.4.3 If we accept a request for an expert opinion or Certificate of Authenticity we will submit the Lot to the Expert Committee. You acknowledge and accept that the length of time taken by an Expert Committee to reach an opinion will vary depending on the circumstances and in any event is beyond our control.

3.4.4 We will not accept a request for an extension on account of condition. Any Lot described in the catalogue as having faults or defects may not be returned even if an expert opinion or Certificate of Authenticity cites other faults or defects not included in the catalogue description, other than in the case of a Forgery.

3.4.5 Should Spink accept a request for an extension under the foregoing provisions of this paragraph, the fact may be stated by the Auctioneer from the rostrum prior to the sale of the Lot.

3.4.6 It should be noted that any stamp accompanied by a Certificate of Authenticity is sold on the basis of that Certificate only and not on the basis of any other description or warranty as to authenticity. No request for an extension will be accepted on such a stamp and the return of such a stamp will not be accepted.

3.4.7 If you receive any correspondence from the Expert Committee in relation to the Lot, including but not limited to a Certificate of Authenticity, you must provide us with copies of such correspondence no later than 7 days after you receive such correspondence.

4 AT THE SALE

4.1 Refusal of admission

Our sales usually take place on our own premises or premises over which we have control for the sale, and we have the right, exercisable at our complete discretion, to refuse admission to the premises or attendance at an auction.

4.2 Registration before bidding

You must complete and sign a registration form and provide identification before making a bid at auction. Please be aware that we usually require buyers to undergo a credit check. If you have not bid successfully with Spink in the past, or you are registering with us for the first time, we reserve the right to require a deposit of up to 50% of the amount you intend to spend. Such deposit will be deducted from your invoice should you be successful. If you are unsuccessful at auction, your deposit will be returned by the same means it was paid to Spink. Some lots may be designated, prior to the auction, as "Premium Lots", which means a deposit may be required before placing a bid on the item for sale. Information will be posted on our website in such an event.

4.3 Bidding as Principal

When making a bid (**whether such bids are made in person or by way of telephone bids operated by Spink, commission or online or email bids**), you will be deemed to be acting as principal and will be accepting personal liability, unless it has been agreed in writing, at the time of registration, that you are acting as agent on behalf of a third party buyer acceptable to us.

4.4 Commission Bids

If you give us instructions to bid on your behalf, by using the form provided in our catalogues or via our website, we shall use reasonable endeavours to do so, provided these instructions are received not later than 24 hours before the auction. If we receive commission bids on a particular Lot for identical amounts, and at auction these bids are the highest bids for the Lot, it will be sold to the person whose bid was received first. Commission bids are undertaken subject to other commitments at the time of the sale, and the conduct of the auction may be such that we are unable to bid as requested. Since this is undertaken as a free service to prospective buyers on the terms stated, we cannot accept liability for failure to make a commission bid. You should therefore always attend personally if you wish to be certain of bidding.

4.5 On-line Bidding

We offer internet services as a convenience to our clients. We will not be responsible for errors or failures to execute bids placed on the internet, including, without limitation, errors or failures caused by (i) a loss of internet connection by either party for whatever reason; (ii) a breakdown or problems with the online bidding software and/or (iii) a breakdown or problems with your internet connection, computer or system. Execution of on-line internet bids on www.spink.com and Spink Live is a free service undertaken subject to other commitments at the time of the auction and we do not accept liability for failing to execute an online internet bid or for errors or omissions in connection with this activity. Buyers who acquire lots on the-saleroom.com will have a fee of 3% on the hammer price added to their invoice for using this facility.

4.6 Telephone Bids

If you make arrangements with us not less than 24 hours before the sale, we shall use reasonable endeavours to contact you to enable you to participate in bidding by telephone, but in no circumstances will we be liable to either the Seller or you as a result of failure to do so.

4.7 Currency Converter

At some auctions, a currency converter will be operated, based on the one month forward rates of exchange quoted to us by Barclays Bank Plc or any other appropriate rate determined by us, at opening on the date of the auction. Bidding will take place in a currency determined by us, which is usually sterling for auctions held in London. The currency converter is not always reliable, and errors may occur beyond our control either in the accuracy of the Lot number displayed on the converter, or the foreign currency equivalent of sterling bids. We shall not be liable to you for any loss suffered as a result of you following the currency converter.

4.8 Video images

At some auctions there will be a video screen. Mistakes may occur in its operation, and we cannot be liable to you regarding either the correspondence of the image to the Lot being sold or the quality of the image as a reproduction of the original.

4.9 Bidding Increments

Bidding generally opens below the low estimate and advances in the following order although the auctioneer may vary the bidding increments during the course of the auction. The normal bidding increments are:

Up to £100	by £5
£100 to £300	by £10
£300 to £600	£320-£350-£380-£400 etc.
£600 to £1,000	by £50
£1,000 to £3,000	by £100
£3,000 to £6,000	£3,200-£3,500-£3,800-£4,000 etc.
£6,000 to £20,000	by £500
£20,000 and up	Auctioneer's discretion

4.10 Bidding by Spink

4.10.1 We reserve the right to bid on Lots on the Seller's behalf up to the amount of the Reserve (if any), which will never be above the low estimate printed in the auction catalogue.

4.10.2 The Spink Group reserves the right to bid on and purchase Lots as principal.

4.11 The Auctioneer's Discretion

The auctioneer has the right at his absolute discretion to refuse any bid to advance the bidding in such manner as he may decide to withdraw or divide any Lot, to combine any two or more Lots and, in the case of error or dispute, to put an item up for bidding again.

4.12 Successful Bid

Subject to the auctioneer's discretion, the striking of his hammer marks the acceptance of the highest bid, provided always that such bid is higher than the Reserve (where applicable), and the conclusion of a contract for sale between you and the Seller.

4.13 After Sale Arrangements

If you enter into any private sale agreements for any Lot with the Seller within 60 days of the auction, we, as exclusive agents of the Seller reserve the right to charge you the applicable Buyer's Premium in accordance with these Terms and Conditions, and the Seller a commission in accordance with the terms of the Seller's agreement.

4.14 Return of Lot

4.14.1 Once your bid has been accepted for a Lot then you are liable to pay for that Lot in accordance with these Terms and Conditions. If there are any problems with a Lot then you must notify us within 7 days of receipt of the Lot, specifying the nature of the problem. We may then request that the Lot is returned to us for inspection. Save as set out in clause 5.13, the cancellation of the sale of any Lot and the refund of the corresponding purchase price is entirely at our sole discretion. We will not normally exercise that discretion if the Lot is not received by us in the same condition that it was in at the auction date.

4.14.2 No lot may be returned on account of condition if the condition was stated by a third party grading company (including, but not limited to PCGS, NGC, ANACS, ICG, PMG, WBG).

5 AFTER THE AUCTION

5.1 Buyer's Premium and other charges

In addition to the Hammer Price, you must pay us the Buyer's Premium at a rate of 20% of the final Hammer price of each lot, a fee of 3% on the hammer price total for using the-saleroom.com and a fee for paying by card.

5.2 Value Added Tax

Other than in respect of Zero-rated Lots (o) VAT is chargeable on the Hammer price and the Buyer's premium of daggered (†) and (J) lots at the standard rate (currently 20%), and on lots marked (x) at the reduced rate (currently 5% on the Hammer price and 20% on the Buyer's premium). VAT on Margin scheme lots (identified by the absence of any VAT symbol next to the lot number) is payable at 20% on the Buyer's premium only.

5.3 VAT Refunds

General

5.3.1 As we remain liable to account for VAT on all Lots unless they have been exported outside the EU within 3 months of the date of sale, you will generally be asked to deposit all amounts of VAT invoiced. However, if a Spink nominated shipper is instructed, then any refundable VAT will not be collected. In all other cases credits will be made when proof of export is provided. If you export the Lot yourself you must obtain shipping documents from the Shipping Department for which a

charge of £50 will be made.

5.3.2 If you export the Lot you must return the valid proof of export certificate to us within 3 months of the date of sale. If you fail to return the proof of export certificate to us within such period and you have not already accounted to us for the VAT, you will be liable to us for the full amount of the VAT due on such Lot and we shall be entitled to invoice you for this sum.

5.3.3 To apply for a refund of any VAT paid, the proof of export certificate must be sent to our Shipping Department clearly marked 'VAT Refund' within 3 months of the date of sale. No payment will be made where the total amount of VAT refundable is less than £50 and Spink will charge £50 for each refund processed.

VAT Refunds - Buyers from within the EU

5.3.4 VAT refunds are available on the Hammer Price and Buyer's Premium of Daggered (†) and Investment Gold (g) Lots. You must certify that you are registered for VAT in another EU country and that the Lot is to be removed from the United Kingdom within 3 months of the date of sale.

5.3.5 Where an EU buyer purchases a Lot on which import VAT has been charged, no refund of VAT is available from us. It may be possible to apply directly for a refund on form VAT 65 to HM Revenue & Customs Overseas Re-payment Section, Londonderry.

VAT Refunds - Buyers from outside the EU

5.3.6 Where a Lot is included within the Auctioneers' Margin Scheme and evidence of export from the EU is produced within 3 months of the date of sale, the VAT on Buyer's Premium may be refunded.

5.3.7 Where the Lot is marked as a Daggered (†) Lot the VAT charged on the Hammer Price may be refunded where evidence of export from the EU is produced within 3 months of the date of sale. A refund of VAT charged on the Buyer's Premium can also be made on receipt of proof of business as a collectibles dealer.

5.3.8 Where the Lot is marked as an Omega (J) Lot or an Import VAT (x) Lot and evidence of export from the EU is produced within 3 months of the date of sale, the VAT charged on both the Hammer Price and Buyer's Premium may be refunded. Where required, we can advise you on how to export such Lots as a specific form of export evidence is required. Where we advise you on the export of the Lots, please be aware that the ultimate responsibility in respect of obtaining a valid proof of export certificate will lie with you and we will not be responsible for your failure to obtain such certificate.

5.3.9 Lot marked as Investment Gold (g) is exempt from VAT on Hammer price. A refund of VAT charged on the Buyer's Premium can be made on receipt of proof of business as a collectibles dealer and where evidence of export from the EU is produced within 3 months of the date of sale.

5.4 Payment

5.4.1 You must provide us with your full name and permanent address and, if so requested, details of the bank from which any payments to us will be made. You must pay the full amount due (comprising the Hammer Price, the Buyer's Premium and any applicable VAT) within seven days after the date of the sale. This applies even if you wish to export the Lot and an export licence is (or may be) required.

5.4.2 You will not acquire title to the Lot until all amounts due have been paid in full. This includes instances where special arrangements were made for release of Lot prior to full settlement.

5.4.3 Payment should be made in sterling by one of the following methods:

(i) Direct bank transfer to our account details of which are set out on the invoice. All bank charges shall be met by you. Please ensure that your client number is noted on the transfer.

(ii) By cheque or bank draft made payable to Spink and Son Ltd and sent to Spink at 69 Southamptown Row, Bloomsbury, London WC1B 4ET. Please note that the processing charges for payments made by cheques or bank drafts drawn on a non-U.K bank shall be met by you. Please ensure that the remittance slip printed at the bottom of the invoice is enclosed with your payment.

(iii) By Visa or Mastercard. All Corporate cards regardless of origin and Consumer debit and credit cards issued outside the EU are subject to a fee of 2%. For all card payments there are limits to the amounts we will accept depending on the type of card being used and whether or not the cardholder is present.

5.4.4 Payments should be made by the registered buyer and not by third parties, unless it has been agreed at the time of registration that you are acting as an agent on behalf of a third party.

5.5 Invoices

Invoices may consist of one or more pages and will show: Zero rated Lots (o); no symbol Lots sold under the Auctioneers' Margin Scheme; Lots marked (g) special scheme Investment Gold; Daggered Lots (†), imported Lots marked (x) and (Ω), (e) Lots with Zero rated hammer for EU VAT registered buyers.

5.6 Collection of Purchases

5.6.1 Unless specifically agreed to the contrary, we shall retain lots purchased until all amounts due to us, or to the Spink Group, have been paid in full. Buyers will be required to pay for their lots when they wish to take possession of the same, which must be within 7 days of the date of the sale, unless prior arrangements have been made with Spink. Without prior agreement, lots will not be released until cleared funds are received with regard to payments made by cheque.

5.6.2 Unless we notify you to the contrary, items retained by us will be covered in accordance with our policy which is available for inspection at our offices from the date of sale for a period of seven days or until the time of collection, whichever is sooner. After seven days or from the time of collection, whichever is the earlier, the Lot will be entirely at your risk.

5.6.3 Our policy will not cover and we are unable to accept responsibility for damage caused by woodworm, changes in atmospheric conditions or acts of terrorism.

5.7 Notification

We are not able to notify successful bidders by telephone. While Invoices are sent out by email or mail after the auction we do not accept responsibility for notifying you of the result of your bid. You are requested to contact us by telephone or in person as soon as possible after the auction to obtain details of the outcome of your bids to avoid incurring charges for late payment.

5.8 Packing and handling

5.8.1 We shall use all reasonable endeavours to take care when handling and packing a purchased Lot but remind you that after seven days or from the time of collection, whichever is sooner, the Lot is entirely at your risk. Our postage charges are set out at the back of the catalogue.

5.8.2 It is the responsibility of the Buyer to be aware of any Import Duties that may be incurred upon importation to the final destination. Spink will not accept return of any package in order to avoid these duties. The onus is also on the Buyer to be aware of any Customs import restrictions that prohibit the importation of certain collectibles. Spink will not accept return of the Lot(s) under these circumstances. Spink will not accept responsibility for Lot(s) seized or destroyed by Customs.

5.8.3 If the Buyer requires delivery of the Lot to an address other than the invoice address this will be carried out at the discretion of Spink.

5.9 Recommended packers and shippers

If required our shipping department may arrange shipment as your agent. Although we may suggest carriers if specifically requested, our suggestions are made on the basis of our general experience of such parties in the past and we are not responsible to any person to whom we have made a recommendation for the acts or omissions of the third parties concerned.

5.10 Remedies for non-payment or failure to collect purchases

5.10.1 If you fail to make payment within seven days of your stipulated payment date set out in your invoice, we shall be entitled to exercise one or more of the following rights or remedies:

5.10.1.1 to charge interest at the rate of 2% per month compound interest, calculated on a daily basis, from the date the full amount is due;

5.10.1.2 to set off against any amounts which the Spink Group may owe you in any other transaction the outstanding amount remaining unpaid by you;

5.10.1.3 we may keep hold of all or some of your Lots or other property in the possession of the Spink Group until you have paid all the amounts you owe us or the Spink Group, even if the unpaid amounts do not relate to those Lots or other property. Following fourteen days' notice to you of the amount outstanding and remaining unpaid, the Spink Group shall have the right to arrange the sale of such Lots or other property. We shall apply the proceeds in discharge of the amount outstanding to us or the Spink Group, and pay any balance to you;

5.10.1.4 where several amounts are owed by you to the Spink Group in respect of different transactions, to apply any amount paid to discharge any amount owed in respect of any particular transaction, whether or not you so direct;

5.10.1.5 to reject at any future auction any bids made by you or on your behalf or obtain a deposit from you before accepting any bids.

5.10.2 If you fail to make payment within thirty-five days, we shall in addition be entitled:

5.10.2.1 to cancel the sale of the Lot or any other item sold to you at the same or any other auction;

5.10.2.2 to arrange a resale of the Lot, publicly or privately, and, if this results in a lower price being obtained, claim the balance from you together with all reasonable costs including a 20% seller's commission, expenses, damages, legal fees, commissions and premiums of whatever kind associated with both sales or otherwise, incurred in connection with your failure to make payment;

5.10.2.3 when reselling the Lot, place a notice in our catalogue stating that you successfully purchased the Lot at auction but have subsequently failed to pay the Hammer Price of the Lot; or

5.10.2.4 take any other appropriate action as we deem fit.

5.10.3 Where purchases are not collected within seven days after the sale, whether or not payment has been made, you will be required to pay a storage charge of £2 per item per day plus any additional handling cost that may apply. You will not be entitled to collect the Lot until all outstanding charges are met, together with payment of all other amounts due to us.

5.11 Use of Default Information

If you fail to make payment for a Lot in accordance with these Terms and Conditions

5.11.1 we reserve the right to refuse you the right to make bids for any future auction irrespective of whether previous defaults have been settled; and

5.11.2 you consent to us disclosing details of such default to other auctioneers and live bidding platforms, which will include your name, address, nature of the default and the date of the default. Auctioneers or live bidding platforms who receive details of the default may rely on such information when deciding whether to enter into a transaction with you in the future.

5.12 Export Licence

5.12.1 If required we can, at our discretion, advise you on the detailed provisions of the export licensing regulations. Where we advise you in relation to export licensing regulations the ultimate responsibility in respect of any export will lie with you and we will not be responsible for your failure to apply for any necessary licences.

5.12.2 If the Lot is going to be hand carried by you, you may be required to produce a valid export licence to us or sign a waiver document stating that a licence will be applied for.

5.12.3 You should always check whether an export licence is required before exporting. Export licences are usually obtained within two or three weeks but delays can occur.

5.12.4 Unless otherwise agreed by us in writing, the fact that you wish to apply for an export licence does not affect your obligation to make payment within seven days nor our right to charge interest on late payment.

5.12.5 If you request that we apply for an export licence on your behalf, we shall be entitled to recover from you our disbursements and out of pocket expenses in relation to such application, together with any relevant VAT.

5.12.6 We will not be obliged to rescind a sale nor to refund any interest or other expenses incurred by you where payment is made by you despite the fact that an export licence is required.

5.13 Refund in the case of Forgery

5.13.1 A sale will be cancelled, and the amount paid refunded to you if a Lot (other than a miscellaneous item not described in the catalogue) sold by us proves to have been a Forgery. We shall not however be obliged to refund any amounts if either (a) the catalogue description or saleroom notice at the auction date corresponded to the generally accepted opinion of scholars or experts at that time, or fairly indicated that there was a conflict of opinions, or (b) it can be demonstrated that the Lot is a Forgery only by means of either a scientific process not generally accepted for use until after publication of the catalogue or a process which at the date of the auction was unreasonably expensive or impracticable or likely to have caused damage to the Lot. Furthermore, you should note that this refund can be obtained only if the following conditions are met:

5.13.1.1 you must notify us in writing, within seven days of the receipt of the Lot(s), that in your view the Lot concerned is a Forgery;

5.13.1.2 you must then return the item to us within fourteen days from receipt of the Lot(s), in the same condition as at the auction date; and

5.13.1.3 as soon as possible following return of the Lot, you must produce evidence satisfactory to us that the Lot is a Forgery and that you are able to transfer good title to us, free from any third party claims.

5.13.1.4 you must provide to us all evidence obtained by you that a Lot is a Forgery no later than 7 days after you receive such evidence.

5.13.2 In no circumstances shall we be required to pay you any more than the amount paid by you for the Lot concerned and you shall have no claim for interest.

5.13.3 The benefit of this guarantee is not capable of being transferred, and is solely for the benefit of the person to whom the original invoice was made out by us in respect of the Lot when sold and who, since the sale, has remained the owner of the Lot without disposing of any interest in it to any third party.

5.13.4 We shall be entitled to rely on any scientific or other process to establish that the Lot is not a Forgery, whether or not such process was used or in use at the date of the auction.

6 LIABILITY

Nothing in these Terms and Conditions limits or excludes our liability for:

6.1 death or personal injury resulting from negligence; or

6.2 any damage or liability incurred by you as a result of our fraud or fraudulent misrepresentation.

7 USE OF YOUR PERSONAL INFORMATION

7.1 We will use the personal information you provide to us to:

7.1.1 process the bids you make on Lots (whether successful or otherwise) and other auction related services we provide;

7.1.2 process your payment relating to a successful purchase of a Lot;

7.1.3 arrange for delivery of any Lot you purchase, which will include passing your details to shipping providers and, on overseas deliveries, to customs where they make enquiries regarding the Lot;

7.1.4 inform you about similar products or services that we provide, but you may stop receiving these at any time by contacting us.

7.2 In accordance with clause 4.2, you agree that we may pass your information to credit reference agencies and that they may keep a record of any search that they do.

7.3 In accordance with clause 5.11, you agree that where you default on making payment for a Lot in accordance with these terms and conditions we may disclose details of such default to other auctioneers and live bidding platforms.

7.4 We are also working closely with third parties (including, for example, other auctioneers and live bidding platforms) and may receive information about you from them.

8 COPYRIGHT

8.1 We shall have the right (on a non-exclusive basis) to photograph, video or otherwise produce an image of the Lot. All rights in such an image will belong to us, and we shall have the right to use it in whatever way we see fit.

8.2 The copyright in all images, illustrations and written material relating to a Lot is and shall remain at all times our property and we shall have the right to use it in whatever way we see fit. You shall not use or allow anyone else to use such images, illustrations or written material without our prior written consent.

9 VAT

You shall give us all relevant information about your VAT status and that of the Lot to ensure that the correct information is printed in the catalogues. Once printed, the information cannot be changed. If we incur any unforeseen cost or expense as a result of the information being incorrect, you will reimburse to us on demand the full amount incurred.

10 NOTICES

All notices given under these Terms and Conditions may be served personally, sent by 1st class post, or faxed to the address given to the sender by the other party. Any notice sent by post will be deemed to have been received on the second working day after posting or, if the addressee is overseas, on the fifth working day after posting. Any notice sent by fax or served personally will be deemed to be delivered on the first working day following despatch.

11 ADDITIONAL PROVISIONS

The following provisions of this clause 11 shall apply only if you are acting for the purposes of your business.

11.1 Limitation of Liability

Subject to clause 6, we shall not be liable, whether in tort (including for negligence) or breach of statutory duty, contract, misrepresentation or otherwise for any:

11.1.1 loss of profits, loss of business, depletion of goodwill and/or similar losses, loss of anticipated savings, loss of goods, loss of contract, loss of use, loss of corruption of data or information; or 11.1.2 any special, indirect, consequential or pure economic loss, costs, damages, charges or expenses.

11.2 Severability

If any part of these Terms and Condition is found by any court to be invalid, illegal or unenforceable, that part may be discounted and the rest of the conditions shall continue to be valid and enforceable to the fullest extent permitted by law.

11.3 Force majeure

We shall have no liability to you if we are prevented from, or delayed in performing, our obligations under these Terms and Conditions or from carrying on our business by acts, events, omissions or accidents beyond our reasonable control, including (without limitation) strikes, lock-outs or other industrial disputes (whether involving our workforce or the workforce of any other party), failure of a utility service or transport network, act of God, war, riot, civil commotion, malicious damage, compliance with any law or governmental order, rule, regulation or direction, accident, breakdown of plant or machinery, fire, flood, storm or default of suppliers or subcontractors.

11.4 Waiver

11.4.1 A waiver of any right under these Terms and Conditions is only effective if it is in writing and it applies only to the circumstances for which it is given. No failure or delay by a party in exercising any right or remedy under these Terms and Conditions or by law shall constitute a waiver of that (or any other) right or remedy, nor preclude or restrict its further exercise. No single or partial exercise of such right or remedy shall preclude or restrict the further exercise of that (or any other) right or remedy.

11.4.2 Unless specifically provided otherwise, rights arising under these Terms and Conditions are cumulative and do not exclude rights provided by law.

11.5 Law and Jurisdiction

11.5.1 These Terms and Conditions and any dispute or claim arising out of or in connection with them or their subject matter, shall be governed by, and construed in accordance with, the law of England and Wales.

11.5.2 The parties irrevocably agree that the courts of England and Wales shall have exclusive jurisdiction to settle any dispute or claim that arises out of, or in connection with, Terms and Conditions or their subject matter.

Postal Charges

Prices for all other items including postage and packaging

Invoice Value	UK	EU	Rest of the World
Up to £1,500	£12	£18	£25
Up to £10,000	£20	£40	£50
Above £10,001	£30	£60	£75

Shipments of more than 2kg or volumetric measurement of more than 2kg have to be sent by courier. Certain countries may incur extra charge when courier services are required by our insurance policy. For lots sent by courier please contact Auctionteam@spink.com for calculation of any further relevant cost in addition to the above charges.

Value Added Tax (VAT)

Charging of (VAT) at Auction

The information shown on this page sets out the way in which Spink intends to account for VAT.

i. Auctioneers' Margin Scheme

1. Where possible, we will offer Lots for sale under the Auctioneers' Margin Scheme. Such Lots can be identified by the absence of any VAT symbol next to the Lot number in the catalogue and will not be subject to VAT on the Hammer Price.

2. Where Lots are sold using the Auctioneers' Margin Scheme to VAT-registered businesses, the VAT on Buyers' Premium is not recoverable as input tax. Upon request on sale day, we will issue invoices that show VAT separately on both the Hammer Price and the Buyer's Premium. This will enable VAT-registered businesses to recover the VAT charged as input tax, subject to the normal rules for recovering input tax.

ii. Zero-Rated Lots

Limited Categories of goods, such as books, are Zero-rated (o) for VAT in the United Kingdom. Such Lots are offered under the Auctioneers' Margin Scheme. In these circumstances no VAT will be added to the Buyer's premium.

iii. Daggred Lots

Lots which are Daggred (†) in the catalogue are subject to VAT at 20% on both the Hammer Price and the Buyer's Premium.

iv. Imported and Omega Lots

Lots which are marked (x) in the catalogue are subject to VAT at 5% on the Hammer price plus 20% on the Buyer's premium. Lots which bear the Omega symbol (Ω) are subject to VAT at 20% on the Hammer Price and on the Buyer's Premium. Such Lots bear VAT because the Lot is liable for VAT at this rate on importation into the EU. In these cases we have used a temporary importation procedure, which in effect means that the point of importation is deferred until the Lot has been sold. At this point the Buyer is treated as the importer and is liable to pay the import VAT due. We will collect the VAT from you and pay it to HM Customs and Excise on your behalf.

v. Investment Gold Lots

Lots marked (g) in the catalogue are exempt from VAT on the Hammer Price and are subject to VAT at 20% on the Buyer's Premium. A refund of VAT charged on the Buyer's Premium can also be made on receipt of proof of business as a collectibles dealer outside of the EU.

SPINK

LONDON
1666

SALE CALENDAR 2018

STAMPS

18 April	The Philatelic Collectors' Series Sale	London	18029
19 April	Brunei, The Collection Formed by Bill Toy	London	18030
30 April/1 May	The Philatelic Collectors' Series Sale	New York	166
8/9 May	The Dr. Paul Ramsay Collection of Hand Painted Envelopes offered on behalf of the Royal Philatelic Society London	London	18034
12 May	The Philatelic Collectors' Series Sale	Hong Kong	CSS33
23 May	The Chartwell Collection of Australian States and Commonwealth, an unreserved auction for the benefit of the Chartwell Philanthropic Educational Programme	London	18047
10/11 July	The Philatelic Collectors' Series Sale	London	18037
12 July	British North America, The David Pitts Collection	London	18010

COINS

17/18 April	The Numismatic Collectors' Series Sale	New York	340
29 April	Taisei x Spink - Tokyo International Numismatic Auction	Tokyo	TAISEI2
27/28 June	The Numismatic Collectors' Series Sale	New York	341
3 July	The Williams Collection of Anglo-Saxon, Viking and Norman Coins - Part II	London	18012
4/5 July	Ancient, British and Foreign Coins and Commemorative Medals	London	18005
8/9 August	The Numismatic Collectors' Series Sale	Hong Kong	CSS34

BANKNOTES

10 April	World Banknotes Online Auction	London	18014
11 April	Shlomo Tepper Collection of Palestine	London	18018
11/12 April	World and British Banknotes	London	18015
17/18 April	The Numismatic Collectors' Series Sale	New York	340
27/28 June	The Numismatic Collectors' Series Sale	New York	341
17 July	World Banknotes Online Auction	London	18020
8/9 August	The Numismatic Collectors' Series Sale	Hong Kong	CSS34

MEDALS

17/18 April	The Numismatic Collectors' Series Sale	New York	340
25/26 April	Orders, Decorations and Medals	London	18001
27/28 June	The Numismatic Collectors' Series Sale	New York	341
24/25 July	Orders, Decorations and Medals	London	18002
8/9 August	The Numismatic Collectors' Series Sale	Hong Kong	CSS34

BONDS & SHARES

17/18 April	The Numismatic Collectors' Series Sale	New York	340
21 June	Bonds and Share Certificates of the World Online Auction	London	18019
27/28 June	The Numismatic Collectors' Series Sale	New York	341

AUTOGRAPHS

12 July	Autographs, Historical Documents, Ephemera and Postal History	London	18038
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WINES & SPIRITS

19 April	An Evening of Great Whiskies, Cognacs and Rums	Hong Kong	SFW27
12 July	An Evening of Great Whiskies, Cognacs and Rums	Hong Kong	SFW28

HANDBAGS

18 April	Inaugural Auction of Handbags and Accessories	Hong Kong	SHA01
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The above sale dates are subject to change

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