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27-28 NOVEMBER 2019

LONDON



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Sale Details | Wednesday 27 November 2019 at 10.00 a.m. (Lots 1-309)
Wednesday 27 November 2019 at 2.30 p.m. (Lots 310A-414)
Thursday 28 November 2019 at 10.00 a.m. (Lots 415-630)
Thursday 28 November 2019 at 2.00 p.m. (Lots 631-818)

When sending commission bids or making enquiries,
this sale should be referred to as **ETAING - 19003**

Viewing of Lots | At Spink London
Monday 25 November 2019 at 11:00 a.m. – 5:00 p.m.
Tuesday 26 November 2019 at 11:00 a.m. – 5:00 p.m.
| An exhibition ‘200 Years of Polar Exploration’ and drinks reception to be held on
Monday 18 November 2019 at 6:30 p.m. – 8:30 p.m.
| Private viewing by appointment only

Live platform | 

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INTRODUCTION

As we commence our fourth and final sale of the year, Marcus, Jack and I would like to take this opportunity to thank all who continue to foster a deep passion for history and interest in the lives of the individual servicemen and women who have kept – and continue to keep – those we love safe.

It goes without saying that the world is now a more connected place. Advances in communication and communication technology, together with leaps in transportation have truly made this planet a ‘smaller place’; the steam locomotive, steamship and jet engine have just recently been joined by the Boeing Dreamliner capable of flying non-stop from New York to Sydney. How times have changed since that journey took several weeks!

As such feats are achieved within my lifetime, let us not forget the advancement in technology and knowledge made by previous generations. Those who will have seen our ground-breaking Polar Exhibition (or acquired a Catalogue for the benefit of the Endeavour Fund) will surely have been amazed by the sheer grit and endeavour displayed by the explorers in attempting to complete our knowledge of the planet – It was their determination to succeed against the most extremes of nature, coupled with human conflict and diplomacy, that has made modern globalisation possible – and will shape our lives, and the lives of our children, for years to come.

I hope that you enjoy reading these stories which describe men and women who lived – and often gave – their lives on a truly global scale. Let us introduce Sergeant Arthur Evans V.C., D.C.M., born at Liverpool, who worked on the Panama Canal, explored South America, was decorated on the Western Front and then lived his final years in Australia.

Consider Major Eric Conway Irwin M.C., who gave his life fighting at Kiyombo, East Africa. Another poignant tale involves Staff-Sergeant Henry James Gordon Ross, born in London, was captured at the Fall of Hong Kong, survived the loss of the Lisbon Maru off Dongfushan but then lost his life to disease at Kobe Camp.

The Medal Department itself is a global one, for Marcus has just returned from another whistle-stop tour visiting fellow collectors in Australia and New Zealand. In the meantime, Jack and I took pleasure in adding our final touches. The colourful illustrations that accompany the items you see in the forthcoming pages try to bring these truly human stories to life. It is their tales of courage, endeavour, love and loss which captivate all of our imaginations, and this final catalogue of the year (we think!) has them in abundance – ENJOY!

Iain Goodman

Order of Sale

Wednesday 27th November 2019

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Morning Session; Commencing at 10.00 a.m.

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WEDNESDAY 27 NOVEMBER 2019

Commencing at 10.00 a.m. (Lots 1-309)

All Sales are subject to the Terms and Conditions for Buyers printed at the back of this catalogue.
Please note that 'Spink Live' is now running on a new and improved on-line bidding platform, which is accessible through www.spink.com and also as a SpinkLive app available for download from the App Store.
You can continue bidding online free of charge.

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.

SINGLE CAMPAIGN MEDALS

- x1 Naval General Service 1793-1840, 2 clasps, Confiance 14 Jany. 1809, St. Sebastian (**Edward Bryant.**), contemporary - if unofficially - engraved naming, *good very fine*, upon its original ribband £500-700



8 'Confiance 14 Jany. 1809' clasps issued for the capture of Cayenne.

Edward Bryant confirmed upon the rolls as the recipient of a single-clasp award, with 'off-centre naming' which was sold at Sotheby's (1991) and in these rooms (2000). The roll states 'duplicate prepared'.



2 Honourable East India Company Medal for Burma 1824-26, silver, fitted with original clip and later ring suspension, *toned, good very fine* £300-400

x3 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (**Patk. Doherty. 10th Foot.**), *minor edge nicks, otherwise good very fine* £340-380

Patrick Doherty was born in Ireland circa 1821. The 1841 census shows him living in Sleaford, Lincolnshire, employed as a hawker. He enlisted in the 10th (North Lincolnshire) Regiment, which embarked for India in 1842. Following the British victory in the First Sikh War, the Regiment formed part of the Lahore garrison under Major-General Whish (Medals sold in these rooms April 2018). Its task was to oversee the punitive peace terms imposed on the Sikh Empire following the Battle of Sobraon. On 19 April 1848 the fortress of Mooltan, 200 miles to the south-west, rose in revolt. Dithering by the British High Command meant that Whish's force did not leave Lahore until 24 July, by which time Mooltan's defences had grown stronger. The force sailed down the River Ravi, uniting with Herbert Edwardes' irregulars outside Mooltan on 18 August. On 12 September, the 10th Foot were ordered to clear the enemy from a high-walled enclosure containing an ancient temple. There were a number of fruit trees around the walls. Edwardes, watching the attack, recalled seeing 'the Irishmen of the 10th' swinging over the wall on the branches of the trees. It is unclear whether he assumed them to be Irish because of the proportion of that nationality in the regiment, or whether he thought that only Irishmen would swing on trees like that! (*Cook 1975, 133*). Doherty went on to fight at the Second Siege of Mooltan, resulting in the final capture of the city on 22 January 1849. He was also present at Goojerat, the crowning British victory, on 21 February; sold with copied census records.

Reference source:

Cook, H. C. B., *The Sikh Wars: The British Army in the Punjab 1845-1849* (London, 1975).

- 4 The poignant Crimea Medal awarded to Captain J. Shiffner, 34th Foot, who was killed by grapeshot while leading his men in the First Attack on the Redan on 18 June 1855 and posthumously mentioned in dispatches



Crimea 1854-56, no clasp (Capt. J. Shiffner. 34th Regt.), officially impressed naming, *virtually as struck*, in card box of issue

£1,000-1,400

M.I.D. *London Gazette* 25 June 1855.

John Shiffner, son of The Rev. Sir George Shiffner, was commissioned into the 53rd (Shropshire) Regiment of Foot on 15 October 1841. He rose to Lieutenant on 31 March 1843, and became a Captain in the 34th (Cumberland) Regiment on 3 August 1849. The 34th joined the Crimean War later than most regiments, arriving at Balaklava on 9 December 1854. It played a prominent part in repelling the Russian sortie from Sebastopol on 22 March 1855. A faded photograph (*SHR/1330*) shows Shiffner in the uniform of a Captain of the 34th, smoking a cigar in the camp before Sebastopol. He was killed by grapeshot in the First Attack on the Redan on 18 June 1855. During this unsuccessful assault the 34th suffered over 200 casualties. Only two officers of the regiment escaped death or injury. Shiffner's death was announced in *The London Gazette* on 4 July 1855. He received a posthumous mention in Lord Raglan's dispatch (*London Gazette* 25 June 1855).

- x5 Crimea 1854-56, 1 clasp, Sebastopol (**J. Kay. Scots Fusilr. Gds.**), officially impressed naming, *attractively toned, minor edge nicks otherwise very fine and better*

£150-200

6

Your gallant and heroic son was killed in the execution of his duty on the evening of the 3rd [September]. He was posting some sentries in front of a trench we were making at right angles with the 6th parallel, and consequently close to the enemy, when the Russians from behind the stone walls for which our sentries were making, fired one direful volley, and the whole English party fell dead. In the whole course of a long service I never knew an officer so deeply and universally regretted; he was beloved by the officers and the idol of his men. He is an irreparable loss to the 77th Regiment.'

Lieutenant-Colonel Stratton, Officer Commanding 77th Foot, pays tribute to Captain Pechell

The deeply emotive Crimea Medal awarded to Captain W. H. C. G. Pechell, 77th Foot; the only son of a prominent Whig statesman, Pechell volunteered to lead his men in a daring attempt to seize Russian entrenchments outside the Redan on 3 September 1855

Three months earlier Prince Albert, concerned by Pechell's disregard for his own safety, offered him a commission in the Guards to bring him home to England. Pechell's sense of duty and loyalty to his regiment would never permit this, so he went bravely to his death before the walls of Sebastopol and was posthumously mentioned in dispatches

Pechell was the last scion of an important military family with longstanding royal connections; his death caused an outpouring of public grief, particularly in his home town of Brighton, where the fashionable sculptor Matthew Noble carved an over-life-size statue of the young Captain at the moment of his demise. This statue, one of Noble's masterpieces, has an emotive story in itself



Crimea 1854-56, 1 clasp, Sebastopol (Capt. W. H. C. G. Pechell. 77th Foot.), officially impressed naming, *nearly extremely fine*

£2,400-2,800

M.I.D. *London Gazette* 19 September 1855.

William Henry Cecil George Pechell was born at Castle Goring on 26 May 1830, the only son of Vice-Admiral Sir George Brooke Pechell, 4th Baronet, and Lady Katherine Annabella Pechel. Sir George was Whig M.P. for Brighton for over 25 years, and young William spent most of his short life at the seaside town. His family (originally de Péchels) had been minor Huguenot nobility in Languedoc. His great-great-grandfather fled to Ireland following the Revocation of the Edict of Nantes. Each subsequent generation proved its loyalty to the British crown: William's great-grandfather was wounded at Lauffeld during the War of Austrian Succession, receiving a 'high commendation' from the Duke of Cumberland, while his grandfather was appointed Gentleman Usher to the Queen in 1787, holding this post right up to her death in 1818. His uncle, another Whig politician, was a decorated Rear-Admiral. William Pechell was no doubt inspired by his family's military record when he was commissioned as an Ensign into the 77th (East Middlesex) Regiment on 1 August 1848. He advanced to Lieutenant on 25 July 1851, and Captain on 13 May 1853.

The 77th Foot sailed for Malta in March 1854, aboard the steam vessel *Prince*. Part of Sir George Brown's Light Division, the regiment formed the left flank of the assault on the Great Redoubt during the Battle of Alma. It saw action at Inkermann, before settling into the Siege of Sebastopol. Pechell appears in three photographs by Roger Fenton (illustrated). Two of these are 77th Foot group photographs, showing the men in winter dress. These are held in The National Army Museum (*NAM. 1964-12-151-6-28*) and The Royal Collection (*RCIN 2500453*). The third photograph, held by The Library of Congress (*2002695372*), shows Pechell mounted on his horse.



On 18 June 1855, the 40th Anniversary of Waterloo, the 77th took part in the First Assault on the Redan. The British attack was repulsed with heavy loss, particularly among the officers. Pechell wrote numerous letters home, recording the progress of the war in minute detail. His last letter to his father was sent on 1 September 1855, three days before his death. Years later, his sisters Henrietta and Adelaide compiled his letters into a comprehensive diary of his service in the Crimea. The entry for 30 August 1855 reads:

‘For the trenches this evening, four Captains, four Subalterns, twenty Sergeants, and five hundred and five rank and file. Fifty men of the above party, were sent forward, under Captain Pechell, to a *coteau* [glacis], which was being constructed at right angles to the sixth parallel, under the proper left face of the Redan, about two hundred Russians made a sortie, to drive the workmen away from the *coteau*. They had nearly succeeded in the attempt, when Captain Pechell, at the head of his party, charged them, with the bayonet, and, after an obstinate contest, he defeated them, and recovered some gabions which they had taken.

The Russians were handled so roughly, in this encounter, that they did not return during the night, and Captain Pechell held the *coteau*, under a severe fire, till morning, when he was relieved by a party of the 91st Regiment. This was considered such a gallant feat of arms, that Captain Pechell was honourably mentioned, by the Commander-in-Chief, in his dispatches, for his conduct on the occasion, and, no doubt, he would have been promoted to the rank of Brevet Major had he lived, but, most unfortunately for the Regiment, and the service, he was killed, on the very same spot four nights after.’

The entry for 3 September continues:

‘The General in command was very anxious to have sentries posted in advance of the *coteau*, which Captain Pechell had defended so gallantly a few nights before. Captain Pechell immediately volunteered that duty, and his services were accepted. He went out with a Sergeant and four double Sentries, hoping to gain the shelter of an old wall, for his men, before the enemy occupied it for the night, but the Russians were there before him, and, as the English party approached, they fired one volley, which killed Captain Pechell, Sergeant John Laughlin, Private William Sharp, Private George Williams and wounded three others.’

This account is corroborated by the letter written by Pechell’s commanding officer, Lieutenant-Colonel Stratton, dated 7 September 1855 (see above). Stratton sent this letter to Pechell’s heartbroken father back in Brighton, where news of the gallant death of the scion of this esteemed family was spreading like wildfire. Pechell’s death was announced in *The London Gazette* on 18 September, and he received a posthumous mention in General Simpson’s dispatch. William Pechell was loved by his men and revered among brother officers. The day after his death General Sir William Codrington penned the following letter to his father:

‘Before Sebastopol, September 4th 1855.

Dear Sir George -

It is sad news for you, and for us, that was brought up from the trenches last night; for your gallant son has paid the penalty of war, and fallen honourably in difficult and dangerous service. You will have heard from those who were more intimate with him, how sincerely all were attached to him in his regiment, how all regret his loss, and that he was not spared to help us possibly in more important work than that in which he unfortunately was lost.

Small walls and quarries and rough ground in front of a new sap considered important prevented its easily being carried, and it was necessary to occupy that shelter before the Russians got there at dusk, in order that we might have the advantage of the cover against them, instead of their firing from it upon us. Major-General Straubenzee would not accept your son’s volunteering to do this in the early part of the day, as it was to have been carried out from a different part of the work, but finding it had not been occupied, from some mistake, he then sent up your son, whose knowledge of the ground was good, and whose conduct had been, a few nights before, conspicuously good at the same service. He took out with him a sergeant and eight men, supported by a sergeant and twelve others, but before getting possession of the walls and rough ground, received a volley from the Russians who were hid there, one of which balls passed through his heart giving him, alas, instantaneous, but painless death. His body was brought in and will be buried tomorrow morning, in the same spot where lie many of his regiment, and his gallant Colonel, Egerton, amongst them.

But this loss of familiar names of the good and gallant blood of English gentlemen is most painful, however much it is redeemed in your son by the knowledge of his constant energy and attention, his devotion to the service, which made him volunteer for a duty both difficult and dangerous, in the hope of adding to the fair credit he had gained for similar assistance to others a few nights before.’



Pechell's former glory



As photographed in 2007

Pechell was buried alongside his fallen comrades in the mud before Sebastopol, his body lowered into the ground ‘... amidst the din and thunder of countless guns’ (*Brighton Herald*, 29 September 1855). One soldier attending the burial wrote: ‘The incessant and awful din of that terrible bombardment at a spot within range of the enemy’s batteries did not prevent us from joining heartily in the service which was read over his body.’ Pechell’s death was made all the more bitter by the revelation that in June 1855 he refused an opportunity to return to England, an offer made to him personally by Prince Albert. The *Brighton Herald* of Saturday 15 September reported:

‘After the attack on the Redan on 18th June, a gracious offer was made by Prince Albert to place him in His Royal Highness’s Regiment of Guards, which would have been the means of expediting his return to England; but the high position he held in his Regiment and the zeal which stimulated him in the conscientious discharge of his duties would not allow him at such a moment to quit the post of honour and of danger to which he had so nobly devoted himself; he therefore requested permission to remain in the 77th, and he had the satisfaction of being informed that his decision was fully approved and appreciated by His Royal Highness.’

Pechell chose to remain at his post, performing his duty to the end. His body was eventually brought home in a lead coffin and interred at St. Margaret’s Church, Angmering. On Monday 24 September, a packed meeting was held in Brighton to decide on a suitable memorial to commemorate this local hero. The proposal was submitted by William Peel and seconded by William Catt. Several speeches followed, and a public fund was set up (*Brighton Herald*, 29 September 1855). 1,130 residents of Brighton contributed, and within three months enough money was raised for a 10-foot high statue of Pechell, in Caen stone, to be carved by the acclaimed sculptor Matthew Noble (c. 1817-76). The statue showed Pechell, sword in hand, urging his troops forward just moments before he fell. The *Brighton Herald* said excitedly: ‘Brighton will be proud of this statue.’ It was unveiled at a public ceremony on 19 February 1859. It was displayed in the vestibule of the Royal Pavilion, a space which it dominated (see illustration). Its plinth bore the inscription: ‘WILLIAM HENRY CECIL GEORGE PEHELL - KILLED BEFORE SEBASTOPOL SEPTEMBER 3 1855 IN THE NOBLE PERFORMANCE OF HIS DUTY WHILE LEADING HIS MEN IN FRONT OF THE ADVANCED TRENCH NEAR THE REDAN AGED 25 YEARS - ERECTED BY PUBLIC SUBSCRIPTION’.

In 1914 this magnificent statue was moved to the entrance hall of Brighton Museum and Art Gallery, and in 1930 it was placed at the gallery’s southern end. The museum’s trustees then exposed the statue to the elements. In 1940 they moved it to a corner of Stanmer Park, without its plinth (now lost). For years the statue eroded in the wilderness. Plans to give it to the Middlesex Regiment Museum fell through, owing to the problems of transporting such a heavy object. Vandals rudely defaced it, breaking off Pechell’s head. His shako now lies discarded on the ground, his left arm

severed at the elbow. Moss now covers his face and uniform, of which every detail has been worn away. This disgraceful state of affairs is revealed in the photograph opposite, taken in 2007. The statue now stands in Waterloo Street, Brighton.

Pechell is commemorated by a wall tablet bearing his family arms in the North Chancel of St. Margaret's Church, Angmering, West Sussex.

Sold with copied research, including pages from the diary of Pechell's service compiled by his sisters after his death, and reproductions of Roger Fenton's photographs.

- | | | |
|-----|---|----------|
| 7 | <p>Crimea 1854-56, 1 clasp, Azoff (John Money. R.M.), officially impressed naming, <i>contact marks, nearly very fine</i></p> <p>Although not entitled to clasp, the Medal appears entirely as issued.</p> | £160-200 |
| x8 | <p>Crimea 1854-56, 4 clasps, Alma, Balaklava, Inkermann, Sebastopol (G. Kay. Gr. RI. Hse. Arty.), officially impressed naming, original riband, <i>very fine</i></p> | £150-200 |
| x9 | <p>Turkish Crimea 1855, British issue (3864 Pvte W. McCracken. 18th R. I. Regt.), period engraved naming, pierced with dual ring suspension, <i>nearly very fine</i></p> | £20-30 |
| 10 | <p>Turkish Crimea 1855, British issue, unnamed as issued, pierced with replacement ring and floral suspension, <i>nearly very fine and better</i></p> | £40-60 |
| 11 | <p>Indian Mutiny 1857-59, no clasp (Saml. Ware. 53rd. Regt.), claw tightened and suspension loose, <i>good fine</i></p> <p>Samuel Ware attested for the 53rd Regiment of Foot at Chatham in July 1858, was stationed at Toolespore during the Indian Mutiny and was returned to the Regimental Depot from 1 July 1866; sold with copied research confirming entitlement.</p> | £120-160 |
| 12 | <p>Indian Mutiny Medal 1857-59, no clasp (4857 Pte. A. Brown. 2/Rifle Bde.), naming impressed in block capitals, <i>good very fine</i></p> <p>Adam Brown was born at Oakham, Rutland in 1838. He enlisted into the 2nd Battalion, Rifle Brigade at Westminster on 7 May 1855, aged 18. Six officers and 51 men (including Brown) are listed on the 2nd Battalion Roll as having been attached to the Camel Corps during the Indian Mutiny. The Camel Corps was formed at Lucknow in April 1858 and initially comprised of about 200 men of the 2nd and 3rd Battalions of the Rifle Brigade; about as many Sikhs; and two companies of the 88th Foot. Commanded by Colonel Maxwell of the 88th, it rendered invaluable service during Sir Hugh Rose's Central India campaign. Rose engaged the forces of Tantia Tope, numbering 22,000 men and 28 guns, at the River Jumna on 22 May 1858. The Camel Corps screened the British left flank, and at 9 a.m. they came to the rescue of an isolated British battery. The British force, personally led by Rose, pursued the rebels until heatstroke prevented them from moving further. Out of the 200 riflemen only three had been wounded, though one officer and 25 men were laid low by the sun. The victorious Central India Field Force was disbanded on 1 June, having crushed the rebellion in that area. Brown was discharged at Umbeyla on 9 January 1861. The Medal Roll records that Brown's Medal was sent to him on 4 March 1863, hence the later impressed style of naming with his regimental number. He was entitled to clasps for 'Lucknow' and 'Central India'. On leaving the army he married and had three children. He opened a coffee house in London and lived with his family at 25 Cathles Road, Streatham. The 1911 census records an 'Army Pensioner' of this name living on his own as the caretaker of a block of flats in West Kensington; sold with copied service papers, census records and research.</p> | £240-280 |
| x13 | <p>Indian Mutiny 1857-59, no clasp (Asst. Surgn. T. Mathew, 2nd Tp. 2nd Bl. He. Ay.), <i>edge nick to obverse at 8 o'clock, otherwise good very fine</i></p> | £350-450 |

- 14 Indian Mutiny 1857-59, 1 clasp, Delhi (**J. Young 61st Regt.**), original riband, *minor edge bruises, toned, very fine* £300-400

James Young, a Coventry man, joined the 54th (West Norfolk) Regiment of Foot on 26 August 1841. He served with them until 31 March 1849, when he transferred to the 61st (South Gloucestershire) Regiment. His discharged papers state: 'Served at the Siege and Capture of Delhi in 1857. Present at the repulse of the sortie of 24th July and at the action of Nujuffghur on 25th August 1857.' A wing of the 61st, including Young, had joined the British besiegers on the ridge before Delhi on 1 July 1857. It was not until 14 August that the remainder of the 61st arrived, part of Brigadier John Nicholson's Punjab Moveable Column. On 23 July, a large force of rebels sallied from Kashmir Gate and tried to capture Ludlow Castle, a strongpoint in the British entrenchments. They were thrown back at a cost of some 50 British casualties. This is the 'sortie' referred to in Young's discharge papers.

The Battle of Nujuffghur on 25 August was even more critical. Some 8,000 rebels sallied from the city and attacked the rear of the British besieging force. This rebel movement was quickly spotted and deftly repelled by Nicholson. It was raining heavily, and the rebels were badly led. They withdrew to the village of Nujuffghur, setting up camp there. Nicholson personally led his troops across a deep stream and formed them up in two lines. The advance was sounded, and the troops charged across 200 yards of mud and water in plain view of the enemy. The 61st Foot took part in this charge, supporting the 2nd Punjab Infantry on the right flank. By the end of the battle, all rebel guns had been captured and a severe blow was dealt to rebel morale.

The 61st Foot were assigned to Brigadier Longfield's 5th Column in the final attack on Delhi on 14 September, along with Wilde's Rifles and a wing of the Belooch Battalion. Nicholson was mortally wounded during the assault, but the attack succeeded and Delhi was recaptured. Young was discharged at Chatham on 7 June 1859, on account of chronic deafness and tarsitis of both eyes. He became an Out-Pensioner of the Royal Hospital, Chelsea, returning to Coventry and taking up work as a fish dealer. The 1871 census shows him married with four children. He was buried on 9 December 1883 at London Road Cemetery, Coventry; sold with copied service papers, census records and research.

- x15 Indian Mutiny 1857-59, 1 clasp, Delhi (**J. Willetts. 61st Regt.**), *lightly polished, very fine* £300-400



- x16 Indian Mutiny 1857-59, 1 clasp, Delhi (**Bombr. James Kirkpatrick 4th Co 6th Battn. Bengal Arty.**), *claw loose, lightly polished, nearly very fine* £400-500

James Kirkpatrick was killed in action while serving with Sir Henry Barnard's column at the Battle of Badli-ke-Serai on 8 June 1857. Barnard's force, composed of Gurkha and regular British troops, marched along the Grand Trunk Road from Alipur upon hearing of the mutiny at Meerut. Barnard was just six miles from Delhi when he encountered a rebel force some 9,000 strong, occupying entrenched positions at Badli-ke-Serai. The British advanced over marshy ground, rebel artillery taking a fearful toll. The rebels were obliged to withdraw when their flank was threatened by British cavalry under Sir James Hope Grant. Abandoning thirteen guns, they streamed into Delhi while the British troops, too exhausted to give chase, occupied the infamous 'ridge' that was to be their position throughout the ensuing siege.

17

A notable Indian Mutiny Medal awarded to Private G. Jays, 90th Light Infantry, who was killed in action on 25 September 1857 during the First Relief of Lucknow



Lieutenant Havelock leads the assault over Charbagh Bridge

Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (G. Jays, 90th Lt. Infy.), *toned, good very fine*

£800-1,000

George Jays, a native of Walton-on-Thames, enlisted into the 90th Light Infantry (Perthshire Volunteers) on 5 January 1855. This regiment formed part of Major-General Sir Henry Havelock's column for the First Relief of Lucknow. It was assigned to Colonel Hamilton's 2nd Brigade, which also included the 78th Highlanders and Brayser's Sikhs. On 23 September this Brigade took part in the capture of the Alumbagh, a large enclosure situated just outside Lucknow. This was a stunning feat, achieved quickly and against overwhelming odds. Some 300 sick and foot-sore men were left to defend the Alumbagh, while the remainder of the force assaulted the city on 25 September. Lucknow's great canal had to be crossed, and the narrow Charbagh Bridge was the only viable route. This bottleneck was defended on the enemy bank by a 7-foot high solid earthen rampart, mounted with six guns, with a single narrow slit through which one man at a time could pass.

Aware that he would be leading his troops into a killing zone, Brigadier-General Neill, commanding the 1st Brigade, chose to await reinforcements. Lieutenant Havelock, son of the general and a member of Neill's staff, strongly advocated carrying the bridge with the bayonet immediately. He turned and rode away out of sight, apparently in search of his father. Some time later he galloped back, saluted Neill, and told him his father had ordered the bridge to be carried at once. The ruse worked, and at 8.30 a.m. the attack began, led by the Madras Fusiliers (Fitchett 1909, pp. 199-200). Young Havelock led the attack, sword in hand. The rebel guns took a fearful toll, but the bridge was carried. To reach the Residency, the troops then had to weave through a narrow, twisting street, while subjected to murderous rebel musketry from loop-holed buildings on all sides. This *via dolorosa* extended for three quarters of a mile, terminating at the Baillie Guard. Jays was killed in action at Lucknow on 25 September, during this hellish assault. A further 535 British casualties were suffered. Since the Muster Rolls of the 90th Foot were burnt at Cawnpore, no more information about Jays is available; sold with copied service papers and Medal Roll.

Recommended reading:

Fitchett, W. H., *The Tale of the Great Mutiny* (London, 1909).

- 18 The Indian Mutiny Medal awarded to Private E. Donaghy, 1st Madras (European) Fusiliers, who was killed in action at the storming of the Secundra Bagh on 16 November 1857; in this epic struggle eighteen Victoria Crosses were awarded, the highest number for any single action



Indian Mutiny 1857-59, 1 clasp, Relief of Lucknow (E. Donaghy, 1st Madras Fusrs.), *light contact marks, very fine*

£800-1,200

Edward Donaghy, a Belfast man and a sawyer by trade, enlisted into the Honourable East India Company's 1st Madras (European) Fusiliers at Glasgow on 7 January 1847 (see *L/Mil/11/103*). He arrived in India aboard the troopship *Greenlaw* a few months later. During the Indian Mutiny, this regiment saw service as three distinct units. The bulk of the regiment, 376 men in total, formed part of Havelock's force for the First Relief of Lucknow, eventually becoming part of its besieged garrison. Private Donaghy was among 101 officers and men who took part in the Second Relief, forming part of what became known as the Battalion of Detachments. This unit comprised men from the 5th and 90th Regiments, as well as some Sikhs and loyal Sepoys. The third portion of the regiment, some 150 men, remained at Allahabad when the Second Relief Force began its advance on Lucknow.

The final advance for the relief of the Lucknow garrison began at dawn on 16 November 1857. Sir Colin Campbell's force was met by a hail of lead from the loopholed walls of the Secundra Bagh, a high-walled enclosure. Campbell ordered a gun forward to breach the walls, and it was the Madras Fusiliers who manhandled it into position under heavy fire. Lieutenant Woods described the action:

'Sir Colin had ordered a gun to breach the wall of the Secundra Bagh, about 200 yards off. To this effect it was necessary to drag the gun above a smooth mound. The Chief turned to me and gave his instructions, whereupon my men, scarcely waiting to hear the order, slung their rifles and pulled up the gun in about 15 seconds to his evident and expressed admiration. There was absolutely no cover for the gun nor for those who worked it, and bullets rained like hail among the metal... After about half-an-hour's pounding, Lieutenant Graeme came to say the 93rd were about to assault by the breach at the corner and we were to force the gateway if possible.

I went towards the gateway with Lieutenant Dobbs and Duncan and a few of our men. Not a soul was visible between us and the reddish walls pierced with loopholes. Peeping through the cracks of the gate, I descried, 50 yards in front of me, a 6 or 9-pounder pointing, with a company of red-coated sepoy drawn up in good order behind it. I said to Graeme who was close at hand - "Look out for grape, there is a gun in front of us." I now pushed the double gates with all my strength but they merely swung back a few inches. A gun had been sent for, but before its arrival one of our men placed his Enfield against what seemed to be the rivet of the obstructing gate and blew it away in a moment. Without further loss of time the hive was broken into, and three of four Fusiliers bayoneted every sword-bearing and shield-carrying Ghazi who resisted.'

Privates Leahy and Smith of the Madras Fusiliers were the first men through the gate, Smith winning the Victoria Cross for his gallantry. No mutineers were left alive in the Secundra Bagh; they were caught in a trap from which they could not escape, and some 1,800 of them perished. Bitter street-fighting ensued. A large mosque called the Shah Nujef had to be stormed following a sharp bombardment by the Naval Brigade. By the end of the day the Battalion of Detachments had lost 150 men killed and wounded. The Madras Fusiliers had Lieutenant Dobbs and five men killed during the assault on the Secundra Bagh, including Private Donaghy. The regiment's Nominal Roll states that Donaghy died intestate; sold with copied research and Casualty Roll confirmation.

- 19 Indian Mutiny 1857-59, 1 clasp, Lucknow (**John Pearce, 1st Bn. 23rd R.W.Fusrs.**), *edge nicks, good very fine* £300-400

John Pearce was born at Romsey, Hampshire in 1833. A painter by trade, he attested for the 23rd Foot (Royal Welch Fusiliers) on 1 January 1856, aged 26. The 23rd, *en route* for China, were diverted on news of the Mutiny, arriving in India in October 1857. In March 1858 Pearce served with the wing of the regiment attached to Major-General Sir James Outram's flanking column, part of Sir Colin Campbell's force for the Second Relief of Lucknow. Outram's task was to clear the enemy from the north bank of the Gumti River. This was achieved, but the Royal Welch Fusiliers lost 60 officers and men. Pearce was discharged at Chatham on 20 May 1862, due to 'Disease of the skull caused by natural predisposition,' and more specifically, 'enlargement of the left temporal bone.' His conduct was described as 'very good'. He retired to Winchester and continued his trade as a painter. He died in December 1889, leaving a widow, Mary Ann, and four children; sold with copied census records and discharge papers.

- 20 Indian Mutiny 1857-59, 1 clasp, Lucknow (**John Evans, 97th Regt.**), officially re-impressed naming, *very fine* £200-250



- 21 Indian Mutiny 1857-59, 2 clasps, Delhi, Relief of Lucknow (**Chas. Blacher, 1st Bn. 8th Regt.**), *nearly extremely fine* £400-500

Charles Blacher, a shoemaker from Taunton, Somerset, enlisted into the 8th (King's) Regiment of Foot at Manchester on 10 June 1843, aged 17. The 1st Battalion served in India from 1846, attached to the Bombay Presidency, though Blacher remained in England. He deserted on 10 April 1846, re-joining on 12 April 1847. For this offence he was tried and sentenced to four months' imprisonment. His past service was struck out and he was branded with the letter 'D'. On 16 July 1853, however, his pre-1846 service was restored by the War Office. His conduct after 1847 was

'very good', earning him no fewer than five Good Conduct Badges. He arrived at Bombay on 3 April 1848, joining the 1st Battalion. During the Indian Mutiny, this Battalion was reduced through cholera and campaigning to an effective strength of just 200 men. It saw heavy fighting at the Siege of Delhi, spearheading Brigadier Jones' 2nd Column for the assault on the Water Bastion on 14 September. During this single attack, the Battalion suffered 37% casualties. Its remnants, including Blacher, joined Sir Colin Campbell's force for the Second Relief of Lucknow.

The 1st Battalion, 8th Foot returned to England in January 1860. Blacher remained in India, volunteering for the 7th Foot (Royal Fusiliers). He was discharged at Netley on 24 March 1868, due to 'frequent attacks of intermittent fever and exposure during his long service.' He had served for 22 years and 22 days, of which 19 years and 8 months had been spent in India. He was in possession of a Long Service & Good Conduct Medal; sold with copied service papers and research.

- 22 Indian Mutiny 1857-59, 2 clasps, Delhi, Lucknow (**Serjt. Robt. Walker, 1st Eurn. Bengal Fusrs.**), *light contact marks, very fine*

£350-450

Robert Walker was born at Beith, Ayrshire in 1826. A baker by trade, he joined the Honourable East India Company's 1st Bengal Fusiliers on 11 March 1846. He served during the 1852-53 Burma campaign, receiving an India General Service Medal with clasp for 'Pegu'. His regiment was heavily involved in the suppression of the Indian Mutiny, taking part in the siege and recapture of Delhi. When Delhi was stormed on 14 September, the British force was deployed in five columns, each about 1,000 men strong. Walker's regiment was assigned to the 1st Column, led by the charismatic Brigadier-General John Nicholson. Its objective was the Kashmir Bastion, which had just been breached by British artillery. The 1st Bengal Fusiliers lost 51 officers and men during the assault, and Nicholson was mortally wounded.

After the siege, the regiment joined in the Second Relief of Lucknow as part of Sir James Outram's force. Walker was discharged, in the rank of Private, in October 1865, having completed just over 21 years' service. His intended place of residence was given as Wilson Street, Beith, Ayrshire. He had served as a Sergeant before the Mutiny, but three Courts Martial in subsequent years, each with short terms of imprisonment, had divested him of his stripes and precluded him from receiving a Long Service and Good Conduct Medal. The last charge was 'drunk on parade'. Receiving an army pension, he returned to Beith and set up a bakery. The 1881 census lists him as a 55 year old widower, living with a 10 year old son; sold with copied service papers and research.



- x23 Indian Mutiny 1857-59, 2 clasps, Delhi, Lucknow (**Gunner. Denis Moloney, 3rd Tp. 3rd Bde. H.A.**), *toned, minor scratch to obverse profile, good very fine*

£400-500

24 The Indian Mutiny Medal awarded to Colour-Sergeant I. W. Love, 5th Foot (Northumberland Fusiliers), who took part in the heaviest fighting of the First Relief of Lucknow



Indian Mutiny 1857-59, 2 clasps, Defence of Lucknow, Lucknow (Cr. Sergt. I. Love, 1st Batn. 5th Fusrs.), *good very fine*

£800-1,000

Note that the Medal Roll gives 'W' as Love's second initial.

Isiah William Love was baptised at St. John de Sepulchre Church, Norwich in 1827. A 15 year old boy of this name appears in the 1841 census, his occupation listed as 'silk weaver'. He lived in Newton St. Faith, Norfolk with his mother and father (also a silk weaver) and several siblings. When the Indian Mutiny began he was stationed on Mauritius as a Colour-Sergeant with the 1st Battalion, 5th Foot (Northumberland Fusiliers). The 5th sailed for China aboard H.M.S. *Simoon* on 19 June 1857, to participate in the Second Opium War, but upon reaching Singapore they heard of the Mutiny and were diverted to Calcutta, arriving there on 4 July. Sailing up the Ganges aboard the river steamer *Benares*, they engaged the Dinapore mutineers on 20 August. The Medal Roll confirms that Love was present at this action. The 5th Fusiliers then joined Sir Henry Havelock's column in early September. This combined force, numbering some 3,000 men, would attempt to relieve the British garrison of Lucknow, besieged by over 15,000 mutineers. Havelock's column crossed the Ganges on 18 September and met fierce opposition throughout the march. Entering Lucknow on 25 September, the 5th Fusiliers charged against rebel-occupied houses and entrenchments in their desperation to reach the Residency. Francis Collins, an Assistant Surgeon in the regiment, described the action in his diary (see Lot 141, April 2018):

'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 forlorn hope that some stray bullet might enter the loopholes and kill the cowards sheltered behind. We lost that day 600 killed and wounded and 48 officers.'

Havelock's men burst into the Residency compound to fervent cheers from its long-suffering British defenders. Maria Germon, an officer's wife who been trapped in the Residency since 30 June, described it as: 'The most exciting scene I ever witnessed... in an instant our whole compound was filled with them.' After such crippling losses, however, the combined force was too weak to break out. Havelock's men had brought no provisions, and this put further strain on the garrison's dwindling food supplies. The Residency was not evacuated until Sir Colin Campbell's 'Second Relief'

in November. Colour-Sergeant Love took part in the actions before Lucknow in January-March 1858. The Medal Roll records that he died of cholera on 2 June 1859, and was buried at Allahabad the next day; sold with copied Medal Roll and burial register.

Recommended reading:

Germon, M., *Journal of the Siege of Lucknow*, ed. M. Edwards (London, 1958).

- 25 **The Indian Mutiny Medal awarded to Corporal A. Consani, Military Train, who was killed in action on 17 April 1857 during the pursuit of Kunwar Singh across the Tons River**



Indian Mutiny 1857-59, 2 clasps, Relief of Lucknow, Lucknow (Corpl. A, Consani. 2nd Bn. Mily. Train), *extremely fine*

£500-600

Anthony Consani was born at St. James's, Bristol in 1836. The 1851 census shows him living in Bristol with his father Andrew, an Italian model-maker from Tuscany. Young Anthony joined the 34th (Cumberland) Regiment of Foot aged 17, and served with the regiment throughout the Crimean War. He was slightly wounded at the first assault on the Redan on 18 June 1855, an action in which the 34th suffered particularly heavy losses. Two weeks earlier, men of the 34th had played a crucial role in the capture of The Quarries, a key Russian earthwork guarding Sebastopol. This had involved charging over ground strewn with Russian fougasses, before holding the earthwork against four determined Russian counter-attacks. Consani was entitled to a Crimea Medal with clasps for Alma, Inkermann and Sebastopol. He transferred to the 2nd Battalion, Military Train in July 1856, with the rank of Corporal.

Though intended as a supply and transport corps, this unit saw much service as light cavalry during the Indian Mutiny. The 2nd Battalion was en route to China as the transport corps for that expedition, when it was diverted to Calcutta on news of the outbreak of the Mutiny. The men were mounted on the horses of the disbanded 8th Madras Light Cavalry. During the operations around Lucknow in January-March 1858 they comprised over half of Sir James Outram's cavalry. On 14 April, they joined the pursuit of Kunwar Singh's 13,000-strong rebel force to Azimghur on the Tons River. Two bridges over the Tons had to be crossed in full view of the enemy. This developed into a British pincer movement which forced the enemy to withdraw. A flying column was immediately sent over to try to capture Kunwar Singh. In a tense twelve-mile chase, Singh's rear guard was badly cut up by 'E' Troop, Royal Horse Artillery, led by Major J. E. Michell (see Lot 383, April 2019) and supported by the 2nd Battalion, Military Train. Three rebel guns were captured. During the pursuit the Military Train suffered eleven casualties, including four men killed in action. One of the latter was Corporal Consani (*London Gazette*, 28 July 1858). Two men of the Military Train, Private Morley and Farrier Murphy, received the Victoria Cross; sold with copied research, Roll confirmation and *London Gazette* entries.

- x26 India General Service 1854-95, 1 clasp, Northwest Frontier (**760 Pte. W. Stevens. 3 Bn. Rif. Bde.**), *unofficial correction to initial, edge bruising, polished, good fine* £80-120
Also entitled to an Indian Mutiny Medal with clasp 'Lucknow'.
- 27 India General Service 1854-95, 1 clasp, Burma 1885-7 (**Major H. M. Dale 1st Madras Infy.**), *nearly extremely fine* £200-240
Henry Montague Dale was baptised at St. Michael's Church, Highgate, Middlesex on 14 June 1839, the son of a Gray's Inn solicitor employed by the Honourable East India Company. Educated at Harrow, he was nominated as a Cadet for the Madras Infantry by Major-General Sir R. J. H. Vivian, K.C.B., following a recommendation by his mother. Though commissioned an Ensign in the 1st Madras Native Infantry on 20 September 1856, he remained in England during the Indian Mutiny. After an appointment with the Indian Staff Corps he transferred to the 41st Madras Native Infantry, becoming Quartermaster on 28 January 1867 and Adjutant on 17 February 1868. He returned to the 1st Native Infantry for the 1885-6 Burma Expedition, in which he served at the rank of Major. He was present at the reduction of Minhla and the capture of Mandalay under Major-General H. N. D. Prendergast (Medal & clasp); sold with copied service papers and transcribed H.E.I.C. examination documents.
- 28 India General Service 1854-95, 1 clasp, Burma 1887-89 (**1209 Pte. G. Holmes 2nd Bn. Leic. R.**), *post a little slack, polished, nearly very fine* £80-120



George Holmes served in Burma with the 2nd Battalion from 3 December 1888-31 March 1889; sold with copied roll extract.

- 29 India General Service 1854-95, 1 clasp, Burma 1889-92 (**2488 Pte. J. Goddard 2nd Bn. Devon. Regt.**), *light scratches, edge nick, very fine* £100-140
- 30 Canada General Service 1866-70, 1 clasp, Fenian Raid 1866 (**Captain J. F. Bell, 47th Foot**), *officially impressed naming, minor edge nick, nearly extremely fine* £380-420
John Frederic Bell was born at Wallington, Norfolk in September 1838, the son of a Downham Market solicitor. Along with his older brother Henry, he became an articled clerk to his father on 20 February 1855. In 1858 he was commissioned into the 47th (Loyal North Lancashire) Regiment of Foot, advancing to Lieutenant in 1860 while serving in Canada. Bell married Maria Aletta Napier, the only daughter of Major-General George Thomas Conolly Napier, at Toronto on 16 October 1861. Promoted to Captain in 1865, he served during the Fenian Raids before returning to England with his family. The 1871 census shows him as Deputy Governor of Dartmoor Prison. His Canada General Service Medal was sent to H.M. Prison Norwich, of which he became Governor in 1899. He died in Ealing, Middlesex on 13 July 1911, leaving an estate of £220 9s 4d; sold with copied research.
- 31 Ashantee 1873-74, no clasp (**D. Kennedy, Stoker. H.M.S. Amethyst. 73-74**), *very fine* £160-200

32 **The Second Afghan War Medal awarded to Lieutenant-Colonel Sir H. B. Thornhill, K.C.I.E., C.M.G., C.I.E., Indian Staff Corps, late Northumberland Fusiliers; after serving as Inspecting Officer of Cantonments on the North-West Frontier, Thornhill was decorated for organising efficient sanitation at the 1902 and 1911 Durbars. During the Great War, the War Office appointed him Inspector of Prisoner of War Camps; in 1915 he became Assistant Adjutant-General**

A naturalist, artist and sportsman of prodigious talent, Thornhill produced over 800 drawings of Indian plants and animals which were finally published in 1987

Afghanistan 1878-80, no clasp (Lieut. H. B. Thornhill. 1/5th Fusrs.), *extremely fine*

£500-600

[C.M.G.] *London Gazette* 3 June 1918.

[K.C.I.E.] *London Gazette* 12 December 1911.

[C.I.E.] *London Gazette* 26 June 1903.

Henry Beaufoy Thornhill was born at Agra on 7 January 1854, the third son of Cudbert Bensley Thornhill, C.S.I., of the Indian Civil Service. As a child of three he witnessed the Indian Mutiny, when his mother and her young family took refuge in Agra's citadel for over a year. Educated at Eton, where he was in The Rev. W. B. Marriott's house, he gained a commission in the 1st Battalion, 5th Foot (Northumberland Fusiliers) on 23 April 1873. The Battalion was stationed at Chakrata on the North-West Frontier on 8 October 1878, when it received orders to advance into Afghanistan. It reached Jamrud on 13 December, and was initially employed on convoy duties in the Khyber Pass. Thornhill took part in both Bazaar Valley Expeditions, aimed at destroying hostile villages and reducing the power of the Zaka Khels. He was appointed to the Bengal Staff Corps on 21 March 1879.

In 1880, after hostilities ended, Thornhill was posted to the Andaman Islands in the Bay of Bengal as a Civil Administrator. This role amply demonstrated his energy and managerial flair. A talented naturalist, he introduced new species of trees to the islands, describing himself as 'mad on trees'. This was more than horticultural curiosity; timber from the trees became the islands' main export, transforming their economic output. Thornhill made extensive studies of natural history, producing important drawings. He learnt the calls of every Indian bird, and could repeat them with eerie accuracy.

In 1882 Thornhill married Margaret Massey, daughter of Lieutenant-General George Wheeler, with issue of two sons and one daughter. He became a Captain in the Indian Staff Corps on 8 January 1885 and was appointed Cantonment Magistrate, North-West Provinces in 1891, and Inspecting Officer of Cantonments in 1903. He was promoted to Major on 27 June 1893, and Lieutenant-Colonel on 18 July 1899. His talent for organisation saw him appointed Executive Sanitation Officer during the 1902 and 1911 Durbars, a role which involved putting up endless tents and lavatories, constructing roads, and piping water to 500,000 people. Thornhill was decorated for his services: he became a Companion of the Order of the Indian Empire in 1903, rising to Knight Commander in 1911.

Thornhill retired on 15 March 1912. That year, at Srinagar in Kashmir, his daughter Madge gave birth to his first grandson, named Teddy. Thornhill doted on the lad, his knowledge of animals providing hours of entertainment. Once, while taking Teddy to London Zoo, he caused pandemonium in the primate house by imitating the call of an Indian monkey. He drew over 800 animal drawings for Teddy, some whimsical, but others highly accomplished and virtually Cubist in feel. The onset of the Great War saw him attached to the War Office as Inspector of Prisoner of War Camps. He was then appointed Assistant Adjutant-General (*London Gazette*, 7 June 1915).

After his wife died in 1917, Thornhill showed even greater affection towards his grandchildren, sending them weekly parcels across the seas. These remarkable illustrations were published in 1987, under the title: *Pictures in the Post: The Illustrated Letters of Sir Henry Thornhill to His Grandchildren*. In scale and complexity of artwork, this tome rivals *The Country Diary of an Edwardian Lady*. Thornhill re-married in 1925. A freakishly tall man at 6 foot 8 inches, he was a prodigious sportsman; special cricket bats had to be made for him. At tennis, he defeated the renowned brothers R. F. and H. L. Doherty, who went on to dominate the Wimbledon men's singles title between 1897 and 1906. He died at Montreux, Switzerland on 26 April 1942. His obituary, entitled 'Lieut.-Col. Sir Henry Thornhill: A Mutiny "Baby"', appeared in *The Times* two days later. Many of his letters are held at The British Library (Mss Eur B298/18).

Sold with obituaries, and a copy of the charming *Pictures in the Post: The Illustrated Letters of Sir Henry Thornhill to His Grandchildren* (Bantam, 1987).

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| 33 | Afghanistan 1878-80, no clasp (458. Pte. Jas. Cullen. 63rd. Regt.), <i>edge bruising, otherwise very fine</i> | £60-80 |
| 34 | Afghanistan 1878-80, no clasp (Sowar Hoosein. Khan 15th Bengal Cavy.), <i>good very fine</i> | £100-140 |
| 35 | Afghanistan 1878-80, no clasp (Sowar Karram Khan 15th Bengal Cavy.), <i>nearly very fine</i> | £70-90 |
| 36 | Kabul to Kandahar Star 1880 (Trumpeter A. Bux No. 2 Mountain Batty.), <i>nearly very fine</i> | £260-300 |
| 37 | Egypt and Sudan 1882-89, dated reverse, no clasp (J. Bowers, Ord. Sean. H.M.S. Minotaur.), <i>edge nick, nearly extremely fine</i> | £80-100 |
| <p>John Bowers was born at High Church, Glasgow in December 1862. He joined the Royal Navy as a Boy 2nd Class on 14 December 1880, serving initially aboard H.M.S. <i>Hercules</i>. He transferred to <i>Minotaur</i> on 9 November 1880, the 1881 census listing his occupation as ‘Ordinary Seaman’. He served aboard <i>Victory I</i> and <i>Hannibal</i> during the Great War, and was finally shore-pensioned on 23 July 1919; sold with copied naval service record.</p> | | |
| 38 | Egypt and Sudan 1882-89, undated reverse, no clasp (E. Streater, Ldg. Stoker. H.M.S. Arab.), <i>light pitting from Star, very fine</i> | £60-80 |
| <p>76 no-clasp Medals to H.M.S. <i>Arab</i>.</p> | | |
| 39 | Khedive’s Star 1882, ‘1543’ engraved on reverse lower arm, erased naming at reverse centre, <i>nearly very fine</i> | £40-60 |



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| 40 | Royal Niger Company Medal 1886-97, bronze issue, 1 clasp, Nigeria, the edge officially numbered '2236', <i>extremely fine</i> | £400-500 |
| 41 | India General Service 1895-1908, 3 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Tirah 1897-98 (Asst. Surgn. H. Y. Dewey I.M.D.), <i>unofficial wires between clasps, suspension a little slack, very fine</i> | £140-180 |
| 42 | India General Service 1895-1908, 3 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98 (1606 Sowar Kishan Singh 18th Bl. Lcrs.), <i>suspension somewhat slack, nearly very fine</i> | £120-160 |

- 43 India General Service 1895-1908, bronze issue, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (67/45 Dooly Bearer Barrah Appiah C. J. Dillit.), *scroll suspension twisted, otherwise good very fine* £200-240
- x44 Queen's South Africa 1899-1902, no clasp (2927 Corpl: C. Dawson. Highland L.I.), *good very fine* £30-50
- 45 Queen's South Africa 1899-1902, 1 clasp, Cape Colony (23981 Shg: -Sth: W. S. Stone. 12th Coy. Imp. Yeo.), *extremely fine* £80-100
- William Samuel Stone** was born at Salcombe, Devon in 1883. Gaining civilian employment as a plasterer, he attested for the Imperial Yeomanry at Carlton Street, London on 26 January 1897, becoming a Farrier and Shoeing Smith in the 12th Company. After serving during the 2nd Boer War he was discharged at Aldershot on 30 August 1902, his conduct described as 'Very Good'; sold with copied discharge papers.
- x46 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902 (3734 Pte. W. Perry. Rl: Warwick: Regt.), *edge nicks and minor wear, nearly very fine* £40-60
- William Perry** was born around 1873 and attested for the Royal Warwickshire Regiment on 3 March 1891, noting previous service as a Militiaman and his trade as a shoe maker. Appointed Lance Corporal in the 5th Battalion on 1 July 1900, Perry was disembodied on 18 October 1900, before being mobilised for a second term on 2 December 1901 and embarking for South Africa on 16 December 1901:
- 'On arrival the battalion furnished detachments at several places in Cape Colony with Headquarters at Worcester. February 10th 1902, proceeded to Beaufort West and took over the Blockhouse line between that place and Victoria Road. April 14th, marched to Carnarvon for duty on the Blockhouse line from this place to Kaffir's Kraal. A detachment was present at the siege of Ookiep. On May 12th the Blockhouses about Carnarvon were attacked and the Boers driven off' (*The History of the Militia, The Constitutional Force*, by Colonel G. Jackson Hay, refers).
- Perry returned to England on 10 September 1902 having likely spent his final months guarding Boer prisoners. He was disembodied on 29 September 1902 and discharged time-expired on 2 March 1905, giving his address as 58 Sheep Street, Birmingham; sold with copied service record.
- 47 *'We know his judgements for their limpid precision and compelling reasoning. In so many fields they remain the leading cases. Innes was however considerably more than a lawyer. The course of his career affords considerable insight into the moulding of one of our greatest judges, and in particular into his contribution to the development of our constitutional and administrative law.'*
- The important Anglo-Boer War Medal awarded to Sir James Rose Innes, Judge, Politician and Cabinet Minister, who served as Chief Justice of South Africa from 1914 to 1927 and became a prominent critic of Cecil John Rhodes. A founder Member of the Non-Racial Franchise Association, he abhorred the violence, discrimination and repression which led South Africa along the pathway towards Apartheid**
- Queen's South Africa 1899-1902, 2 clasps, Transvaal, South Africa 1901 (Capt: & Paymr. J. Rose-Innes, Joh'burg M.R.), *good very fine* £600-800
- [K.C.M.G.] *London Gazette* 23 August 1901.
- James Rose Innes** was born on 8 January 1855 at Grahamstown, South Africa, scion of a highly politicised family dynasty. His father James Rose Innes had served from 1880-1896 as Under Secretary for Native Affairs in the Cape Colony, whilst his grandfather, also named James Rose Innes, had been the first Superintendent-General of Education in the Cape. Going back a further generation, his great-grandfather on his mother's side of the family tree was Robert Hart of Glen Avon, the founder of Somerset East, who had landed as a member of the British Expeditionary Force in 1795. In his own forthright words:
- "I should call myself an Afrikaner, were it not for the tendency to confine that term to those whose ancestors landed here before the British occupation. And to such newer arrivals as are animated by the 'South African spirit', as understood by those who extol it, implies a view on the native question which I cannot share. But I am proud to be a South African, and I claim to stand on the same national footing as if my forebears had landed with Van Riebeeck or followed Piet Retief over the Drakensberg."



Innes spent much of his early childhood following in the footsteps of his father who variously worked as a Magistrate at Riversdale, Uitenhage, Bedford, Somerset East and King William's Town. His transient life and somewhat chaotic and sporadic education ended in 1867 when he took a place at the Bedford Public School - his contemporaries including W. P. Schreiner, future Prime Minister of the Cape, later High Commissioner in London, and Leaders of the Bar J. W. Leonard and W. O. Danckwerts.

In 1874 Innes graduated Bachelor of Arts from the University of the Cape of Good Hope and took work as a teller, book-keeper and correspondence clerk in a bank. This was followed by a spell in the Native Affairs Department at Cape Town under the tutelage of Charles P. Brownlee. In 1877 he obtained his Bachelor of Law Degree and on 12 February 1878 Innes was called to the Bar of the Cape Supreme Court. His practice grew steadily and contemporaries noted his ability to 'think on his legs' and display a 'fund of quiet humour and a gentle quizzing satire'. On circuit he was said to be in the middle of any mischief.

Elected Member of the Cape House of Assembly for Victoria East in 1884, his attitude towards the native population was liberal and uncompromising, characterised by his opposition to forced removals of the Xhosa people across the Kei River:

"... the policy of repression has been tried, and it has failed. What the country requires is that the existing laws should be fairly and equitably administered, and that the Natives should cease to be subjects of rash experiments in the art of 'vigorous' government."

Appointed Attorney-General in Cecil Rhodes's government from 1890, Innes resigned three years later over the scandal of Rhodes's right-hand man, James Sivewright, giving a lucrative government railway contract to his friend and business associate James Logan* without going to tender. Innes refused to work with Sivewright, with the effect that Rhodes's first ministry was forced to come to an end; Innes thereafter maintained relations with Rhodes, but was never close to him, describing him privately as:

‘Entirely an opportunist and, more than that, like Napoleon he is a law unto himself and has established for himself such a position that he is able to do things which smaller men could not possibly do without losing self-respect.’

The nadir became Rhodes’s involvement in the Jameson Raid, an event which, Innes said, “No one... concerned for the true interests of South Africa can recall without regret” (*James Rose Innes: Chief Justice of South Africa*, 1914-27, refers). In his memoirs, Innes made no secret of how he deplored the way Rhodes jettisoned his alliance with Hofmeyr’s Bond - tactical though it was - for the ready fruits of jingoism, his final considered view being that Rhodes ‘infected Cape public life with a harmful virus, and to South Africa he brought no peace but a sword.’

The outbreak of the Second Anglo-Boer War led to Innes’s appointment as Attorney General for a second time on 18 June 1900 in the fourth Sprigg Cabinet. Almost at the outset, he was involved in a determined correspondence with Sir Alfred Milner, the High Commissioner, warning against the unrest and discontent stirred up by the deportation of men and children:

‘Not only is the thing itself one which naturally arouses men’s feelings; but it lends itself to exaggeration and mischief to a degree that hardly any other topic would.’

His views on martial law were expressed with equal clarity and force. Writing again to Milner, he said:

‘As your Excellency knows I hate the thing. It is abhorrent to me.’

Innes held the office of Attorney General until 19 February 1902 and was Knighted upon the visit of the Duke of York - later King George V - to the Cape Colony. Subsequently becoming Judge President of the newly instituted Supreme Court of the Transvaal at Pretoria, Innes was made Chief Justice of the Transvaal in October 1902 and Chief Justice of the Union of South Africa on the death of Lord J. H. de Villiers in September 1914. The recipient of an honorary doctorate of Laws from the University of Stellenbosch in 1924, Innes retired at the age of 72 and founded the Non Racial Franchise Association - an association with the object of opposing differentiation on grounds of race and colour in the Cape Province. At the Association’s opening function he noted:

‘South Africa stands at the parting of the ways. She may take the path of repression, easy at first with its downward grade, but it leads to the abyss - not in our time, but in the time of our descendants, whose interests it is our sacred duty to guard.’

The last ten years of his life were shadowed by a loss of friends, loved ones and the failure of the Association mission, especially the stripping of black South Africans of the vote. On 11 June 1935 his only child, Dorothy, who had married the son of the Kaiser’s Field Marshal, von Moltke, suddenly died; Innes in his memoirs describing ‘the bottom falling out of our little world’.

Innes died on 16 January 1942, and was mercifully spared the loss of his grandson, Count Helmuth James von Moltke, a leading figure in the Kreisau Circle of young Protestant idealists, who was motivated by a similar vein of conscience and was convicted of hostility to National Socialism in Freisler’s People’s Court, and hanged on 23 January 1945 at Plötzensee Prison in Berlin. In a letter written while in custody, von Moltke revealed to his two sons his motivation for resistance:

‘Since National Socialism came to power, I have striven to make its consequences milder for its victims and to prepare the way for a change. In that, my conscience drove me - and in the end, that is a man’s duty.’

The autobiography of James Rose Innes was published after his death and his archives and private correspondence remain in the S.A. Library, Cape Town, as the ‘Rose Innes Collection’; sold with copied service roll for the Johannesburg Mounted Rifles and research.

*Please note that the Anglo-Boer War Queen’s South Africa Medal and miniature Medal awarded to Captain the Honourable James D. Logan, Matjiesfontein District Mounted Rifles, were sold in these rooms on 25 July 2019, Lots 486 & 487.

Sources:

James Rose Innes: The Making of a Constitutionalist, Jeremy Gauntlett, Cape Bar.

Sir James Rose Innes, Selected Correspondence (1884-1902), Professor Harrison M. Wright.

- 48 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Transvaal, South Africa 1902 (**211 Pte. R. J. McKay. Canadian M.R.**), *minor edge nicks, good very fine* £80-120
- Reginald J. McKay** was 1 of approximately 21 officers and 357 men to serve with the 2nd Battalion, Canadian Mounted Rifles in South Africa.
- x49 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Wittebergen, Transvaal (**6849 Pte. J. Law. 2nd. Rl. Highldrs:**), *toned, very fine* £60-80
- Joseph Law** was born around 1869 at Bradford, Yorkshire. A concrete slab maker, he served with the 2nd Volunteer Battalion of the West Yorkshire Regiment before attesting for the 2nd Battalion, West Yorkshire Regiment on 30 January 1900. Posted to South Africa from 22 February 1900-20 April 1901. Law was discharged on termination of engagement on 14 April 1901 and returned home to live with his wife Louisa at 76 Laurel Street, Bradford; sold with copied service record which makes no mention of service with the Royal Highlanders, likely an administrative error.
- 50 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Wittebergen, Belfast (**3717 Pte. M. Cummins, 1st. Rl. Irish Regt.:**), *good very fine* £60-80
- Michael Cummins** was born in 1869 at Callau, Kilkenny, and attested for the 5th Battalion, Royal Irish Regiment on 12 November 1890. During service in India (Medal with 2 clasps), he was imprisoned for 14 days and fined 10/- on 29 June 1898. He returned to duty and was posted to South Africa on 16 December 1899, being discharged on 11 November 1902; sold with copied service record.
- 51 Queen's South Africa 1899-1902, 4 clasps, Defence of Ladysmith, Orange Free State, Laing's Nek, Belfast (**4405. Pte: J. Sullivan. 19/Hrs.**), *good very fine* £60-80
- John Sullivan** was born around 1877 at Waterford, Ireland. A porter by trade, he attested for the 19th Hussars at Waterford on 22 January 1896, noting previous service with the 4th Battalion, Royal Irish Regiment. Sullivan served in the East Indies from 16 September 1897-7 October 1899 and then in South Africa until 5 June 1903. Discharged on 21 January 1908 and with his character stated as 'very good', Sullivan witnessed four further years with the Army Reserve from 3 April 1908, before being discharged upon termination of engagement, section 'D'. He returned to civilian life as a postman and lived with his wife Elizabeth at Arundel Square, Waterford; sold with copied service record.
- x52 Queen's South Arica 1899-1902, 4 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek (**4067 Pte. T. Drummond, Scottish Rifles**), *good very fine* £70-90
- Thomas Drummond** was born around 1870 at New York, the son of Thomas Drummond, an English silk broker. He attested for the Scottish Rifles on 8 June 1891 and served 12 years with the Colours. He died in Essex in 1907.
- x53 Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (**9027 Pte. R. Jewitt. North'd: Fus:**), *date clasps appear attached with adhesive, very fine* £70-90
- x54 Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (**5288 Pte. B. J. Vallance. 7th. Dragoon Guards**), *minor edge bruise and light contact marks, nearly very fine* £70-90
- x55 Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (**3563 Pte. C. G. Moore, Devon: Regt.**), *good very fine* £70-90
- Charles George Moore** was born around 1874 at Exmouth, Devon, the son of Jervis Moore of Lymptone, near Exeter. A labourer by trade, he attested at Exeter for the Devon Regiment on 13 September 1892, being posted to the 2nd Battalion on 15 April 1893. Awarded a Cold Shoeing Certificate on 11 November 1895 and a Mounted Infantry Certificate on 15 July 1896, Moore saw service in South Africa from 20 October 1899-13 September 1902. He was discharged from the Army Reserve on 23 May 1903; sold with copied service record stating entitlement to a King's South Africa Medal with 2 clasps.

- x56 Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Orange Free State, Johannesburg, Diamond Hill, South Africa 1901, South Africa 1902 (782 Trooper R. H. Vallance. 3rd. N.Z.M.R.), *contemporary engraved naming, nearly very fine*

£240-280



Robert Hugh Vallance was born around 1882 at Sefton, Canterbury, New Zealand, the son of Hugh Vallance. A butcher by trade, Vallance was drafted from the Rangiora Rifles for service with the 3rd Contingent, New Zealand Mounted Rifles, at Addington on 31 January 1900. He subsequently sailed from Lyttelton on 17 February 1900 and served in South Africa until 8 May 1901 with the 3rd and 8th Contingents. Vallance was discharged at Wellington on 8 June 1901 in consequence of completion of his term of service, returning home to live at Sefton, Canterbury; sold with copied service record confirming clasp entitlement.

Due to an administrative error, men of the 2nd and 3rd Contingents were issued their medal unnamed as they left South Africa for home. As a consequence, it was not uncommon for one man to gather medals belonging to his comrades and have these named by a local jeweller. The wording on these medals was engraved and usually takes up the whole rim, resulting in variations to rank, unit titles and styles. Previously disregarded by collectors, such medals are rare today. A few men of the 2nd and 3rd Contingents who remained in South Africa until later in the war or travelled from South Africa to England before returning home, usually received medals with officially impressed naming (*Rough Riders at War* by author Richard Stowers, refers), but that would not be applicable to this recipient.

For further details please see:

<http://medals.nzdf.mil.nz/category/h/h2.html>

- x57 Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, South Africa 1901 (**3992 Pte. M. McCann, 1st. Connaught Rang:**), *very fine* £70-90
- Michael McCann** was born around 1871 at St. Paul, Dublin. A labourer by trade, he attested for the Royal Dublin Fusiliers on 11 March 1889, serving with the 1st and 2nd Battalions in the East Indies from 19 September 1890-15 December 1891. Transferring to the Connaught Rangers - with whom his brother Martin McCann served in the 1st Battalion - McCann spent 7 years at home before seeing active service during the Boer War from 10 November 1899-4 February 1901. Discharged at Chatham upon the termination of his first period of engagement on 31 March 1902, McCann returned home to 26 North King Street, Dublin.
- 58 Queen's South Africa 1899-1902, no clasp, bronze issue (**117 Dhooly Bearer Gaya Deen S. & T. Corps.**), *official correction to rank, very fine* £70-90
- 59 King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (**1781 Pte. J. H. Welsh. Devon: Regt.**), *extremely fine* £100-140
- x60 China 1900, no clasp (**C. Perry, A.B. H.M.S. Esk.**), *good very fine* £80-120
- Cromwell Perry** was born on 14 July 1878 at Branscombe, Devon. A labourer by trade, he enlisted into the Royal Navy on 14 July 1896 as Boy 2nd Class, later earning the Ashanti Medal as Leading Seaman aboard H.M.S. *Forté*. His China medal was sent to *Vivid* on 16 September 1903, Perry later being awarded the Most Excellent Order of the British Empire (O.B.E.), a 1914-15 Star trio and naval L.S. & G.C. Medal; sold with reproduction cap tally for H.M.S. *Esk*.



- 61 China 1900, 1 clasp, Relief of Pekin, bronze issue (**Sweeper Kaligadoo, 1st Madras Pioneers**), *edge bruise, good very fine* £160-200
- 62 Africa General Service 1902-56, 1 clasp, Nyasaland 1915 (**874 Pte. German, Depot Coy. 1/K.A.R.**), *obverse with scratch, edge bruising and polished, fair* £80-120



63 Africa General Service 1902-56, 1 clasp, Jubaland 1917-18 (574 Pte. Ogai Mkamba. 5/K.A.R.), *edge bruise, very fine and scarce*

£180-220



64 Africa General Service 1902-56, 2 clasps, Shimber Berris 1914-15, Somaliland 1920 (278 L. Naik Mohamed Khan, Ind. Con. K.A.R.), *polished, otherwise nearly very fine*

£300-400



65 Africa General Service 1902-56, 3 clasps, Somaliland 1902-04, Jidballi, Nyasaland 1915 (1181 Pte. Katona. 2nd K.A.Rif.), *unofficial rivets to last clasp, suspension neatly re-affixed, polished, good fine* £160-200



66 Africa General Service 1902-56, 4 clasps, Nandi 1905-06, East Africa 1905, East Africa 1906, Somaliland 1908-10 (1318 Pte. Merjan Bushir. 3/K.A.R.), *minor edge bruises, otherwise very fine, scarce* £500-600
All four Clasps confirmed.

- 67 Tibet 1903-04, no clasp (**1195 Jemdr. Vureed 12 Co. 2nd Q.O. S.&M.**), *good very fine* £120-160
- x68 1914 Star (**8315 Pte. S. Anderson. 2/Bedf: R.**), *nearly very fine* £30-50
George Anderson served in France with the 2nd Battalion, Bedfordshire Regiment from 6 October 1914 and was taken a Prisoner of War.
- x69 1914 Star (**7013 Pte. J. Griffith. 2/A. & S: Highrs.**), *good fine* £20-30
James Griffith served in France with the 2nd Argyll and Sutherland Highlanders from 10 August 1914.
- 70 1914 Star, with clasp (**54032 Dvr: R. Harding. R.F.A.**), *very fine* £60-80
Richard Harding served in France from 6 October 1914 with 35 Brigade, Royal Field Artillery. The Brigade was based at Woolwich in August 1914, but was placed under the command of 7th Division and was soon thrust into the thick of the action. Landing at Zeebrugge in the first week of October 1914 to assist in the defence of Antwerp, they arrived too late to prevent the fall of the City and instead found themselves defending important bridgeheads to aid the retreat of the Belgian army. The Division subsequently became the first troops to entrench at Ypres and were involved in some of the most significant battles of the Great War; sold with copied *MIC*.
- x71 1914 Star, *copy* clasp (**Hon: Lieut: & Q.M. W. Stoye. R.E.**), *very fine* £60-80
[M.C.] *London Gazette* 14 January 1916.
William Stoye was born on 3 May 1862 at Plymouth, Devon, and attested as a Sapper in the Royal Engineers on 3 July 1880. Promoted Corporal on 1 April 1885 and Sergeant Engineer Clerk on 1 April 1886, he was permitted to extend his service to 12 years with the Colours at Chatham on 17 November 1886. Later appointed Warrant Officer and Superintending Clerk, Stoye served in Hong Kong from 14 December 1892-6 February 1896, and was overseas when his first wife Ava Marian died on 14 September 1893.
Returning home to Kent, Stoye was retained by the Royal Engineers at Chatham on 19 June 1900, his conduct noted as ‘exemplary’ and his continued service being ‘exceptionally advantageous to the public service.’ In 1903 he was awarded the L.S. & G.C. Medal and on 24 October 1906 he was commissioned Quartermaster and Honorary Lieutenant. He went on to serve throughout the Great War as Major and Quartermaster within the Royal Engineers Section of the office of the Deputy Adjutant General, being awarded the Military Cross and placed on retired pay on his having turned sixty. Stoye died on 18 August 1929 at Andover, Hampshire, probate leaving effects of £372 10s. 3d. to his widow Alice Maud Stoye; sold with copied service record.
- 72 1914 Star (**No. 2771 Sowar Jamaluddin, 36/Horse**), *good very fine* £30-50
The 36th Horse was raised in India by Captain J. Jacob in 1846. At the outbreak of the Great War the Regiment was stationed at Cawnpore and composed of 2 squadrons of Derajat Musalmans and Baluchis; 1 squadron of Pathans; and 1 of Sikhs. In a recent inspection by Major-General G. A. Cookson, Commanding (Lucknow) Cavalry Brigade on 12 December 1913, the men were found to be ‘a very fine regiment’. He went on to add, ‘the combination of fire with shock tactics is intelligently appreciated’.
For more details please see:
<http://www.researchingww1.co.uk/36th-jacobs-horse>
- 73 1914 Star (**Bearer Fazal Karim. 107/Pionrs.**), *reverse sometime abrasively cleaned, very fine* £30-40
- 74 1914-15 Star (**185838. W. Stagles, P.O.2., R.N.**), *nearly extremely fine* £20-30
William Stagles was born on 14 October 1880 at Saint Luke’s, Middlesex, the son of Frederick Stagles. Educated at Holy Trinity School, formerly known as Woodland Street National School, Stagles joined the Royal Navy on 14 October 1898 and was appointed Boy 2nd Class at the Portland training establishment *Boscoven* on 31 August 1899. Promoted Petty Officer 2nd Class aboard *Hampshire* on 12 February 1907, Stagles joined the Royal Fleet Reserve at Portsmouth on 28 December 1909. During the Great War he served at a wide variety of shore bases, but was also present aboard *Albermarle* during much of 1916 when the battleship was dispatched to Murmansk for guard and icebreaking duties. Transferred to Whale Island on 20 September 1916, he saw out the war aboard the former passenger steamer S.S. *Peel Castle* which was used as a submarine spotter in the Humber-Tyne Patrol. Demobilised on 25 February 1919, Stagles died in 1967 at Rochford, Essex.

- 75 1914-15 Star (27218 Pte. **R. S. Armstrong. Durh. L. I.**), *good very fine* £20-30
Richard S. Armstrong served in France with the Durham Light Infantry from 11 September 1915 and was discharged on 12 June 1919; sold with copied *MIC*.
- 76 1914-15 Star (2. **Lieut. W. Forsyth A. & S. Highrs.**), *glue residue to reverse, very fine* £30-50
William Forsyth served in France from 29 July 1915 with the 1/6th Battalion, Argyll and Sutherland Highlanders. He was seriously wounded on 31 March 1916 at 03.40 a.m. when the enemy detonated two mines within a few yards of British front-line trenches in the Labyrinth sub-sector:
‘Immediately after the explosion the Germans attacked our sap heads but were repulsed with heavy loss, one wounded prisoner left in our hands. Immediately after the explosion a heavy barrage of enemy artillery, trench mortars, machine guns etc. was formed on our support trenches. All ranks again behaved splendidly, our losses being 2 officers wounded (2/Lieut. W. Forsyth - seriously, 2/Lieut. W. S. Muir - at duty), 2 Sgts, 1 Cpl. and 3 Pte’s killed; 14 other ranks wounded’ (*The War Diary of the 1/6th Battalion, Argyll & Sutherland Highlanders*, refers).
Forsyth succumbed to his injuries the next day aged 27 years. The son of William and Jessie Forsyth of ‘Lossie’, Roman Road, Bearsden, Glasgow, he is buried in the Aubigny Communal Cemetery Extension; sold with copied *MIC* and research.
- 77 British War Medal 1914-20 (**Lt. Commr. R. G. Devenish. R.N.**), *nearly extremely fine* £30-50
Reginald G. Devenish served with the Royal Navy from 13 January 1915 having witnessed previous service as an officer in the Royal Indian Marine. He spent the majority of the war on defence duties at Scapa Flow aboard the repair ship *Imperieuse*, formerly the ironclad named H.M.S. *Audacious*, being demobilised on 20 March 1919.
- x78 British War Medal 1914-20 (238582 **J. T. Timlin. A.B. R.N.**), *minor edge bruising, very fine* £30-50
[D.S.M.] *London Gazette* 26 April 1918.
John Thomas Timlin was born on 8 April 1890 at Liverpool, and enlisted in the Royal Navy at Devonport on 8 April 1908. A habitual offender with a number of spells in the cells for insubordination and ‘breaking out’, Timlin was one of four men awarded the D.S.M. for his part in the successful evacuation of the Aerodrome at Thermi, Mytilini, on the island of Lesbos in the Aegean Sea, 9-15 October 1917. Despite being under continuous bombardment from the enemy, the evacuation was effected entirely without casualties and without loss of stores. Post-war he took American citizenship and served in the Merchant Marine.
- 79 British War Medal 1914-20 (**Capt. W. H. F. Taylor. R.N.**), *nearly extremely fine* £30-50
- 80 British War Medal 1914-20 (**Lt. Commr. E. V. G. Schalch. R.N.R.**), *good very fine* £40-60
Ernest Vernon Gerald Schalch was born on 21 November 1877 at London, the son of Irish-born Vernon Rudolph Schalch and his American wife Caroline. Schalch gained his Board of Trade Certificates as Second Mate, 13 May 1897 and First Mate, 23 March 1900, before being appointed Probationary Sub-Lieutenant, Royal Naval Reserve, 14 October 1904. He was posted to *Defiance*, *Excellent* and the pre-dreadnought battleship *Goliath* for 12 months of training. Promoted Lieutenant on 4 February 1907, Schalch served aboard *Hyacinth* during the Great War and at the Cape of Good Hope Station, Durban. Promoted Lieutenant-Commander, he reverted to the retired list on 14 October 1918 and moved to Cornwall, living variously at Trabryn, St. Agnes, and later at the St. Ives Bay Hotel.
His service record notes that his wife wrote to the Admiralty on 13 May 1933 stating that her husband died on 27 October 1931 at a hotel in Sydenham, the result of septic pneumonia attributed to an abscess on the liver, originating at Tanga, German South-West Africa, when ‘he was shot through the liver during the taking of the town during the war’. She attempted to apply for any grant applicable, the outcome of which is not stated; sold with an exceptionally detailed and complex copied service record.

- 81 British War Medal 1914-20 (**Lt. Col. A. A. Corder.**), *minor edge bruising and contact marks, otherwise very fine* £50-70
 [C.M.G.] *London Gazette* 3 June 1916.
 [O.B.E.] *London Gazette* 1 January 1919.
Arthur Annerley Corder was born on 22 November 1856 at King's Norton, Worcestershire, the son of the late James Corder, Barrister-at-law. Educated at the Proprietary and King Edward Schools, Birmingham, he was appointed Captain to the Duke of Edinburgh's Own Edinburgh Artillery (Militia) in 1886, promoted Major in 1895, and was attached to the Army Ordnance Department from 1900. Placed on the Reserve of Officers in 1901, he was appointed Major in 1914 and served during the Gallipoli Campaign at Suvla Bay from 9 July 1915. Here Corder was placed in charge of the reserve ammunition for IX Corps and had responsibility - in conjunction with the P.M.L.O. - for the sorting of this reserve of ammunition in convenient localities near the beach (*Army Order No. 1.*, Brigadier General Reed, 3 August 1915, refers). He later served at Headquarters to 11th Division.
 Four times Mentioned in Despatches (*London Gazettes* 13 July 1916, 1 December 1916, 16 January 1918 & 22 January 1919, refer), Corder was decorated with the C.M.G. and O.B.E. for services rendered in connection with military operations in Egypt. However the war had a significant impact upon the Corder family and resulted in the death of his second and only surviving son, Lieutenant Hugh Gerald Annerly Corder, who had survived the retreat from Mons and a shrapnel wound on 2 November 1914 but was killed in action on 9 May 1915 gallantly leading men of the 2nd Battalion, Welsh Regiment at Richebourg L'Avoue. Corder survived the war and retired to Glendoone, Havant, Hampshire, from where he claimed his son's medals; sold with copied research and *MIC*.
- 82 British War Medal 1914-20 (**2. Lieut. H. S. Hargreaves.**), *suspension loose, nearly extremely fine* £40-60
Henry Shiels Hargreaves was born on 4 October 1884, son of William Hargreaves of Esher, Surrey. Educated at the Government High School and the recipient of a 2nd Class Army Certificate, he attested for the 17th Lancers at Edinburgh on 4 June 1903. Having served 9 Years and 40 days in India, Hargreaves was posted to France on 8 November 1914 and completed Officer Training with the 21st Officer Cadet Battalion, 17th Lancers. Stating his equine and veterinary knowledge, together with past experience as a riding instructor, Hargreaves requested a commission with the Army Service Corps, but found himself commissioned 2nd Lieutenant in the 3rd Battalion, East Surrey Regiment on 26 September 1917. Having already spent some months in the trenches, his papers note the strong desire to join a mounted unit, but this was denied.
 Hargreaves was severely wounded at 'Bois Grenier', Armentieres, on 17 January 1918 suffering a gunshot wound to the left leg which resulted in a compound fracture of the tibia in his left leg - this consequently led to both a loss of tissue and significant loss of mobility. He was evacuated home to recover for two months at the Anstie Grange Hospital, Holmwood, Surrey. According to a letter written to the War Office on 24 April 1918, considerable complications remained:
 'My wound still remains open and fragments of bone are still coming away.'
 Promoted Lieutenant on 26 March 1919, Hargreaves was discharged from service in 1920 and returned home to Warren Lodge, Sandown Park, Esher, Surrey. The recipient of a 70% disability pension, he died on 24 September 1970 leaving a widow, Vera Amelia of Marine Court, St. Leonards-on-Sea, Sussex; sold with copied service record and *MIC*.
- 83 British War Medal 1914-20 (**1271 Pte. S. A. Smart. R. Guernsey L.I.**), *nearly extremely fine* £30-50
Stanley Arthur Smart was born on 11 May 1897 at St. Peter Port, Guernsey, the son of hoteliers Joseph and Elizabeth Smart of the Grande Rocque Hotel, Guernsey. A farmer by occupation, Smart enlisted into the Royal Guernsey Light Infantry on 7 March 1917 and served in France with the 1st Battalion from 13 May 1918. He returned home in May 1919 and was demobilised shortly thereafter; sold with copied service record and *MIC*.

- 84 British War Medal 1914-20 (**Lieut. A. H. Daniel. A.I.F.**), *nearly extremely fine* £60-80
- Arthur Harvey Daniel** was born on 7 November 1883 at Kensington, London and educated at Sherborne College and Oxford University Having served two years with the Dorset Militia and a further two with the West Somerset Yeomanry, he emigrated with his wife to Australia, settling at 34 Victoria Parade, Manly.
- Commissioned and posted to the 12/3rd Battalion, A.I.F., on 14 July 1915, Daniel embarked from Sydney aboard H.M.A.T. *Medic* on 30 December 1915 and saw service on the Western Front. On 23 July 1916 he had a close call, the events of which are noted in the proceedings of the Medical Board:
- ‘A shell burst upon the parapet and he was buried, he lost consciousness, and was sent to a clearing station. He then suffered with very severe earache.’
- Three days later Daniel was wounded and admitted to St John’s Hospital, Etaples. His medical notes report a shell contusion to the side and corresponding shell shock which led to a return to England aboard the H.S. *Brighton* and admittance to the 4th London General Hospital, Denmark Hill. Returned to Belgium on 8 September 1916 and promoted Lieutenant, Daniel spent much of the remainder of the war in depot or on training courses. Upon the cessation of hostilities, Daniel pursued a course in mixed farming and stock breeding at Ringwood before returning home and likely resuming his career on the Railway Staff.
- For further details:
<https://recordsearch.naa.gov.au/SearchNRRetrieve/Interface/ViewImage.aspx?B=3485737>
- 85 British War Medal 1914-20 (**2461 S/Sjt. E. F. Shepherdson. 10/A.S.C. A.I.F.**), *minor contact marks, very fine* £40-60
- [M.S.M.] *Commonwealth of Australia Gazette* 3 June 1919.
- Ernest Field Shepherdson** was born around 1893 at Allansford, Victoria, Australia. He attested at Melbourne for the 10th Battalion, Australian Army Service Corps on 25 September 1914, being appointed Shoeing Smith and Farrier Staff Sergeant two days later. Posted to Egypt with the 1st Battalion, Australian Army Service Corps, Shepherdson was admitted to hospital on 31 July 1915 with a septic hand. He recovered at Alexandria and was subsequently posted to Gallipoli, before later serving on the Western Front with the 5th Divisional Train, Australian Army Service Corps. It was here that he suffered health complaints which led to regular hospital admissions at Etaples and the granting of ‘Special Leave’ to return home in late 1918. Shepherdson departed Le Havre bound for Australia on 12 October 1918 aboard H.T. *Port Lyttleton*, being discharged at Melbourne in February 1919; further entitled to 1914-15 Star and Victory Medal.
- 86 British War Medal 1914-20 (**2481 A/Sjt. R. J. B. Moffatt. 32 Bn. A.I.F.**), *very fine* £30-50
- Robert James Baird Moffatt** was born around 1880 at Adelaide, and lived with his wife Edith at 50 Park Terrace, North Unley. He attested for the Australian Imperial Force on 11 December 1915 and was taken on strength with the 32nd Battalion in France on 15 October 1916, having spent considerable time posted to various depots. Wounded in action a little over two weeks later - suffering from a small shrapnel wound above the left elbow and the effects of shell shock caused by being buried by an exploding shell - Moffatt was soon thereafter evacuated to England on 29 November 1916 aboard the hospital ship *Formosa*. It was whilst in hospital at Stratford-upon-Avon that Moffatt began to suffer from chronic orchitis and tachycardia. Such was the uncomfortable nature of his condition that on 5 April 1917 Moffatt embarked home for Australia from Weymouth aboard the *Barambah*. He was discharged medically unfit on 27 July 1917 and likely returned to his civilian career as an accountant and record clerk with the tramways.
- 87 British War Medal 1914-20 (**3/1257 Pte. J. B. Bain. N.Z.E.F.**), *very fine* £30-50
- James Bruce Bain** was born on 9 May 1887, a native of Kaywick, Mid-Yell, Shetland Islands. He attested for the New Zealand Medical Corps on 24 September 1915 and served in France from 29 August 1916 with the 1st New Zealand Field Ambulance. Wounded in action on 30 September 1917 suffering a bullet wound to the right foot, he was admitted to the Canadian General Hospital at Etaples before being evacuated to Hornchurch, England, to recover. Returning home to New Zealand aboard the *Paparoa*, Bain was discharged no longer physically fit for war service on account of wounds received in action on 5 December 1919.

- 88 British War Medal 1914-20 (2) (**Mohamed Ali; Said Ali**), *first fair, second good very fine* (2) £20-30
- 89 British War Medal 1914-20, bronze issue (**18 Cooly Mehar Din 2 Lahore Labour Cps**), *nearly very fine* £80-120
- x90 Mercantile Marine War Medal 1914-1918 (**William Drummond**), *good very fine* £20-30
- William Drummond** served as First Engineer aboard the British cargo transport S.S. *Jessie*. He was killed in action on passage from Calais to Middlesborough when she was attacked by shellfire from an enemy submarine on 2 November 1917, three miles north-east of Flamborough Head. The Master ordered the vessel hard to port attempting to run for the shore, then instructed his surviving crew to take to lifeboats. The ship slowly drifted ashore, beached and eventually became a total loss.
- The attack is believed to have been made by the *U35* under command of Captain Otto von Schrader, who experienced considerable success in the waters around Scarborough, sinking the *Phare* on 31 October 1917 and the *Gimle* off Ravenscar on 4 November 1917. One of 4 men killed during the encounter, Drummond is commemorated on the Bo'ness Cemetery Memorial; further entitled to the BWM and Memorial Plaque, these sold by auctioneers Dix Noonan Webb in December 2013.
- 91 Mercantile Marine War Medal 1914-18 (4) (**Sha Nawaz Calla; John McMillan; Frank Paterson; John Wilson**), *very fine* (4) £30-50
- 92 Mercantile Marine War Medal 1914-18 (3) (**Frank H. Brown; Frederick Dawson; Owen Thomas**), *edge nicks and verdigris to last, nearly very fine and better* (3) £20-30
- 93 Mercantile Marine War Medal 1914-18 (3) (**Arthur J. Evans; R. Grant; James A. Hunt**), *nearly very fine and better* (3) £20-30
- 94 Victory Medal 1914-19 (**J.35013 E. Chaytor. A.B. R.N.**), *nearly very fine* £20-30
- Ernest Chaytor** was born on 28 September 1898 at Sunderland and was a labourer upon his enlistment in the Royal Navy in January 1913. Chaytor served aboard *Agincourt* during the Battle of Jutland from 31 May-1 June 1916, under the command of Captain H. M. Doughty. The longest battleship in the world, she had the largest number of guns afloat, including the heaviest secondary armament, namely 20 6-inch and 10 3-inch guns to add to her seven twin-12-inch turrets - no surprise then that certain critics argued that she would never withstand the force of firing a full broadside. But at Jutland it was proved otherwise, sometimes to the consternation of the ship's company: one gunnery officer, inside a turret, believing the ship had taken a serious hit when he heard a 'violent explosion' - he need not have worried as it was merely her starboard 6-inch gun battery (10 guns) going into action. Her gunnery was responsible for causing the enemy equal consternation, her mighty salvos straddling their battleships and cruisers on several occasions, a case in point being the twice-hit *Kaiser*. Indeed by close of play the *Agincourt* had fired 144 shells from her 12-inch turrets and another 111 from her 6-inch guns.
- Chaytor remained in the Royal Navy at the rate of Able Seaman until September 1928, when his 16-year service period expired; sold with copied research.
- 95 Victory Medal 1914-19 (**Major B. N. Foster.**), *very fine* £30-50
- Bertram Noel Foster** was born on 1 January 1873 at Greatham Rectory, Petersfield, Hampshire, the son of Joseph Foster and his wife Laetitia. As a young boy he resided at Liscard, Cheshire, before being commissioned 2nd Lieutenant in the South Staffordshire Regiment, on 4 March 1891. He subsequently moved to St. Andrew, Guernsey, setting up in business as a fruit grower with his brother Percival Lloyd Foster, before moving to the east coast of the island and residing at Le Chalet, Fermain Bay. Appointed Captain, later Major with the Army Service Corps during the Great War, he served in Egypt from 15 September 1918 and died on 24 January 1922 at 4 Dorset Square, London; sold with copied *MIC* and research.

96 The Victory Medal awarded to 2nd Lieutenant C. W. Palmer, Leicestershire Regiment, attached Royal Flying Corps, who was the 9th victory of German 'Ace' Max Immelmann, shot down whilst flying a Morane biplane as Acting Flight Commander of No. 3 Squadron on 2 March 1916

Palmer's Observer was killed outright whilst he was wounded in the foot, an injury that required swift amputation by a German surgeon - he suffered a lingering death as a result of blood poisoning some three weeks later

Victory Medal 1914-19 (2. Lieut. C. W. Palmer.), *very fine*

£250-300



Charles Walter Palmer was born on 2 October 1891 at Coventry, the eldest son of George Alfred Palmer, a poultry breeder, and educated at Hinckley Grammar School. Having enlisted and served in 'D' Company of the 8th Battalion, Duke of Cornwall's Light Infantry, Palmer was commissioned 2nd Lieutenant in the 9th Battalion, Leicestershire Regiment and served in France from 9 December 1915. He had already expressed an interest in joining the Royal Flying Corps, earning his Aviator's Certificate (No. 1497) on 24 July 1915. Transferred to No. 3 Squadron, Palmer was a senior pilot and Acting Flight Commander at the time of his loss on 2 March 1916. *Under the Guns of the German Aces* takes up the tale:

'Immelmann was patrolling more than sixty miles behind the front and saw what he initially thought was a British machine being pursued by a Fokker. Closer inspection revealed both the machines as British - a Morane two-seater under the protection of a Morane N. The No. 3 Squadron machines had taken off at 0740 with Sergeant T. P. H. Bayetto, flying the single-seater, charged with the responsibility of escorting and protecting the slower machine on a long reconnaissance to Lille, Valenciennes, Donay, Pont-a-Marcq and Mons-en-Pevele. Bayetto later reported seeing the first Fokker (Immelmann's) then four more. As the Sergeant Pilot dived to engage one of the enemy machines, Immelmann took the opportunity to come down on the two-seater, quickly despatching it to destruction near Somain.'

His Observer, Lieutenant Herbert Frederick Birdwood, a nephew of General Sir George Birdwood, was killed outright, while Palmer was severely wounded in the foot. He somehow managed to crash-land his kite, going into German hands. Such were the severity of his wounds that they required the amputation of his foot on 28 March, which at first seemed successful. Recovering from the ordeal the next day, he wrote home with high hopes but it seems blood poisoning had set in and Palmer died that evening, aged just 24. He is buried in the Douai Communal Cemetery, while his effects comprising a watch, purse, cigarette case, keys and patent pin were returned to his family; sold with copied service record, research and *MIC*.

- 97 Victory Medal 1914-19 (3) (251548 Pte. S. E. Hart. Durh. L.I.; 9057 A.Sjt. J. Hawkins. Durh. L.I.; 301610 Pte. A. Mundy. Durh. L.I.), *very fine* (3) £20-30
- 98 The Victory Medal awarded to Lieutenant-Colonel A. W. Studd, Chinese Labour Corps, late King's Own Yorkshire Light Infantry and East Yorkshire Regiment, twice wounded, decorated by the Chinese and 'mentioned' during the Great War, who commanded the Reserve Company of the Shanghai Volunteer Force in 1924-25
- Victory Medal 1914-19, with M.I.D. oak leaves (Major A. W. Studd.), *traces of verdigris, very fine* [China, Order of the Striped Tiger 4th Class] *London Gazette* 17 February 1920. £120-150
- Albert William Studd was born on 13 October 1872 at Ipswich, Suffolk, the nephew of Henry



Studd of Bermondsey, London. A carman by occupation, Studd enlisted at Beverley for the 1st Battalion, East Yorkshire Regiment on 16 September 1891, and witnessed a wide variety of home postings including Manchester, Preston and the Isle of Man. On 14 March 1893 he travelled to Egypt aboard the S.S. *Junina*, being advanced Lance Corporal on 1 May 1893, Corporal on 5 September 1893 and Lance-Sergeant on 19 December 1894. Admitted to hospitals in Alexandria and Cairo suffering from an abscess and jaundice, he was severely reprimanded for irregular conduct on range duty on 26 August 1895, before being examined at Abbasseyeh and found fit for service in India.

On 6 December 1895, Studd landed in India aboard the troopship *Britannia*. Posted to Bellary and Belgaum, he was awarded a Certificate for the repair of small arms and passed the Certificate of Musketry at Simla on 17 November 1897. He also found himself in the Regimental defaulter book once again, charged with neglect of duty for allowing women into the Sergeant's Mess on 7 May 1899; found guilty, he received a second severe reprimand from his Commanding Officer, Major Garnett. Two months later Studd was admitted to hospital suffering from a severe case of enteric fever. He remained there for 3 months, before being invalided home to England, his health improved but not yet fully recovered.

Promoted Colour Sergeant on 18 February 1899, Studd returned to the Regimental Depot at Beverley and was passed fit for duty on 13 April 1900. He was then attached to the 1st Chinese Regiment on 24 January 1901, being committed to complete 21 years' service at Wei Hai Wei on 16 May 1903. Posted to the Shanghai Volunteers on 23 March 1904, he was promoted Sergeant-Major and appointed to Headquarters Staff, being awarded the L.S. & G.C. Medal on 13 April 1910 and discharged at his own request on 4 June 1910. From his service papers, it also appears that he passed the Regimental Test in Chinese language.

Following the outbreak of the Great War, Studd returned to England and attested as Private for the King's Own Yorkshire Light Infantry. Appointed Colour-Sergeant on 11 December 1914, he was discharged and subsequently granted a commission in the 7th Battalion, K.O.Y.L.I., on 27 March 1915. Studd then served in France from 23 July 1915, where he briefly acted as Railway Transport Officer and was twice wounded in action:

'Shell contusion causing deafness right ear, 14th September 1915 (front-line trenches S/E Cordonnerie Post). Torn tendon left knee whilst on Patrol Duty between Bee & Trou Posts, 3rd October 1915' (*Casualty Report*, refers).

Evacuated home across the Channel aboard the S.S. *Cambria* and on to Caxton Hall, Westminster, Studd's health improved and he was posted to the Chinese Labour Corps at Noyelles on 7 April 1916, with whom he served for the remainder of the war. Promoted Major, Studd was 'mentioned' whilst serving with the 5th Chinese Company (*London Gazette* 30 December 1918, refers), later being promoted Acting Lieutenant-Colonel. On 7 January 1920 he finally relinquished his commission on completion of service and returned to Shanghai where he joined the Reserve of the Shanghai Volunteer Corps and resumed his pre-war role of Secretary at Weeks & Co. Ltd - a drapery, cabinet maker, house furnisher and decorator business located on the corner of Nanking and Kiangse Roads. However peace did not last long, as Studd found himself in Command of the 'Reserve Company' of the Shanghai Volunteer Force during Chinese Operations in the neighbourhood of Shanghai in September and October 1924; sold with copied service and medical records, *London Gazette* entries and extensive research, including a detailed copied report from Headquarters, China Command, Hong Kong, dated 4 February 1925 which details Chinese Operations and the actions of local Defence Forces, bolstered by the International Navy landing parties.

- 99 Victory Medal 1914-19 (28931 A. C. Sjt. A. E. Allott. M.G.C.; F.4456 F. G. Thomas. Act. A.M.I. R.N.A.S.), *good very fine* (2) £20-30
- Arthur Bennett Allott** was born in 1882 at Elsecar, Yorkshire and served with the Machine Gun Corps during the Great War. Married at Ripon in December 1925, he died at Kirkby Malzeard in 1973; sold with copied research including a photograph of the recipient.
- Frederick George Thomas** was born at Kentish Town, London on 17 January 1897 and enlisted on 4 May 1915. Having served at Crystal Palace he saw action in France before war's end.
- 100 Victory Medal 1914-19 (3) (82730 Pte. A. Maunders. M.G.C.; 25142 Pte. C. L. Newbury. Yorks. L.I.; R-36050 Pte. J. Nowland. K.R.Rif.C.), *minor staining to first, otherwise very fine and better* (3) £20-30
- 101 Victory Medal 1914-19 (3) (74952 Pte. G. Henry. Welsh R.; 60841 Pte. W. E. I. E. Morgan. Welsh R.; 241997 Pte. J. Norris. R.W. Fus.), *minor staining to first, otherwise very fine* (3) £20-30
- 102 Victory Medal 1914-19 (3) (79066 Pte. R. Kelly. L'Pool R.; 82772 Pte. A. Negus. L'Pool R.; 50079 Pte. L. Mayall, L'Pool R.), *nearly very fine and better* (3) £20-30
- 103 Victory Medal 1914-19 (3-2270 Pte. A. Millar. R. Highrs.), *silvered, very fine*
- Silver War Badge, officially numbered '519688', as worn by Private J. B. Smith, *good very fine* £20-30
- Andrew Millar** served in France from 4 December 1914 with the 2nd Battalion, Royal Highlanders; sold with copied *MIC*.
- John Bentley Smith** served during the Great War with the South Nottinghamshire Hussars and the Machine Gun Corps; sold with copied *MIC* and research.
- 104 Victory Medal 1914-19 (116958 Gnr. A. H. Smith. R.A.), *very fine* £10-20
- Albert Henry Smith**, a native of 35 Boleyn Road, Dalston enlisted at Hampstead on 10 August 1915 and was a carman by trade; sold with copied *MIC* and service record.
- 105 Territorial Force War Medal 1914-19 (1835 Pte. F. G. Balley. Devon. R.), *extremely fine* £80-100
- 106 Territorial Force War Medal 1914-19, *neatly erased, very fine* £30-50
- x107 Great War Memorial Plaque (**Bertie Jackson Yare**), in original card envelope, *small spots of verdigris throughout, otherwise very fine* £30-50
- Bertie Jackson Yare** served with the 13th Battalion, Rifle Brigade (No. S/3753) and died on 9 April 1917. He is buried in the Houdain Lane Cemetery.
- 108 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (94552 L.A.C. J. Andrews, R.A.F.), officially re-impressed naming, *good very fine* £40-60

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| 109 | India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (250852 A.C.I. C. E. Jackson, R.A.F.), note rank should read 'A.C.I.', <i>good very fine</i> | £20-30 |
| 110 | India General Service 1908-35, 1 clasp, Waziristan 1919-21 (337848. A.C.2. W. Kelly. R.A.F.), <i>light contact marks, otherwise very fine and better</i> | £40-60 |
| 111 | India General Service 1908-35, 1 clasp, Waziristan 1921-24 (327949 A.C.1. E. J. Clifford. R.A.F.), <i>lightly polished, very fine</i> | £80-120 |
| 112 | India General Service 1908-35, 1 clasp, Waziristan 1921-24 (204741. Sgt. B. A. Baglin. R.A.F.), <i>minor contact marks, very fine</i> | £80-120 |



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| 113 | India General Service 1908-35, 1 clasp, Waziristan 1921-24 (5205 R. Man Ridmal Ram, 2/123/Rfles.), <i>contact marks, nearly very fine</i> | £30-40 |
| 114 | India General Service 1908-35, 1 clasp, Waziristan 1925 (342817. L.A.C. J. W. Miller. R.A.F.), <i>very fine and better</i> | £600-800 |

John Walker Miller was born on 20 June 1894 at Kirkcaldy, Fife. He attested for the Royal Scots Fusiliers and served in France from 9 July 1915, later transferring to the Royal Army Service Corps (entitled to 1914-15 Star Trio). Miller subsequently enlisted into the Royal Air Force on 13 August 1920 and saw extensive service with Nos. 60, 31, 27 and 58 Squadrons between 1921 and 1926. He was discharged on 12 August 1932, the papers noting intended place of residence in Bournemouth; sold with copied service record and *MIC*.

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| 115 | India General Service 1908-35, 1 clasp, Waziristan 1925 (Plt. Off. C. N. A. B. Mumby. R.A.F.), a late issue, <i>very fine</i> | £500-700 |
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Charles Nicolas Alexander Bernard Mumby was born on 29 July 1902 in France and served with the Royal Flying Corps. He qualified as Pilot, witnessing extensive service in biplane aircraft on the North West Frontier, relinquishing his commission on completion of service in 1932. Serving with the Administrative and Special Duties Branch, R.A.F.V.R., during the Second World War, he was appointed Flight Lieutenant on 15 August 1944 (*London Gazette 20 October 1944*, refers) and Squadron Leader retaining the rank of Wing Commander on 6 August 1954. Mumby left the service shortly thereafter and worked as a Colonial Civil Servant before retiring to Church Farm House, Icklesham, Sussex. He passed away at the Royal East Sussex Hospital, Hastings, on 14 March 1966.

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| 116 | India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (F/O. E. Rotheram. R.A.F.), <i>nearly extremely fine</i> | £70-90 |
| 117 | India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (306315. A.C.1. J. Collins. R.A.F.), <i>nearly extremely fine</i> | £30-50 |
| 118 | India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (6205 Nk. Magha Singh, 6-13 F. F. Rif.), <i>nearly extremely fine</i> | £30-50 |
| 119 | India General Service 1908-35, 2 clasps, Waziristan 1919-21, Mahsud 1919-20 (333863. A.C.2. D. Mounsey. R.A.F.), second clasp unofficially mounted upon suspension bar, <i>polished, nearly very fine</i> | £30-50 |
| x120 | India General Service 1908-35, 2 clasps, Waziristan 1919-21, Waziristan 1921-24 (6078274 Pte. A. E. Harfleet. The Queen's R.), 'R' of unit officially corrected, <i>good very fine</i> | £50-70 |
| | <p>Alfred Ernest Harfleet was born at Stoughton, near Guildford in 1897. Following civilian employment as a machinist at a timber yard, he enlisted into the 2nd Battalion, The Queen's Regiment at Rugeley Camp on 16 April 1919. He went on to serve during the Third Afghan War, and was awarded this medal (his only entitlement) in Allahabad Camp on 11 January 1926. He married Lilian Rose Rogers on 25 December that year, and was discharged on 21 July 1927. Harfleet died in Somerset in April 1989; sold with copied <i>MTC</i> and confirmation of medal entitlement.</p> | |
| 121 | India General Service 1908-35, 2 clasps, North West Frontier 1930-31, Mohmand 1933 (508683. A.C.1. W. Mack. R.A.F.), <i>very fine</i> | £60-80 |
| 122 | India General Service 1908-35, 3 clasps, Afghanistan N.W.F. 1919, Mahsud 1919-20, Waziristan 1919-21 (59586. A.C.2. H. H. Mayo. R.A.F.), officially re-impressed naming, <i>file marks to suspension, nearly very fine</i> | £70-90 |
| 123 | Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (228206. A. Forbes, A.B., H.M.S. Odin.), <i>very fine</i> | £40-60 |
| | <p>Andrew Forbes was born on 6 November 1887 at Dundee, Forfarshire. A calico dyer by trade, he joined the Royal Navy on 18 September 1903 as Boy 2nd Class, being promoted Ordinary Seaman aboard <i>Argonaut</i> on 6 November 1905, Able Seaman aboard <i>Leviathan</i> on 15 February 1907 and Leading Seaman aboard the Espiegle-class sloop <i>Odin</i> from 1 August 1913. From 21 September 1915, Forbes served aboard the monitor H.M.S. <i>Earl of Peterborough</i> which was originally built to shell German shore artillery in occupied Belgium. Transferred to the Eastern Mediterranean, the ship shelled Turkish positions in the Dardanelles and was active against enemy units in Turkey, Egypt and Palestine until the cessation of hostilities. Promoted Able Seaman on 16 December 1916, Forbes was demobilised on 28 May 1919.</p> | |
| 124 | Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (KX. 84661 G. A. Gazey. Sto.1. R.N.), <i>good very fine</i> | £60-80 |
| 125 | Naval General Service 1915-62, 1 clasp, S. E. Asia 1945-46 (C/NX.255 R. Blown. Canteen Asst. R.N.), <i>nearly extremely fine</i> | £60-80 |
| 126 | Naval General Service 1915-62, 1 clasp, Palestine 1945-48 (L/SFX. 803202 R. Cummings. N.A.1. R.N.), <i>good very fine</i> | £60-80 |
| 127 | Naval General Service 1915-62, 1 clasp, Minesweeping 1945-51 (C/JX. 710524 N. J. Yates. AB. R.N.), <i>extremely fine</i> | £80-100 |
| x128 | Naval General Service 1915-62, 1 clasp, Minesweeping 1945-51 (P/KX. 154150 L. Vallance Sto Mech RN), <i>minor contact marks, very fine</i> | £30-50 |
| 129 | Naval General Service 1915-62, 1 clasp, Malaya (P/JX. 839362 P. W. Broadway. Ord. Smn. R.N.), <i>light contact marks, very fine</i> | £60-80 |



- 130 Naval General Service 1915-62, 1 clasp, Yangtze 1949 (**G. D. J. Smith. Can. Asst.**), *nearly extremely fine and a rare clasp to civilians* £600-800
- 131 Naval General Service 1915-62, 1 clasp, Yangtze 1949 (**D/JX. 146751 G. A. Bowles. P.O. R.N.**), small die flaw to reverse, contact marks and wear to edge, official correction to end of number through part of surname, *very fine* £500-600
G. A. Bowles is believed to have served aboard H.M.S. *Amethyst*.
- 132 Naval General Service 1915-62, 1 clasp, Cyprus (**RM. 16188. M. J. Stevens. Mne. R.M.**), *small knock to right of Monarch's head, otherwise good very fine* £80-100
- 133 Naval General Service 1915-62, 1 clasp, Near East (**D/J. 953253 P. A. Hanlon. Ord. Sig. R.N.**), *extremely fine* £70-90
- 134 Naval General Service 1915-62, 1 clasp, Near East (**Fackeer Abdulla**), *good very fine* £30-40
- 135 Naval General Service 1915-62, 1 clasp, Arabian Peninsula (**RM. 13719 J. Straughan. Mne. R.M.**), *good very fine* £80-100
- 136 Naval General Service 1915-62, 1 clasp, Brunei (**R.M. 18769 V. J. Cunningham. Mne. R.M.**), *extremely fine* £80-100
- 137 Naval General Service 1915-62, 2 clasps, Palestine 1945-48, Near East (**C/KX 764180. A. J. Woodward. S.M. R.N.**), *light contact marks, otherwise good very fine* £70-90

- 138 **The Naval General Service Medal awarded to Marine K. J. Daniels, Royal Marines, wounded in action at Suez whilst serving with 40 Commando on 6 November 1956**
- Naval General Service 1915-62, 2 clasps, Cyprus, Near East (R.M. 14018 K. J. Daniels. Mne. R.M.), *extremely fine* £200-250
- K. J. Daniels** was wounded in action at Suez on the morning of 6 November 1956, serving with 40 Commando of No. 3 Commando Brigade, Royal Marines. Having arrived by landing craft, his unit was tasked with sweeping southwards through the central business district of Port Said and alongside the Canal. Joined by 45 Commando - which made that day the first 'hot' helicopter landing in the annals of war known as 'Operation Musketeer' - the men faced heavy opposition, the Commanding Officer, Lieutenant-Colonel N. H. Tailyour being struck in the elbow and his Signaller struck in the stomach. Two officers and 8 other ranks were killed in action, with approximately 48 men injured including Daniels.
- 139 Naval General Service 1915-62, 3 clasps, Malaya, Cyprus, Near East (RM. 9586 J. D. Reason. Mne. R.M.), *nearly extremely fine* £140-180
- x140 General Service 1918-62, 1 clasp, Palestine (1026. B/Const. L. C. W. Kelly. Pal. Police.), *partially corrected, very fine* £20-30
- x141 General Service 1918-62, 1 clasp, S. E. Asia 1945-46 (96253 Hav. Ratan Sing Bist, 3/9 G. R.), *heavily cleaned, edge bruising and contact marks, good fine* £30-50
- The 3rd Battalion, 9th Gurkha Rifles served as Chindits in 1944 as part of the 77th Brigade led by Brigadier Calvert, which also included the 1st Battalion, King's (Liverpool) Regiment, the 1st Battalion, Lancashire Fusiliers and the 1st Battalion, South Staffordshire Regiment.
- x142 General Service 1918-62, 1 clasp, Malay Peninsula (7510 PC. Hashim Bin Nordin. A.D.P.), *nearly extremely fine and scarce* £100-140
- Police Constable Hashim Bin Nordin served with the Army Department Police.
- 143 General Service 1918-62 (3), 1 clasp, Arabian Peninsula (35 Dvr. S. N. Quteibi. F.G.), *copy clasp and suspension replaced; disc only (2) (1001 W/Arif A. M. Atiqi. F.G.; 1015 W/Arif. A. H. Aulqi. F.G.), good fine overall (3)* £20-30
- Almost certainly all entitled to clasp 'Arabian Peninsula'.
- 144 General Service 1918-62, 1 clasp, Malaya (22311923 Rfn. B. D. Gee. Cameronians.), *extremely fine* £60-80
- 145 General Service 1918-62, 1 clasp, Cyprus (22703596 Bdr. D. S. Gay. R.A.), *worn, good fine* £20-30
- 146 India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (F/L. F. A. J. Pollock-Gore. R.A.F.), *extremely fine* £100-140
- Francis Andrew Joseph Pollock-Gore** was appointed Flight Lieutenant on 14 April 1935 and posted to No. 15 Squadron, Abingdon, on 16 December 1935. He was appointed Squadron Leader on 8 August 1938 and transferred to No. 10 (Bomber) Squadron at Dishforth, Thirsk.
- 147 India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (P/O. L. F. M. Saunders. R.A.F.), *good very fine* £140-180
- Lionel Francis Martin Saunders** served as Acting Pilot Officer under instruction from 3 April 1937 at No. 4 Flying Training School, Abu Sueir, Egypt. He was mentioned in despatches for services in Waziristan (*London Gazette* 25 October 1940, refers), and went on to serve as a Flight Lieutenant with No. 4 Squadron, Royal Indian Air Force, at Peshawar from 3 February 1942-5 June 1942. Promoted Squadron Leader, he retired in April 1946.
- 148 Air Crew Europe Star, *good very fine* £160-200
- 149 Africa Star, clasp, North Africa 1942-43; Atlantic Star, clasp, France and Germany; Italy Star; France and Germany Star; Burma Star; Defence Medal 1939-45; War Medal 1939-45 (2), *very fine and better (8)* £60-80
- 150 Southern Rhodesia Medal for War Service 1939-45, unnamed as issued, *nearly extremely fine* £160-200

- 151 Australia Service Medal 1939-45; Canadian Volunteer Service Medal 1939-45; India Service Medal 1939-45; New Zealand War Service Medal 1939-45, unnamed as issued, *very fine and better* (4) £30-50
- 152 Sudan Defence Force General Service Medal, silver, unnamed as issued, contact marks, *good fine to nearly very fine* £140-180
- 153 Rhodesia General Service Medal (663223 Pte M. Chareka), *very fine* £15-20
- 154 **The interesting G.S.M. awarded to Major, late Regimental Sergeant-Major E. J. Wilson, Royal Engineers, sometime Special Air Service Regiment, who committed an armed robbery on the Northern Rock Bank at Darlington in 1990 and subsequently served five years in prison**
- General Service Medal 1962-2007, 2 clasps, South Arabia, Northern Ireland (23733279 Cpl. E. Wilson. RE.), the second clasp separate on loose suspension rod, *very fine* £180-220
- Edward John Wilson** was born on 14 February 1942 and enlisted as a Sapper in the Royal Engineers on 29 September 1959. Appointed Regimental Sergeant Major at the R.E. Depot, Chatham, in 1979, Wilson was commissioned 2nd Lieutenant on 18 December 1981, and posted to No. 26 Engineer Regiment as Resources Troop Commander. Advanced Acting Captain on 1 October 1982, Captain with No. 2 Field Support Squadron on 18 December 1983, and Acting Major in 1985, he retired from the Royal Engineers on 1 May 1986 but continued to serve thereafter with 'A' Company, 1st Battalion, The Yorkshire Volunteers (T.A.), serving as Permanent Staff Administrative Officer.
- Having had a number of minor military and civilian 'run-ins', which resulted in reductions in rank, detentions and fines, Wilson was suspended in June 1990 due to irregularities in the Service Funds Accounts. While suspended, he carried out an armed robbery on a Building Society in Darlington, the particulars being described in detail in the local press:
- 'Ex-S.A.S. Officer in Terror Raid.
- An ex-Army Major, who once served in the S.A.S. carried out a raid on a building society agency near Darlington, Teesside Crown Court heard.
- Edward John Wilson, of Eaglescliffe, was said yesterday to have carried out the robbery at the Northern Rock Building Society branch in Hurworth, because he had got himself into debt. He had terrified the woman cashier and got away with over £1,400, the court was told.
- Mr Timothy Bubb, prosecuting, said that the cashier in the building society agency, Mrs Mary Kerwin, thought it was a joke when Wilson walked in with a scarf over his nose and mouth and a cloth in front of his face:
- "I am not joking," Wilson had told her. "I have got a gun."
- She believed he had a gun and she put £1,416 in a bag for Wilson. The robber subsequently informed Mrs Kerwin that his kids were starving and...
- "I'll shoot you if you don't put it all in there."
- Later that day a policeman - who knew Wilson and had seen him in the vicinity of the building society - linked the robbery to his description, and he was arrested at The Sportsman public house in Eaglescliffe. A replica handgun was found in Wilson's car and £800 of the cash had already been spent to pay a car hire bill.
- In mitigation, Mr James Harper, acting for the defence, noted that Wilson had served in West Germany, Aden, Oman and Northern Ireland, and, "What he did last October was totally out of character. He made a grave mistake to leave active service though he did so with the best of motives to provide continuity of education for his daughter."
- Mr Harper went on to discuss the role that drink had played in Wilson's downfall, resulting in a spiral of debt and loans amounting to £15,000. Found guilty of robbery, in summing up Mr. Justice Waite told Wilson that the sentence passed had to 'contain a deterrent element', before jailing him for 5 years in February 1991. A later appeal failed, Lord Lane acknowledging that Wilson was too proud to seek help, but that the sentence 'was proper'. Sold with copied newspaper articles and research.
- 155 Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (**Mr E M Jones BAE**), *good very fine* £70-90

CAMPAIGN GROUPS AND PAIRS

156 The outstanding Peninsular and Waterloo pair awarded to Colour-Sergeant George Baller, 95th Rifles; one of the original men who embarked with the 1st Battalion in 1809, he was twice captured and five times wounded in the course of his career.

Baller served throughout the Peninsular War in Captain O'Hare's No. 3 Company, a renowned fighting unit which included such personalities as Tom Plunket and Ned Costello. This Company held the vital bridge at Barba del Puerco against a night ambush by a French Brigade. It was at the forefront of the critical Combat of the Coa, when French hussars overwhelmed the Company and Baller was taken prisoner.

He escaped from the fortress of Vittoria and joined the Spanish partisans, training them as riflemen. His story mirrors that of Rifleman Dodd, the fictional hero of C. S. Forester's *Death to the French*. After several fights, during which he was wounded by a Polish lancer, Baller made it back single-handedly to his regiment at Lisbon.

After Fuentes d'Onor and the storming of Ciudad Rodrigo, Baller was promoted to Sergeant before the walls of Badajoz. He took part in the assault on the breach, and by early 1813 was such a physical wreck that the surgeons transferred him to hospital in England.

In 1814, despite his condition, Baller volunteered for service in The Low Countries. He received horrific wounds in close-quarter fighting in the assault on Merxten and at the battles of Quatre Bras and Waterloo. By 1816 he was in a pitiful state; his petition for a Royal Hospital pension makes for tearful reading. Worn-out and impoverished, Baller was buried at Brompton Cemetery in a pauper's grave. A headstone was finally laid at a re-dedication ceremony in 2007.



Military General Service 1793-1814, 4 clasps, Fuentes D'Onor, Ciudad Rodrigo, Badajoz, Salamanca (G. Baller, Serjeant, 95th Foot, Rifles.); Waterloo 1815 (Serj. George Baller, 1st Batt. 95th Reg. Foot.), fitted with original steel clip and split-ring suspension, the clip neatly re-affixed with solder, *some very light contact marks, otherwise good very fine* (2)

£14,000-18,000

George Baller was born at Chewton Mendip, near Wells in Somerset, on 21 January 1787, the son of George and Mary Baller. Together with his friend George Pardoe, another Chewton boy, he enlisted for 'limited service' in the 95th Foot (Rifles) at Plymouth Dock on 12 May 1809, receiving an £11 bounty. He was then aged 22, giving his civilian trade as 'saddler'. His attestation papers reveal a man 'five feet six and a half inches high, of sallow complexion, green eyes and light brown hair.'

Baller hastened by packet-boat to Dover, where the 1st Battalion, 95th Rifles was being re-formed after its ordeal at Corunna four months earlier. In that harrowing retreat the 95th had proved the value of their new mode of fighting, Rifleman Thomas Plunket gaining legendary status for shooting a French Brigadier and his ADC at 600 yards. In reward, Horse Guards granted the 95th a 3rd Battalion, to which many Corunna veterans now transferred. This gave room in the 1st Battalion for new men such as George Baller. Baller joined Captain Peter O'Hare's No. 3 Company, formed largely of volunteers from the South Lincolnshire Militia. One of its new subalterns, George Simmons, had actually been commissioned in gratitude for persuading so many of his fellow militiamen to join the 95th. By contrast, O'Hare was one of the regiment's first officers when it formed as the 'Experimental Corps of Riflemen' in 1800. He had fought in twelve battles, including the 1806-7 River Plate campaign, and was chosen to train these raw recruits. Tom Plunket, now a Corporal, joined No. 3 Company as a role-model to the men. Several other important characters served under O'Hare: Robert Fairfoot became one of the 95th's most respected NCOs, while Ned Costello needs no introduction. Over the next six years, No. 3 Company built a reputation as the hardest-fighting unit, in the elite Battalion, of the 95th Rifles.

On 25 May 1809, with a strength of nearly 1,100 men, the 1st Battalion marched down to Dover Harbour and the waiting transports *Fortune*, *Malabar* and *Laurel*. No. 3 Company sailed aboard *Fortune*. Wives and sweethearts sent up a heart-rending 'three cheers' for the 95th as the ships disappeared over the horizon, Lieutenant-Colonel Beckwith having forbidden women on campaign. The majority of men who departed would not see England's White Cliffs again. Severe gales delayed their progress through the Downs, until the squadron was joined at Cowes by further transports carrying the 1/43rd (Monmouthshire) and 1/52nd (Oxfordshire) Regiments, both trained as Light Infantry by the late Sir John Moore. Together, the 43rd, 52nd and 95th formed the 'Light Brigade' under Brigadier-General Robert Craufurd, the first of its kind. Craufurd had suffered the ignominy of surrendering a Brigade to the Spanish at Buenos Aires in 1806 - his subsequent behaviour in the Peninsula evinced a rash yearning to reclaim his reputation and honour.

The convoy disembarked at Lisbon on 18 June, but there was no time for rest. The men were bundled into flat-bottomed barges, sitting on benches with rifles between their legs. A hair-raising two-day voyage up the River Tagus followed, in which men feared capsizing at any moment. Landing at Vallada, the Light Brigade progressed via Santarem, Golegao and Punhete towards the main Anglo-Spanish Army under Sir Arthur Wellesley, which it had been sent to reinforce. Craufurd directed the march with an iron fist: few stragglers escaped his notice and the severe punishments meted out to them earned him the nickname 'Black Bob'. On the morning of 28 July, he received an urgent dispatch from Wellesley, with news that a large French army was at hand and a general action was imminent. Despite the increasingly rugged terrain and the fact that each man carried some seventy pounds on his back, the Light Brigade marched 42 miles in 26 hours in its determination to reach Wellesley (the average British Battalion might cover 15 miles in a day). This epic march was still not enough to bring the Light Brigade to Talavera in time. The battle, a costly and somewhat Pyrrhic British victory, ended just hours before Craufurd's arrival. A great cheer went up from the exhausted British troops as the Light Brigade was seen approaching. It has often been speculated what impact the Light Brigade might have made at Talavera, had it been present.

On 4 August, the newly-ennobled Viscount Wellington obtained secret letters between Marshal Soult and Napoleon's brother, King Joseph of Spain. These revealed that a French force, some 30,000 strong, threatened the line of retreat to Portugal. The Light Brigade now had to retrace its steps, seizing the bridge at Almaraz on the River Tagus just moments ahead of Soult's picquets. This proved a vital crossing in that it enabled Wellington's whole force to retire into Portugal unmolested, reaching the border by 20 August. At Talavera, Wellington had been unimpressed by the performance of his Spanish allies: the Spanish infantrymen had never fired muskets before, and after loosing a premature volley were so appalled by the noise that they dropped their weapons and ran. Wellington's army provisioned itself rather than living off the land according to the French custom, and he could not rely on Spanish promises of food and munitions were he to re-enter Spain. Instead Wellington withdrew to the Lines of Torres Vedras, Sir Richard Fletcher's ingenious ring of steel around Lisbon. While Portuguese militia garrisoned the redoubts, the Light Brigade began a period of intensive marksmanship training at Campo Maior.

Barba del Puerco - a night attack

On Christmas Day 1809, following reports of French activity near the Spanish border, Wellington ordered the Light Brigade to advance northwards. On 6 January 1810 the River Coa was reached. This natural barrier, and the fortress of Almeida beyond it, would have to be negotiated by Marshal Massena's troops in order to enter Portugal. Wellington intended Craufurd merely to observe enemy movements, giving advanced warning of a French attack before retiring to safety. Hussars of the King's German Legion were assigned to Craufurd as gallopers, and the powerful guns of Almeida could lend support. It was a strong position but Craufurd, still smarting from the humiliation of Buenos Aires and annoyed at having missed Talavera, had other ambitions. He led the Light Brigade far beyond the Coa, almost to Ciudad Rodrigo, setting up a new observation line along the River Agueda. He was many miles from friendly support.

Four companies of the 95th, including O'Hare's No. 3 Company, held the village of Barba del Puerco, far in advance of the remainder of the Light Brigade. Here an ancient bridge spanned the Agueda gorge. No. 3 Company was detailed to guard it. Baller was closer to the enemy than virtually any soldier in Wellington's army; French picquets lay just across the river. French and British sentries established a warm rapport, trading brandy and tobacco. From this, the French discovered that the bridge was defended by a mere handful of men, apparently unsupported. At 11.30 p.m. on 19 March, a French Brigade under General Ferey managed to step onto the bridge before the alarm was sounded. A desperate struggle followed. Baller grabbed his rifle and hurried towards the bridge, taking aim at the French in the moonlight. Sergeant Betts and Lieutenant Mercer both received musket balls to the head, and several riflemen were captured. Captain O'Hare turned to his men and said: 'We will never retire. Here we will stand. They shall not pass but over my dead body.'



O'Hare's Company was just fifty strong, sickness having thinned its ranks, yet it kept Ferey's entire Brigade at bay for half an hour. That was the time it took for the other three 95th companies, billeted in the village, to join the engagement. The riflemen's fire then became overwhelming. Ferey's command structure disintegrated as officers and NCOs were picked off. The order 'Fix Swords' went round and with a great cheer the Rifles set about the fleeing Frenchmen, reclaiming the vital bridge. Only two 95th prisoners were carried away by the French, the rest making it back to their comrades. It was a stunning victory, likened to Agincourt. It proved that riflemen could load as fast as any musketeer, and hold their own in close-quarter fighting. Lieutenant Simmons wrote to his father, 'after this night I was considered a soldier fit to face the devil in any shape.'

Combat of The Coa - the first wound

Four months later, Ciudad Rodrigo fell to Marshal Ney's Corps. Everyone expected Ney's next target to be Almeida. Craufurd positioned his men in the plain below this fortress, so that its guns might cover his retreat if needed. Vast quantities of powder and munitions were being carted from Almeida to Wellington's main force. This meant that the single bridge over the River Coa was choked with wagons. Wellington had sent Craufurd two Battalions of Portuguese Cazadores and a troop of Royal Horse Artillery, so the Light Brigade now became 'The Light Division', some 4,000 strong. The Rifles screened the Division's front, and once again O'Hare's No. 3 Company acted as forward picquets while the rest of the Battalion slept. On the morning of 24 July, a vast cloud of elite Tirailleurs crept forward through the undergrowth. They preceded Ney's Corps of 25,000 men. As Baller and his comrades opened fire they realised their predicament. One subaltern recalled: 'As the morning fog cleared away we observed the extensive plains in our front covered with the French Army as far as the eye could reach.'

For whatever reason, perhaps a thirst for personal glory, Craufurd had kept all his men on the eastern side of the River Coa, the side now being attacked by the enemy. The aforementioned bridge, still clogged with traffic from Almeida, was the Light Division's only escape route. Wellington had repeatedly warned Craufurd not to give battle on the eastern bank, where he would be quite unsupported, but Craufurd ignored the Duke's advice. Despite the unequal struggle, Baller and his comrades in O'Hare's No. 3 Company kept the Tirailleurs at bay for over an hour, even repulsing the initial assault of a French Battalion in column. Gradually the French brought up artillery, pouring canister into O'Hare's men. While half the Company under Lieutenant Simmons withdrew, the remainder under Lieutenant Johnstone provided covering fire.

As they were fighting, the French 3rd Hussars swept through a gap in the British line. Panic spread, O'Hare's men running desperately to save themselves. Men of the 43rd Light Infantry formed a line to give covering fire, but it was too late. The Hussars got among No. 3 Company, slashing right and left. During this engagement, Baller stated that he was 'wounded in the left hand.' He might well have been trying to parry a sabre stroke with his hand, to protect his face, but the wound could also have been caused by a 43rd musket ball, for the 43rd were obliged to fire into the general mêlée to protect themselves. The wound might even have been the result of a Portuguese roundshot as the gun crews on Almeida's ramparts did not recognise the riflemen's dark uniforms, and fired at the 95th by accident. In any event, Baller was forced to surrender. Meanwhile, the Light Division suffered 333 casualties as it massed helplessly by the single narrow bridge, eventually crossing it to safety.

Prisoner of War - the second wound

The 1st Battalion's Muster on 25 July 1810 recorded Baller as 'Prisoner of War'. Incarcerated by the French at Vittoria, he at least avoided the notorious fortress of Verdun, of which lurid stories abounded in the British press. His fighting spirit never faltered, for after just two months he evaded his captors and joined a group of Spanish partisans led by the fanatical Don Espoz y Mina. These partisans held Baller in awe, having heard tales of the Baker Rifle and the skill of those who wielded it. Just three days after escaping, Baller was engaged in a skirmish with a party of Polish Lancers who were escorting money and provisions. During the fight he received a severe stab-wound to his left leg from a Lancer. His exploits mirror those of Rifleman Dodd, the fictional hero of C. S. Forester's novel *Death to the French*. Since Baller is mentioned in Rifleman Costello's account, it is quite possible that he himself inspired Forester's character. The cataloguer now begs the reader's indulgence in relating a particularly relevant passage, which could almost be a description of Baller's exploits:

'No one knew better than he, who had served in so many convoy guards, how helpless is a long train of wagons strung out along the road. And he knew, too, that to kill one of the enemy's horses was quite as helpful as killing one of the enemy's men. He looked round at his two followers. "Caballos," he said, "Caballos," and pushed his rifle forward. They took aim beside him, and the three shots rang out almost together. One horse in a team of six fell in its traces; another, plunging and kicking on three legs, made evident the fact that the fourth was broken. Instantly Dodd leaped to his feet and dashed back among the trees, with the others at his heels, to where he could reload undisturbed. "Horses," said Dodd again, as he rammed the bullet home. The others nodded. They could understand this method of warfare.' (*Death to the French*, pp. 99-100)

Baller remained with Espoz y Mina's *guerrilleros* for several more months, teaching them to fight like riflemen. Their activities took place largely in Navarre and Catalonia, where they could ambush French convoys crossing the Pyrenees. Espoz y Mina even blackmailed the French authorities into paying him tolls in exchange for letting the convoys pass unmolested. Unfortunately for the French, this Danegeld could never quite remove the Dane, and Espoz y Mina simply used the money to purchase more weapons. Clausel's entire Corps, some 28,000 men, was pinned down in Catalonia,

simply trying to keep the roads open. These men would have been invaluable in the struggle against Wellington, particularly during the Salamanca campaign. Baller can be said to have contributed to this containment, but by the spring of 1811 he was already heading back to his countrymen. The guerrillas took him safely to Valencia, where he boarded a ship bound for Gibraltar. From there he sailed to Lisbon, and in a few days he was back with his old comrades in O'Hare's No. 3 Company. C. S. Forester again captures the moment perfectly:

'Dodd's mates greeted him with laughter when they recognised him. They could afford to jest; they had just spent a winter in comfortable cantonments, and every man was well-fed and properly clad, in startling contrast with the bare-footed, naked multitude of living skeletons which Dodd had been harassing. And they were in high spirits too. When the bugles blew and the men fell in to resume the advance they did so lightheartedly. They were marching forward, and the French were falling back before them in ruin. As for Dodd, he might as well have been in heaven. He was back in the regiment, in the old atmosphere of comradeship and good-fellowship. The very dust of the road and the smell of the sweating ranks were like the scent of paradise. He tramped along with them in dreamy ecstasy.' (*Death to the French*, p. 154)

Fuentes to Salamanca - Promotion and another Escape

Baller's journey now took him full circle, for in April 1811 Wellington's army marched northwards from Lisbon to the River Coa. This time, the line extended along a smaller river called the Duas Casas. Each Division would support the other, and no unit would be left isolated. The valley was dominated by the village of Fuentes d'Onor (clasp), defended by the 71st and 79th Regiments. When Marshal Masséna attacked this position on 5 May, the Light Division was held in reserve to the right of the village. The 95th were soon engaged with French *voltiguers*, but the attack in their sector was merely a diversion. Masséna had ordered his light cavalry, some 3,500 sabres, to dismount and creep through the woods before Pozo Bello and Nava de Haver, on Wellington's right flank. Once in the open, the cavalrymen remounted and fell upon the British regiments in that area, particularly the 42nd Foot ('Black Watch'). The Light Division marched rapidly to this crisis, rifles at the trail. The threat of cavalry meant that 'skirmish order' would be suicidal - the Rifles had to advance for over a mile in column of quarter distance, enabling them to form square at any moment. This never proved necessary. O'Hare's No. 3 Company was ordered to defend the Turon ravine, on Wellington's right. Here Baller and his comrades repelled an attack by the 13th Chasseurs à Cheval, and inflicted severe casualties on successive waves of *voltiguers*. In a testament to their professionalism, the 95th achieved this while suffering no fatalities and only a dozen wounded.

That winter, Wellington turned his attention to the fortress towns of Ciudad Rodrigo (clasp) and Badajoz (clasp), barring his approach into Spain. The former was defended by some 2,000 disaffected Italian and Dutch conscripts. When Wellington approached Rodrigo on 8 January 1812, No. 3 Company, now led by Captain Uniacke, crept up to the edge of the glacis and began sniping at the ramparts. They killed so many French gunners that the gun crews had to insert gabions into the embrasures, removing them just before the moment of firing. British batteries opened two breaches which were pronounced practicable on 19 January. The assault commenced at 7 p.m. that night, Picton's 3rd Division assaulting the main breach while Craufurd's Light Division carried the smaller one. Craufurd was mortally wounded while standing on the glacis, urging his men forward. It is unclear whether Baller was among the Forlorn Hope, but since several men of his Company volunteered for that duty, including Ned Costello, it seems entirely possible, especially in view of his promotion to Sergeant three months later.

That promotion took place before the walls of Badajoz. This ties in perfectly with Baller's discharge papers, which state that he rose to Sergeant some 2 years and 320 days after enlistment. It also matches Ned Costello's account, which records the promotion to Sergeant of a certain 'Corporal Ballard', surely the same man. According to Costello, Baller's promotion came at the expense of Sergeant Esau Jackson, who had been absent from the regiment for the preceding two years. After receiving a wound at the Coa, Jackson had sat out the war as an orderly at Belem Depot, near Lisbon. When questioned by Major O'Hare, he insisted that doctors had ordered him not to return to the 95th, but O'Hare saw Jackson for the coward he was. Turning round to his men, he said loudly: 'By God, I will not have these brave fellows commanded by skulkers.' Divesting Jackson of his sash and stripes, he bestowed these symbols of rank upon Baller. Just days later, on 6 April, O'Hare was shot in the chest while scaling a ladder during the main assault. He commanded the storming party, consisting of 300 men from various Companies. Baller, one of the storming party, emerged from the hellish experience unscathed.

With Badajoz's capture, the way to Madrid lay open. At the Battle of Salamanca on 22 July, Wellington proved himself as an offensive general, defeating 40,000 French troops in 40 minutes. It was the greatest British victory on European soil since the time of Marlborough, but the Rifles played

no part in it, positioned far away on Wellington's left flank. A triumphal entry into Madrid followed, in which the Rifles were able to enjoy balls, soirees and plentiful food. This situation could not last for long. With French armies massing against him, Wellington withdrew back to the Portuguese frontier on 31 October. During the arduous retreat, Sir John Vandeleur put Baller in charge of the baggage and stores at Salamanca. On 17 November, the baggage train was attacked by French cavalry and Baller was once again captured. Somehow he managed to effect his escape, rejoining his regiment in Portugal. By now he was a very sick man, suffering from the effects of his wounds and rheumatism. According to the 1st Battalion's Muster of 24 March 1813, he had been invalided to England.

The Low Countries - further wounds

Baller took several months to recover the use of his limbs. He was admitted to the Regimental Hospital on 25 October, transferring to a General Hospital on 12 December. On hearing of a planned expedition to The Low Countries, he volunteered his services, joining Captain Francis Glasse's Company in a Provisional Battalion of the 95th Rifles. This Battalion formed part of Sir Frederick Adam's Brigade in Sir Thomas Graham's expeditionary force. The campaign's objective was to support the newly-proclaimed Principality of the Netherlands by restoring the Prince of Orange to the Dutch Throne. Antwerp was a key target, Coalition forces subjecting it to a four-month siege. Baller was severely wounded on 2 February, during the attack on Merxen. He received a bayonet thrust in the chest and two musket wounds in the right arm, one through the wrist and the other above the elbow. These wounds are consistent with being a member of a storming party, and it is clear that the British infantry suffered appallingly when taking Merxen at the point of the bayonet (or sword). The capture of this town forced the French deeper into Antwerp, which did not surrender until it heard of Napoleon's abdication. Baller remained in The Netherlands, so was ideally placed to join Wellington's army when it assembled for the Hundred Days' Campaign.

Baller served during the Hundred Days as a Colour-Sergeant in Captain Glasse's Company of the 1st Battalion. During the Battle of Quatre Bras on 16 June, he received a musket wound to the right shoulder while skirmishing with French *voltiguers* in Bossu Wood. He had little time to recover, for the Rifles were called upon to screen Wellington's retreat to the ridge of Mont St. Jean. As dawn broke on the morning of 18 June, Glasse's Company remained on the reverse slope with the majority of the 1st Battalion. Three Companies under Captain Leach were positioned in and around the famous 'Sandpit', overlooking La Haye Sainte. At about 2 p.m. squadrons of French *cuirassiers* began cantering up the slope towards the 1st Battalion. Moments before, they had massacred the Luneberg Battalion, a Hanoverian militia unit sent to reinforce La Haye Sainte. The 1st Battalion saw this happening barely 400 yards away and heard the Germans' piteous cries. Even Peninsular veterans had not encountered the power of French *cuirassiers*, and the 1st Battalion suddenly wavered. Senior NCOs including Baller made themselves hoarse in trying to form a square, but it was too late. Dozens of riflemen fled from the unnerving vision of the French heavy cavalry *en masse*. It was an ignominious end to six years' heroic fighting under Wellington, but eventually the Battalion rallied and threw off its attackers. The charge of the Household Cavalry then settled the matter. Baller sustained a severe wound in the right leg, probably from a *cuirassier's* sabre. There was to be no retreat for him.

'Poor Old Soldier'

Baller spent several weeks recuperating in an Antwerp hospital, before re-joining his beloved regiment in Paris. Under an Army Order, those who had enlisted for 'limited service' in 1809 could re-attest. Baller once again offered to serve. He was rejected by the examining surgeon in consequence of his severe wounds and multiple illnesses. Baller was broken in body, if not in mind. He was discharged as 'time expired' at Leominster on 25 May 1816, having served 7 years and 22 days with the Colours. He was then recommended by Colonel Sir Andrew Barnard to the Board of the Royal Hospital, Chelsea as a soldier worthy of a pension. He passed the Board, and was granted nine pence per diem. He married Sophia Jeans at St. Dunston's Church, Stepney in 1818. His pension was insufficient to sustain a family, and in 1825 he petitioned the Royal Hospital, Chelsea for an increase. From this petition, we learn all the details of Baller's gallant service. The pathetic tone of his appeal is heartbreaking:

'Your petitioner wishes to make it known that not having a friend in the world to assist him, and not able to befriend himself and being embarrassed with a wife and large family, he knew not in what manner to apply for it again until meeting with your honour, petitioner begs to add the wounds and fatigues render him totally incapable to maintain himself and consequently leaves him in a most deplorable state. Your petitioner solely depends upon the universal interest of your honour, whose word alone, will re-instate him upon the books of British pensions for the relief of distressed body and mind.'

The 1851 census shows Baller living at 33 Tufton Street, Westminster with his wife and daughter, also named Sophia. He had resumed employment as a saddler, and was described as a 'Chelsea Pensioner'. The Royal Hospital Chelsea Out-Books for 1860 confirm that he received 1 shilling and 3 pence *per diem*.

George Baller died of chronic bronchitis at 33 Tufton Street on 8 July 1868, aged 81. His wife Sophia outlived him by only one year, dying on 29 July 1869. Due to the accuracy of Brompton Cemetery's burial archives it was possible to locate the exact position of his unmarked pauper's grave. A service of re-dedication was held on 14 July 2007, conducted by The Rev. Lorna 'Dickie' Cleveland M.B.E. A Union Flag was draped over Baller's final resting place, while a unit of re-enactors portraying the 95th Rifles fired a volley in salute. His wife is buried a short distance away in another unmarked pauper's grave. George Baller's grave in Plot N now forms part of the guided tour of graves of special interest at the Cemetery.

Sold with a fascinating archive including Baller's copied service papers and petition to the Royal Hospital, Chelsea, three CDs containing photographs of his memorial service, and the cloth Union Flag draped over his grave in 2007.

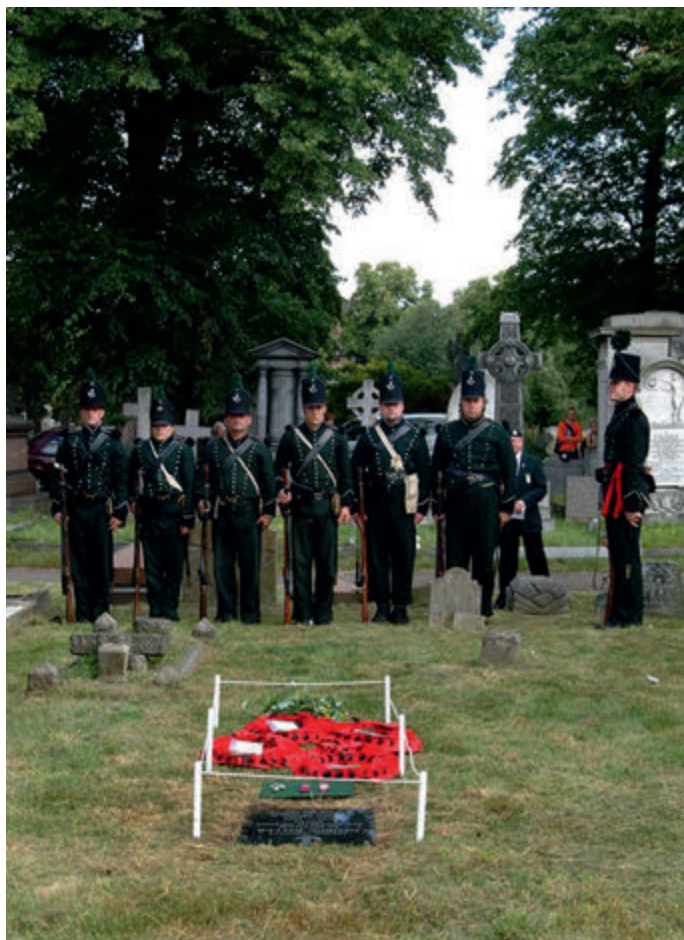
Recommended reading:

Costello, E., *The Adventures of a Soldier of the 95th (Rifles) in the Peninsular & Waterloo Campaigns of the Napoleonic Wars* (London, 1841).

Forester, C. S., *Death to the French* (London, 1933).

Harris, B., *The Recollections of Rifleman Harris* (London, 1848).

Urban, M., *Rifles: Six Years with Wellington's Legendary Sharpshooters* (London, 2003).



x157 Pair: Rough Rider J. Hardwicke, Bengal Horse Artillery, who was severely wounded at the siege of Delhi during the rebel sortie of 19 June 1857



Sutlej 1845-46, for Ferozeshuhur 1845, 1 clasp, Sobraon (Rough Riding Sergt. Jas Hardwick Arty.); Indian Mutiny 1857-59, 1 clasp, Delhi (R Rider. Jas. Hardwicke, 3rd Tp. 3rd Bde. H. Art.), *light scratches, very fine* (2)

£600-800

James Hardwicke, a native of Nottingham and a tailor by trade, attested for the Bengal Horse Artillery at Soho Square, London on 2 July 1859. His service papers note that he was ‘severely wounded at Delhi’ on 19 June 1857 (*TNA L/MIL/5/79*), a fact confirmed in I. T. Tavender’s Casualty Roll. On that day, a large force of mutineers sallied forth and attacked the rear of the British position on the Ridge. A squadron of the 9th Lancers set out to meet this threat, supported by the 3rd Troop, 3rd Brigade, Bengal Horse Artillery. Though vastly outnumbered, the British force was not dislodged. Hardwicke’s troop, commanded by Major Brind, then played a key role in the bombardment of Delhi on 6 September. They brought an 8-inch howitzer to bear on the formidable Mori Bastion, in full view of the enemy. Fire from this howitzer effectively silenced the enemy ramparts, enabling the rest of the British siege guns to move into position without loss.



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x158

A scarce India service group of three to Trumpeter J. Modget, Bengal Horse Artillery, who took part in the battles of Aliwal and Sobraon before joining Sir Colin Campbell's expedition against the Utman Khels. He went on to fight in Brigadier Nicholson's daring counter-attack against the mutineers at Nujjufghur, during the Siege of Delhi. This action saved the British position at a critical moment, raising British morale after two bleak months of stalemate



Sutlej 1845-46, for Aliwal 1846, 1 clasp, Sobraon (H: P: Trumpr J: Moget 2nd Brigade H: Ay.), note surname spelling; Indian Mutiny 1857-59, 3 clasps, Delhi, Relief of Lucknow, Lucknow (Serjt. J. Modget, Bengal H. Art. 1st Bde.); India General Service 1854-95, 1 clasp, North West Frontier (Trumpr. J Modget. 1st Tp. 1. Bde. Bengl. Arty.), *light contact marks, nearly very fine*

The group is accompanied by a second issue Indian Mutiny Medal, with no clasp, to 'Jas. Mudget 3rd Bengal Eurpn. Regt.', possibly a relative, *nearly very fine* (4)

£1,800-2,200

J. Modget fought at the Battle of Aliwal (Medal) on 28 January 1846, as a Trumpeter in the 2nd Brigade, Bengal Horse Artillery. The Sikhs occupied an entrenched position with their backs to the River Sutlej. Their right flank was held by a large bastion defended by scarlet-coated Aitable Battalions, crack formations trained by the Italian mercenary Paolo Aitable. The British commander, Sir Harry Smith, quickly identified this bastion as the key to the battle. The 1st and 3rd Troops, 2nd Brigade, Bengal Horse Artillery rode with the 16th Lancers during their famous charge. While the infantry attacked the Sikh front, the 16th Lancers flushed the defenders out of the bastion and into the guns of the Bengal Horse Artillery. Sir Harry Smith later wrote to Brevet Lieutenant-Colonel Alexander, commanding the 3rd Troop, 2nd Brigade:

‘I see at this moment yours and Turton’s Troops (1st Troop) unlimbering near the *nulla* when I again unkenelled a pack of Avitables to the murderous fire of your glorious guns... Our guns and gunners, officers and men, may be equalled, but cannot be excelled by any Artillery in the world.’

The whole Sikh line collapsed and was driven in confusion across the river, losing all its guns and suffering heavy casualties. For performing this feat the 2nd Brigade, Bengal Horse Artillery sustained 2 men killed and 11 wounded. During the subsequent Battle of Sobraon (clasp) on 10 February 1846, they manned a battery of heavy 18-pounder guns, part of an immense siege train. The Sikh entrenchments stood no chance against such a weight of metal. An officer of the 33rd Native Infantry wrote:

‘In the evening I visited the interior of the entrenchments and found that on the front of the heavy guns and rocket battery the destruction had been very great. Numerous tumbrils had been blown up, and several places, occupied by the enemy in dense masses, presented an appearance of charred bodies heaped upon one another.’

Sikh losses at Sobraon were estimated at over 8,000 men and 67 guns. The Bengal Horse Artillery, truly a *corps d’elite*, lost only 5 killed and 24 wounded (Hughes 1971, 112). This astounding victory led to the Sikh Empire’s surrender under the terms of the Treaty of Lahore, which restricted the Sikh army to 25 battalions and 12,000 horse. The Jullundur Doab was ceded to Company rule, and the Sikhs had to promise never again to employ European mercenaries. The victorious British also demanded payment of half a million pounds in reparations, failing which Kashmir would also be ceded. The resentment caused by these terms led to renewed conflict two years later.

Modget served on the North-West Frontier in Brigadier Sir Colin Campbell’s 1852 expedition against the Utman Khels (Medal and clasp). On 20 April that year, the British-held village of Charsada was attacked by 200 Utman Khel tribesmen, who killed native government officials and looted the Treasury. Campbell’s retaliation was swift, and he laid siege to the town of Pranghar on 13 May. The 1st Troop, 1st Brigade, Bengal Horse Artillery bombarded Pranghar’s walls and quickly broke the enemy’s resolve.

Modget went on to serve during the 1857 Indian Mutiny at the Siege of Delhi, the Second Relief of Lucknow and the subsequent re-capture of Lucknow by Sir Colin Campbell, earning a rare three clasps to his Indian Mutiny Medal. The 1st Brigade, Bengal Horse Artillery formed part of Brigadier John Nicholson’s force at the Battle of Nujjufghur on 25 August. In this desperate action of the Siege of Delhi, Nicholson routed a rebel sortie led by Bakht Khan which threatened to outflank the British force on the ridge. He killed over 800 rebels and captured 13 guns.

Sold with a copy of B. P. Hughes’ *The Bengal Horse Artillery 1800-1861* (London, 1971).



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Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C. and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham
Sold for £384,000

159 The important Punjab and Second Burma War campaign pair awarded to Captain L. J. Trotter, a prominent historian of British India whose biography of Sir James Outram, *Bayard of India* (1903), remains unsurpassed as a portrayal of that officer's service during the Mutiny

Trotter wrote prolifically on matters of governance during the British Raj, publishing his landmark *History of India* in 1874. He wrote biographies of Warren Hastings, Lord Auckland and The Marquess of Dalhousie, spending eleven years as editor of *Allen's Indian Mail*



Punjab 1848-49, 2 clasps, Chilianwala, Goojerat (Ensign L. J. Trotter, 2nd Ben. Eur. Fus.); India General Service 1854-95, 1 clasp, Pegu (1st Lieutt. Lionel Jas. Trotter. 2nd. European Bengal Fusrs.), *light contact marks, very fine (2)*

£600-800

Lionel James Trotter was born at Chowringhee, Calcutta in September 1827, the son of Edward Trotter of Calcutta. Educated at Charterhouse and Merton College, Oxford, he sailed to India in 1847 as a Cadet of the Bengal Infantry. He served as an Ensign with the 2nd Bengal (European) Light Infantry throughout the 1848-49 Punjab campaign, including the battles of Chilianwala and Goojerat. Part of Brigadier Godby's Brigade, in Sir Walter Gilbert's 2nd Division, the regiment held the right flank at the Battle of Goojerat on 13 January 1849, and suffered heavy losses during the attack against Sikh entrenchments. The British commander, General Gough, ordered the infantry to advance into a belt of thorn and mimosa scrub a mile thick, without artillery support. The British sustained over 2,500 casualties, which are commemorated by an obelisk on the battlefield. The elderly Brigadier Pope, commanding the British cavalry on the right flank, gave his infamous "Threes About" order which led his men to crash into the 2nd Bengal (European) Light Infantry, causing havoc. The following year, Trotter's regiment was renamed as the 2nd Bengal (European) Fusiliers. In 1853 he served with a wing of this regiment during the Second Burma War, receiving the clasp 'Pegu' to his India General Service Medal. During the Indian Mutiny of 1857 he commanded the depot and station at Subathoo, in the western Himalayas. He retired on half pay in 1862.

Trotter became a renowned authority on the history of British rule in India. His two-volume *Studies in Biography, and the British Empire in India* appeared in 1865. Nine years later he completed his magisterial *History of India, from the Earliest Times to the Present Day* (1874), which ran to three editions and remains a key source for modern historians wishing to understand the Victorian perception of India's past. He edited *Allen's Indian Mail* from 1867 to 1878. He authored definitive biographies of Warren Hastings (1879) and John Nicholson (1897), recording every detail of India's governance by the British in his *Statesmen and Rulers of India* series. His most famous work is undoubtedly *The Bayard of India, A Life of Sir James Outram* (1903), now available in paperback. A regular columnist for *The Agra Messenger*, he contributed to *Saunders' Magazine*, *Universal Review*, *Dublin University Magazine* and *The New Review*. He was also a talented linguist: his English translation of *La Sorcière*, a history of Satanism and Witchcraft by the French thinker Jules Michelet, was published in London in 1863.

In 1856, while on furlough, Trotter married Mathilda Waring, daughter of Dr. Richard Waring, F.R.S., F.R.C.P. of Hastings. He fathered three children. The 1901 census shows him living as a 'Retired Army Captain' at Marlings, Enys Road, Eastbourne, with his daughters Jannette and Lily. He died at 332 Banbury Road, Oxford in May 1912, and was buried at Wolvercote Cemetery. His obituary appeared in *The Times* on 7 May 1912; sold with copied *Who's Who* entry.

x160 Pair: Magazine Sergeant D. Marshall, Ordnance Department



Punjab 1948-49, 2 clasps, Chilianwala, Goojerat (Gunner David Marshall. 3rd Tp. 2nd Bde. H. Arty.); Indian Mutiny 1857-59, no clasp (Serjt. D. Marshall, Magne. Serjt. Ordce. Dep.), *the first with heavy contact marks, fine, the second nearly very fine* (2)

£400-500

The Battle of Goojerat, on 21 February 1849, must be regarded as 'one of the great Artillery battles of all time' (Hughes 1971, 122). No fewer than 88 British guns were wheeled into position, acting as one enormous battery. General Sir Hugh Gough was generous in his praise, referring in his dispatch to:

'that splendid arm, the artillery, to whose irresistible power I am mainly indebted for the victory of Goojerat.'

161 A 'probable' Heavy Brigade Charger's pair awarded to Private J. Buckley, 5th Dragoon Guards

Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (Jas. Buckley 5th D...), regimentally engraved naming, naming obscured through wear, suspension re-affixed; Turkish Crimea, British die (No 637. Pt. Jas. Buckley. 5th Dragoon Gds.), depot impressed naming, fitted with replacement split-loop and split-ring suspension, *the first with heavy contact marks and edge bruising, fair, the second very fine (2)*

£300-400

PROVENANCE:
DNW, 2004.

James Buckley was born at Kinderton, near Chester in 1815. He enlisted into the 5th (Princess Charlotte of Wales's) Dragoon Guards at Warrington in April 1839, aged 24. The regiment embarked for the Crimea at Ballincollig, Ireland on 27 May 1854, aboard the steamer *Himalaya*. Commanded by Major Adolphus Burton, C.B., the regiment performed a vital service at the Battle of Balaklava on 25 October 1854.

A dense body of 3,000 Russian horsemen under General Ryzhov, comprising Hussars and Cossacks, advanced westwards down South Valley towards Scarlett's Heavy Brigade, which it outnumbered 6 to 1. Ryzhov held the high ground, and he caught the Heavy Brigade strung out on the march. Seeing that the Scots Greys were about to be encircled, Burton directed the 5th Dragoon Guards against Ryzhov's encroaching right flank. The charge was unexpected and perfectly timed, many of the Russians having their backs to Burton's men. The Russians were so closely packed that many were unable to lift their sword arms; they broke shortly after Burton's charge, having suffered some 270 casualties. The 5th Dragoon Guards had one officer and two men killed, three officers and eight men wounded during the engagement. The Heavy Brigade actually sustained more casualties later in the day, when deployed to cover the Light Brigade's retreat from North Valley, than during the Charge of the Heavy Brigade.

Buckley was discharged in January 1864 after nearly 25 years' service. During his military career he was court-martialled on six occasions and imprisoned repeatedly; his name was entered no fewer than 48 times in the Regimental Defaulters Book. Amazingly, his discharge papers describe his conduct as 'Good'. The 1881 census shows him as unmarried, residing as a 'Government pensioner' at the London Road Workhouse, Leftwich, Chester. He died in April 1882.

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- x162 The excessively rare 'Peshawur Light Horse' campaign pair awarded to Private P. Bourke, 27th (Inniskilling) Regiment of Foot, a survivor of the 1854 *Charlotte* sinking and one of a handful of men from his regiment who joined this short-lived mounted unit for Cotton's Sitana Expedition



Indian Mutiny 1857-59, no clasp (2942 Patk. Burke. H.Ms. 27th Regt.); India General Service 1854-95, 1 clasp, Northwest Frontier (Pte. P. Bourke Peshr. Lt. Horse), *heavy contact marks, the second with suspension claw loose, good fine, scarce* (2)

£500-600

Patrick Bourke was born at Timmelin, County Kildare, on 5 May 1835. He enlisted into the 27th (Inniskilling) Regiment of Foot at Dublin on 27 April 1854, aged 19, and survived the sinking of the troopship *Charlotte* in Algoa Bay, South Africa in December 1854. Based at Peshawur on 24 May 1857, he was hospitalised with dysentery, but recovered sufficiently to take part in the Indian Mutiny campaign (Medal). He then served during the Umballa campaign (Medal & clasp) as a Private in the Peshawur Light Horse. This short-lived unit, raised on 3 June 1857, comprised men of the 27th, 70th and 87th Foot, mounted on horses. It was commanded by Captain F. Fane, and its strength was two officers, four sergeants and 84 men. Medals to this unit are thus very rare, for it was disbanded in 1861. The unit took part in General Sir Sydney Cotton's expedition to Sitana in April-May 1858. Only 30 men of the 27th Foot took part in this operation, and just three are believed to have claimed an I.G.S. named to the 'Peshawur Light Horse'. Bourke received Good Conduct Pay on 27 April 1859, and was promoted to Corporal on 4 December 1860. He rose to Sergeant on 24 January 1862, but was imprisoned for 'drunkenness unbecoming of a Non-Commissioned Officer.' Despite being four times tried by court martial, he eventually became Colour-Sergeant in the 27th Foot. Discharged at Colchester on 29 May 1878, he transferred to the Donegal Militia, which became the 5th Battalion, Royal Inniskilling Fusiliers under the 1881 Childers Reforms. He spent 15 years on this unit's permanent staff. He died as a Chelsea Pensioner (number 281) on 12 February 1927, aged 91. His only son was killed at the Battle of Colenso in December 1899; sold with copied service papers and obituary.

163 The scarce ‘double issue’ Indian Mutiny Medals awarded to Signor Stefano Barsotelli, a Florentine alabaster merchant who served with distinction throughout the defence of Lucknow, especially in the Victoria Cross action at Anderson Post on 30 June 1857. Assigned to a ‘motley crowd’ of civilian volunteers, he was probably the only Italian present



Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (Signor Stefano Barsotelli), note surname spelling; Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (Signor Barsotelli.), *the first with repaired suspension claw and post, good fine, the second very fine and extremely rare*

£3,000-4,000

PROVENANCE:
Ex-Ritchie Collection.

Stefano Barsotelli was a Florentine alabaster merchant caught up in Lucknow on the outbreak of the Mutiny. He offered his somewhat doubtful martial services to Sir Henry Lawrence, who ‘pressed into service as strange a bunch of mercenaries as ever took up arms under one banner’ (Collier 1963). He was assigned to assist in the defence of a fortified house commanded by Captain Anderson of the 25th Native Infantry. ‘It was often amusing’, Anderson afterwards wrote in his short account of the defence, ‘to listen to the remarks of these volunteers during the nights we were visited by grand rounds. On one of these occasions a young fellow was in a great state of anxiety as to how he was to present arms. Signor Barsotelli, however, consoled him by saying, “Never mind, sir, make a leetle noise; who’s to see in the dark?” Another night, when our good Italian was suddenly called up from a sound sleep, he exclaimed, “I think these grand round officers do this for their own amusement.”’

Although always theatrically dressed and over armed - ‘as though preparing himself for a dramatic role in one of the earlier battles of the Risorgimento’ - Barsotelli was to prove himself one of the bravest of all Anderson’s amateurs: ‘Nothing,’ wrote Anderson, ‘could keep the Signor from the steady performance of his duty. There he stood, with musket in one hand and a double-barrelled rifle in the other; at his side a huge cavalry sword and pendant over his breast hung his ammunition pouch, resembling an Italian hand-organ. This latter part of the Signor’s military equipment was rather in his way than otherwise, but he did not exactly know where else to put it; and he was not a little pleased when told the pouch of the English soldier is worn at the back. What with a gun in both hands, and a huge sword constantly getting between his legs, he had quite enough to do without the extra anxiety about the horrid cartridge pouch, which contained some sixty rounds of balled ammunition into the bargain.’

The house, known as Anderson’s Post, was a two storied affair surrounded by a wall and with two verandahs, and, on 30 June 1857, the first day of the siege, it became the scene of a Victoria Cross action involving the good Signor. The enemy’s fire brought down one of the verandahs, burying Mr Capper of the Bengal Civil Service under six feet of timber and masonry. Anderson immediately called for volunteers to form a rescue party, which would clearly be exposed to a concentrated fire. Anderson was rapidly joined by Corporal Oxenham of the 32nd, Monsieur Geoffroi, Mr Chick and Mr Lincoln, and Barsotelli who no doubt was wearing, with good reason on this occasion, his customary expression of the expectation of imminent death. Forced to lie on their stomachs by the in-coming fire, they dug away for a considerable time and at length freed Capper’s upper body, but his legs remained trapped by the fallen debris. In spite of the fact that to stand up was tantamount to suicide, Corporal Oxenham leapt to his feet and with one super human effort shifted the offending debris, allowing Capper to be dragged clear. Corporal Oxenham subsequently received the Victoria Cross.

Throughout the siege the volunteers spent many hours keeping watch and anticipating concerted enemy onslaughts. False alarms were frequent but so too were the determined mass attacks. On the ‘memorable 10th of August’, ‘Signor Barsotelli and Monsieur Geoffroi killed several men, and did good service’, in repelling three successive assaults. During one of these attacks, Anderson, who was often beset with the fear that even if his men withstood the next assault, would the posts on either side of him, recorded: ‘Our good friend, Signor Barsotelli, got very excited as the enemy rushed past the stockade. He said to the Frenchman, “Son dentro per Dio,” in Italian - [They are in, by God!] However, he did as he had always done before, he placed himself in a good commanding position, and then asked the officer in command if he should fire, - his expression generally was, “Here we dominate - shall I strike?” All this time he was, probably, standing at a loophole, with his eye fixed on the sight of his musket, and his body in such attitude that any one could see he was full of determination.’ Anderson remembered Signor Barsotelli as both clever and polite. He also recorded that he was a student of the would-be 19th century science of phrenology, and that Barsotelli was once asked by a professional fighting member of the garrison if he would be good enough to examine his head. ‘Now, whether [Barsotelli] observed that there was something rather mild in the person’s temperament or not, I cannot say, but he calmly [& deflatingly] said, ‘I observe by your head, sir, that the organ of combativeness is not largely developed. I think you would be well suited for a Justice of the Peace.’ The indefatigable Barsotelli survived the Defence untouched, and, pugnacious to the end, could not resist advising a Roman Catholic priest, that when the relieving forces arrived he must break through the rebel lines, ‘drop that gown’ and ‘fight the whole way with us’.

Reference works:

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Kaye, J. and Malleon, G. B., *History of the Indian Mutiny of 1857-58* (London, 1890).

Sold by Order of a Direct Descendant

164

A fine Second Afghan War and Burma Operations group of five to Lieutenant-Colonel A. W. H. Hornsby-Drake, 1st Madras Light Cavalry, late 4th Madras Native Infantry and 19th Foot, who commanded a squadron during the vital relief of Kushdil Khan in August 1880



Jubilee 1897, silver; Coronation 1902, silver; Coronation 1911, unnamed as issued; Afghanistan 1878-80, no clasp (Cap: A. W. H. Hornsby. 1st M. Lt. C.); India General Service 1854-95, 1 clasp, Burma 1885-7 (Major A. W. H. Hornsby M.S.C.), mounted in ordinary style as worn, sold with the recipient's mounted group of dress miniatures, *minor contact marks, good very fine*, housed in a *Spink & Son* velvet-lined leather case of issue (10)

£1,200-1,500



Alfred Weston Hatchell Hornsby was born on St. Helena on 30 November 1845. He was gazetted to the 19th Foot (Green Howards) as an Ensign on 20 September 1864, transferring to the 4th Madras Native Infantry on 21 September 1869. On 26 July 1876, following an appointment to the Staff Corps, he became a Squadron Officer in the 1st Madras Light Cavalry. He rose to Squadron Commander on 26 November 1877, and after three months' furlough (*Allen's Indian Mail*, 18 November 1878) he served in this rank during the Second Afghan War.

The 1st Madras Light Cavalry, with Lieutenant-Colonel E. M. Cherry in command, left Secunderabad on 19 April 1880 and made for Kandahar via Bombay and Karachi. Reaching Jacobabad on 5 May, they were joined six days later by a squadron of the 2nd Madras Light Cavalry under Captain W. B. Warner. The combined force entrained for Sibi on 22 July, with orders to proceed rapidly to Kandahar amid rumours of attacks by Afghan tribes. Progress was hampered by the column's transport arrangements. The 350 pack-bullocks supplied to the troops were completely unbroken, and though six men were assigned to each animal, it proved a herculean effort to load them with kit. When the column reached Quetta on 3 August, only 80 bullocks still accompanied it.

During the march Cherry received a worrying report from the Officer Commanding at Kushdil Khan, where the small British garrison was threatened with encirclement. The 1st Madras Light Cavalry raced to Kushdil Khan, arriving there on 7 August. News of their approach had deterred the Afghan tribesmen from attacking the town. Instead, the enemy plundered a nearby village before melting into the landscape. The regiment remained part of Kushdil Khan's garrison until 18 October 1880. It then received orders to return to Quetta, and from thence down the Bolan Pass to Muskoff, Sibi and Thulli. Cherry posted small vedettes throughout the Marri country during the last phases of the conflict, until relieved by the Sind Horse on 27 April 1881. Continuing its march, the regiment reached Bangalore, Madras on 15 May 1881, having been on active service for one year and twenty-five days.

Hornsby then served as Adjutant on the Staff Corps during the Burma operations of 1885-87. On 2 July 1887 he married Ella Katherine Hillas Drake, adopted daughter of Sir William Richard Drake of Weybridge, at St. Margaret's Church, Westminster. Fathering two daughters, he changed his name to Hornsby-Drake. In 1907 the family moved into Compton Bassett House, a 17th century manor in Wiltshire. In 2010 this property became famous as the country seat of entertainer & singer-songwriter Robbie Williams, who purchased it that year for a cool £8.5 million. After retiring from the Army on 29 September 1887 with the rank of Lieutenant-Colonel, Hornsby-Drake went on to serve in the Honourable Corps of Gentlemen-at-Arms until 1919. A cigar case reputedly owned by him, bearing the badge of the 1st Madras Light Cavalry, is held at the National Army Museum in Chelsea (1980-11-110).

- x165 **Pair: Lieutenant P. A. N. St. L. Wood, 7th Bombay Native Infantry**
Afghanistan 1878-80, no clasp (2nd Lieut. P. A. N. St. L. Wood. 2/11th Regt.); India General Service 1854-95, 2 clasps, Burma 1885-7, Burma 1887-89 (Lieutt. P. A. N. St. L. Wood, 7th Bombay Infy.), *the first good very fine, the second with light scratches, edge bruising and slack suspension, thus nearly very fine (2)* £260-300
- 166 **Pair: Captain's Steward A. Watson, Royal Navy**
Egypt and Sudan 1882-89, undated reverse, no clasp (A. Watson, Capt. Stewd., H.M.S. Arab); Khedive's Star 1884, *good very fine (2)* £100-120
Ex-Douglas-Morris Collection.
Albert Watson was born on 6 February 1862 at Plymouth. He joined the service as a Musician aboard *Arab* on 14 March 1881, but changed his branch to become a Domestic 2nd Class on 1 April 1882, and was paid off to shore on 29 May 1885. He latterly served as Domestic 2nd Class aboard *Monarch* (October 1885-86) and *Acorn* (1887-91). Retired in August 1891, he was not entitled to a L.S. & G.C. Medal.
- x167 **Three: Chief Carpenter's Mate F. Drummond, Royal Navy**
Egypt and Sudan 1882-89, undated reverse, no clasp (F. Drummond. Ch: Carprs. Mte. H.M.S. "Minotaur"); Royal Navy L.S. & G.C. Medal, V.R. (F. Drummond. Chf. Car's Mte. H.M.S. Sultan.); Khedive's Star 1882, unnamed as issued, *minor edge nicks, very fine (3)* £200-240
Frank Addison Willie Drummond was born on 3 December 1844 at Bromley, Middlesex. He enlisted in the Royal Navy on 31 January 1867 and served as Shipwright and Chief Carpenter's Mate aboard a wide variety of vessels and shore establishments, including the battleships *Minotaur* and *Sultan*. Drummond was shore pensioned on 30 June 1887 and returned to Kingston to live with his wife Jane. He died on 4 August 1930 at 13 Claremont Road, West Kirby; sold with copied service record and ship's rolls.
- x168 **Three: Private W. Vallance, King's Own Scottish Borderers**
Egypt and Sudan 1882-89, undated reverse, 1 clasp, Gemaizah 1888 (2694. Pte. W. Vallance, 2/K. O. Sco: Bord.); Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Paardeberg, Johannesburg (2694 Pte. W. Vallance. K.O. Scot: Bord.); Khedive's Star, undated, unnamed as issued, *contact marks and light wear to naming, very fine (3)* £240-280
William Vallance was born around 1870 at Dumfries, Scotland, the son of John Vallance of Galashiels. A mill worker by trade, he attested at Berwick-upon-Tweed for the King's Own Scottish Borderers on 2 February 1888 after 3 years of service with the 3rd Volunteer Battalion.
Posted to Egypt from 19 July 1888-1 January 1890 where he was present at Suakin and the action at Gemaizah, Vallance served for the next 6 years in the East Indies, before returning home and then serving in South Africa from 13 January 1900-3 January 1901. He was discharged on 30 January 1901 having completed 12 months beyond the period of his engagement; sold with copied service record confirming medal and clasp entitlement.

x169 Pair: Private F. Perry, Royal Sussex Regiment

Egypt and Sudan 1882-89, dated reverse, 2 clasps, The Nile 1884-85, Abu Klea (56. Pte. F. Perry. 1/R. Suss: R.); Khedive's Star 1884-6, unnamed as issued, edge bruising and pitting from Star, *nearly very fine* (2)

£380-420

F. Perry enlisted at Wednesbury on 1 December 1873, aged 18 years. He initially joined the Depot of the 53rd Regiment of Foot at Fermoy, County Cork, and then transferred on 10 October 1875 to the 35th Regiment of Foot at Templemore, seeing service in Jamaica, Malta and Egypt.

Perry was one of 282 men who served with the Royal Sussex Regiment and is entitled to the Egypt and Sudan Medal. He is noted upon the roll compiled by Webb as serving within the small contingent of 2 officers and 25 other ranks of the 1st Battalion, Royal Sussex Regiment, who fought with the Mounted Infantry Camel Regiment at the Battle of Abu Klea; sold with copied confirmation.

x170 *'No one excelled him as a recruiting officer or as an instructor. He had the happy knack of obtaining discipline and excellent results by good-natured banter and warm encouragement.'*

John Marra's obituary in *The Dundee Courier*, 4 December 1922.

A fine 'Battle of Tofrek' group of three awarded to Chief Petty Officer J. Marra, H.M.S. *Unicorn*, late H.M.S. *Excellent* and H.M.S. *Condor*, who manned one of the Naval Brigade's Gardner Guns as his comrades fell around him in savage fighting against the Dervishes

Marra joined the Royal Naval Air Service, from the Royal Naval Volunteer Reserve, in March 1916. His gunnery experience proved invaluable at R.N.A.S. Cranwell, where he was mentioned in dispatches as an instructor of anti-aircraft weaponry

He lived out his final days as Shipkeeper of H.M.S. *Unicorn*, the beautiful Georgian frigate which still graces Dundee's harbour. Dying aboard her after a lifetime of service, he was given a touching farewell with full naval honours



Egypt and Sudan 1882-89, undated reverse, 2 clasps, Suakin 1885, Tofrek (J. Marra, A.B. H.M.S. *Condor*.); Navy L.S. & G.C. (J. Marra. P.O.I.CI. H.M.S. *Excellent*.); Khedive's Star 1884-86, unnamed as issued, *the first with suspension post bent, pitted, nearly very fine* (3)

£1,200-1,500



John Marra was born at Batley, Yorkshire on 16 July 1862. Described as ‘freckled’ and ‘ruddy’, he joined the Royal Navy at Portsmouth aged 15, with the service number 104578. Bearing a tattoo of a thistle on his right forearm, Marra served as Boy 1st Class aboard the sloop H.M.S. *Albatross* during her three-year posting to China. Returning to Portsmouth and appointed Able Seaman, he was assigned to the Royal Naval Gunnery School before joining H.M.S. *Condor* for the Suakin expedition of 1885.

The Naval Brigade, in which Marra fought, comprised six officers and 43 ratings, led by Commander W. C. H. Domville of the *Condor*. At the Battle of Tofrek on 22 March, Sir John McNeill’s British force was attacked by the Mahdist followers of Osman Dinga. The Naval Brigade operated Gardner Guns at the north and south of the outer British squares. During a bitter action lasting about 20 minutes, the northern gun crews were overrun by Dervishes, losing seven men killed and five wounded. Marra came through the action unscathed, though he would certainly have known those who were casualties. The Bluejackets returned to their ships on 6 April, and Marra was promoted to Leading Seaman on 1 December.

Serving aboard H.M.S. *Excellent* from 11 September 1887, Marra was advanced Acting Chief Petty Officer on 1 July 1898. He was discharged to the Royal Naval Reserve on 1 November 1907, and the following day was appointed Shipkeeper of H.M.S. *Unicorn* at Dundee. *Unicorn* is a 46-gun frigate built in 1824. Now a popular museum, she served as a Royal Navy training depot for over a century.

In March 1916, Marra joined the Royal Naval Air Service as Chief Petty Officer at R.N.A.S. Cranwell. He was mentioned in dispatches for his ‘excellent work’ as instructor of the anti-aircraft armament section (*London Gazette* 1 May 1918, refers). On 1 January 1918 he was promoted to Temporary Warrant Officer Class II, being later commissioned Sub-Lieutenant following the amalgamation of the two air services. After the Armistice he returned to the *Unicorn*, becoming a well-known and popular character in Dundee. On 3 December 1922, he was found dead in his cabin aboard his beloved *Unicorn*, having died peacefully in his sleep. *The Dundee Courier* led the tributes:

‘One of the most popular men on the staff, C.P.O. Marra had given his whole life in service in the Navy. He joined in the seventies of last century, and had an intimate knowledge of many ports. During the war, though well over age, he enlisted in the R.N.A.S. as an instructor in gunnery, and the anti-aircraft section was his chief concern.’

The Dundee Royal Naval Volunteer Reserve turned out in full force to pay their last tribute to Marra at his funeral on 6 December. A large crowd gathered near the *Unicorn* as the bo’sun piped his coffin over the side. Wrapped in a Union Jack, it was placed on a naval gun carriage drawn by a party of R.N.V.R. men. His remains were interred with full naval honours in the Eastern Cemetery, Dundee. Three volleys were fired over his grave, and The Last Post was sounded. He died intestate and unmarried, leaving an estate valued at £1,946. 8s. Just days after his death, his effects were auctioned off at *T. & J. Buchan Ltd.*, Dundee. Entitled to the British War Medal 1914-20 with M.I.D. oak leaf for his Great War service, it remains unclear whether this was ever issued; sold with roll confirmation, copied obituaries and research, and a portrait photograph of the recipient as Leading Seaman aboard *Excellent*, wearing his medals for the Egyptian campaign (illustrated).

- 171 A fine ‘Battle of Jutland’ campaign group of four awarded to Carpenter Lieutenant J. W. Dodds, Royal Navy, who served afloat for more than thirty years and had the rare distinction of being decorated by the Russians for his service aboard H.M.S. *Canada* from 31 May-1 June 1916



India General Service 1854-95, 1 clasp, Burma 1885-7 (J. W. Dodds, Skd. Shipwt. H.M.S. *Bacchante.*); 1914-15 Star (Ch. Carp. J. W. Dodds. R.N.); British War and Victory Medals (Shpt. Lt. J. W. Dodds. R.N), *good very fine* (4)

£300-400

[Russian Order of St. Anne, Medal of Distinction for Foreigners] *London Gazette* 1 October 1917:

‘For Distinguished Service at the Battle of Jutland.’

James William Dodds was born on 24 February 1864 at Portsmouth, Hampshire, the husband of Catherine Dodds of Oakwood House, Dunston-on-Lyne. He enlisted into the Royal Navy on 13 April 1885 and was sent to the flagship of the Admiral-Superintendent of Portsmouth Dockyard, H.M.S. *Asia*. Transferred to *Bacchante*, *Reindeer* and *Pembroke*, Dodds was promoted Shipwright on 1 July 1889 aboard the battleship *Rupert*, before seeing further service aboard the pre-dreadnought battleship *Ramillies* from 17 October 1893-8 December 1896. He went on to serve at *Victory II*, being promoted Carpenter's Mate on 27 January 1897 and Acting Carpenter on 24 March 1898, his superiors remarking, 'very zealous and painstaking, recommended for advancement'.

Posted to *St. George*, *Cumberland* and *Invincible*, Dodds was continually praised, Captain Kerr of the latter noting in December 1910:

'Most excellent, zealous & able. The word "can't" does not exist in his vocabulary. Rec'd for promotion.'

Appointed Chief Carpenter aboard the dreadnought battleship *Monarch* on 24 March 1913, Dodds was pensioned unfit on 8 August 1913 suffering from neurasthenia - associated with lassitude, fatigue, headache and irritability - likely as a result of vertigo which necessitated a spell at the Royal Hospital Haslar, in Gosport. He soon recovered and served with the Royal Naval Reserve from 23 August 1914, being detailed aboard the Chilean *Almirante Latorre* which was approaching completion of construction at Elswick, Newcastle-upon-Tyne.

Following the outbreak of hostilities in Europe, the British determined to purchase the super-dreadnought *Almirante Latorre* rather than forcibly seize the ship in the same manner as the Ottoman *Resadiye* and *Sultan Osman-i-Evvel*, two other ships being built for a foreign navy - likely because of the Allies' reliance upon imported ammonium-nitrate from Chile, crucial in the manufacture of munitions. Renamed H.M.S. *Canada*, Dodds was likely involved in heavy modifications to the ship, including removal of the bridge in favour of two open platforms and the addition of a mast between the two funnels to support a derrick that would service launches (*British Battleships of World War One*, by R. A. Burt, refers).

Commissioned on 15 August 1915, *Canada* sailed for Scapa Flow in October 1915 and proceeded to carry out gun trials of her 14-inch main battery off Tor Ness on 15 October 1915. Remaining aboard, Dodds was present aboard *Canada* at the Battle of Jutland. As part of the 4th Battle Squadron under Vice-Admiral Sturdee, she fired 42 rounds of 14-inch shells and 109 rounds of her secondary 6-inch armament. During the Battle, *Canada* fired two salvos at the disabled cruiser *Wiesbaden* at 1840hrs and fired five more around 1920hrs (*Jutland: An Analysis of the Fighting*, refers). For his service aboard her, Dodds was recommended for the bestowal of a Russian decoration on 13 June 1917, in compliance with the Commander-in-Chief's communication of 8 June 1917.

Described as 'exceptionally able and hardworking' by Admiral Sir Douglas R. L. Nicholson, Second-in-Command of the 4th Battle Squadron, Dodds was soon thereafter promoted Carpenter Lieutenant. He was placed on the retired list on 30 November 1919 and died at Cosham on 1 March 1937; sold with copied service record.

A fascinating North-West Frontier and Second Boer War pair to Private F. Lamb, The Border Regiment, who kept a first-hand account and drew intricate plans of the network of Blockhouses in which he served



India General Service 1854-95, 1 clasp, Waziristan 1894-5 (3355 Pte. F. Lamb, 2d. Bn. Border Regt.); Queen's South Africa 1899-1902, 2 clasps, Transvaal, South Africa 1902 (3355 Pte. F. Lamb. Border Regt.), *good very fine* (2)

£400-500

Francis (Frank) Lamb was born in Ashorne, Leamington, Warwickshire in 1874. He attended an Elementary Day School, gaining 'Excellent' marks in geometry, model drawing and freehand drawing. He would apply these skills to great effect during his army career. After working in a Birmingham factory as a tube drawer, he attested for the Border Regiment at Carlisle on 25 January 1892, joining the 1st Battalion from the Depot on 2 May 1892. Based at Woolwich in 1893, he transferred to the 2nd Battalion, sailing from Portsmouth aboard S.S. *Bothmia* on 31 January 1894 and arriving in India on 14 March.

During the previous year, a British diplomat named Mortimer Durand had redrawn Afghanistan's eastern border, known thereafter as 'The Durand Line'. This boundary affirmed Afghanistan's status as a buffer zone in the 'Great Game' between Britain and Russia. It was concluded by a single-page 7-point agreement signed by Adbur Rahman Khan, Amir of Afghanistan, on 12 November 1893. A vast demarcation survey then took place, led by the Afghan Frontier Delimitation Party under Colonel A. H. Turner. On 3 November 1894, Turner's force was attacked in its camp at Wana by Waziri tribesmen, and a desperate battle ensued. Lieutenant-General Sir William Lockhart rapidly assembled a Waziristan Field Force, which included the 2nd Battalion, Border Regiment. Private Lamb served in Waziristan until 13 March 1895, when peace was concluded and the border re-established. The Durand Line is internationally recognised to this day.

Promoted to Lance-Corporal on 1 June 1898, Lamb reverted to Private at his own request, transferring to the 1st Battalion on 3 March 1902. At Bombay on 18 March, he boarded S.S. *Tagus*, bound for Durban in South Africa. He disembarked there on 30 March. Keeping a diary, he remarked: 'Durban seemed a very nice place but they did not give us much time to look round, they packed us in trains and we left the same afternoon as disembarking.' On 3 April, the Battalion moved into the Litchenberg Blockhouse, which it garrisoned for three months. Designed by General Sir Elliot Wood, the Blockhouse was used to guard strategic points and impede the movement of Boer commandos. Some 8,000 of them were built by the British in two years. Lamb drew plans of his blockhouse and described it in minute detail:

'The Blockhouse is made of corrugated Iron and is built in a circle of about 14 feet across, it is built



double then filled in with shingle, in height it is about 7 foot 6 inches with a tarpaulin roof outside. At about 4 yards from the structure is a circular trench about 4 foot 4 inches deep and the earth thrown inwards sloping upwards, making the bottom part of the Blockhouse shell-proof while the top part is proof against rifle fire, the top part has port-holes at intervals so that the occupants can fire in every direction, over the trench is a network of barbed wire... Blockhouses are situated at 1,000 yard intervals, with a fencing and network [of barbed wire] from one to the other, so that it would seem impossible to break through.'

Lamb goes on to describe the intricacies of sentry duty. He admitted: 'Blockhouse life is very monotonous as there is no one to see.' The Blockhouses, intended as a deterrent, evidently did their job! On 1 June, news reached Litchenberg of the Peace concluded with the Boers at Pretoria the previous day. Lamb's Battalion sailed from Cape Town aboard H.M.S. *Norman* on 13 August, reaching Southampton on 29 August. Discharged on 24 January 1904, Lamb took up residence in Coventry and continued to educate himself, becoming an Inspector of Aircraft Works. He died at 64 Southbank Road, Coventry on 17 March 1946.

Sold with an interesting archive, including:

- (i) Lamb's handwritten pocket diary, describing Blockhouse design and including a transcription of Kipling's poem: *The Storming of the Malakand*.
- (ii) Four maps hand-drawn by Lamb, showing the military encampment at Quetta (illustrated).
- (iii) An original programme for the Memorial Service held at Bareilly on the day of Queen Victoria's Funeral, 2 February 1901.
- (iv) Two black-and-white photographs, possibly taken by Lamb, of Indian women employed in weaving at Assam.
- (v) A Ministry of Health certificate and paperwork confirming Lamb's entitlement to an Old Age Pension, dated 8 December 1938.
- (vi) Three school certificates, dated 1885, confirming Lamb's 'excellent' exam results.
- (vii) Lamb's copied enlistment and service papers.

x173 *Family group:*

Army L.S. & G.C., V.R. (2858 Serjt. T. Clark, Cst. Bde. R.A.), *nearly very fine*

Five: Driver C. Clark, Army Service Corps, late Sergeant, Dorsetshire Regiment

India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (2940 Corpl. C. Clarke 1st Bn. Dorset Regt); Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (2940. Cpl. C. Clark. Dorset Rgt.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (2940 Serjt: G. Clarke. Dorset Regt.); British War and Victory Medal (T-438376 Dvr. C. Clark. A.S.C.), note variations of spelling, mounted court-style, *very fine* (5)

£200-250

Charles Clark was born around 1870 at Alderney, Channel Islands, the son of T. Clark. A labourer by trade, he attested for the Dorsetshire Regiment at Dorchester on 4 October 1889 and was posted to the 1st Battalion. Having witnessed extensive service in India, he transferred at Bangalore on 15 December 1897 to the Army Reserve on expiration of his period of army service, later being posted to South Africa. Demobilised back home at Dorchester on 15 September 1902, his conduct and character was noted as 'very good, sober & trustworthy'.

Sold with a small archive of original material comprising a parchment Certificate of Discharge, a Certificate of Character, two further Certificates and a character reference.

174 A notable Benin operations, Boer War and Great War campaign group of five awarded to Major N. Burrows, South Wales Borderers, late Loyal North Lancashire Regiment

Attached to the Niger Coast Protectorate as an Acting Vice-Consul and District Commissioner in the period 1895-99, he served as a volunteer in the Benin City operations of 1897, gaining a brace of 'mentions' for his valuable reconnaissance work and command of the leading Maxim in Admiral Rawson's force; a third 'mention' followed for the risks he undertook in the subsequent Benin operations of 1899, among them the capture of an enemy camp

On his retirement in May 1909, Burrows took up post as Deputy Governor of Pentonville Prison, where subsequent 'guests' included some notorious murderers of the era, among them Dr. Hawley Crippen, who was executed at the prison during his term in office



East and West Africa 1887-1900, 2 clasps, Benin 1897, 1899 (Lieut. N. Burrows, Loyal N. Lancs. Regt.); Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State (Major N. Burrows, S. Wales Bord.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Major N. Burrows, S. Wales Bord.); British War and Victory Medals with M.I.D. oak leaves (Major N. Burrows), *generally very fine* (5)

£800-1,000



Norman Burrows was born on 15 October 1868 and educated at Sedbergh School, Cumbria. Commissioned 2nd Lieutenant in the Loyal North Lancashire Regiment in January 1891, direct from the Militia, he embarked with the 1st Battalion for India and was advanced Lieutenant in October 1892; he was fortunate to emerge unscathed from the 'Nagpur Railway Disaster' in November 1891, when 11 men from the Battalion were killed.

Niger Coast Protectorate 1895-99

Appointed an Acting Vice-Consul in the protectorate in February 1895, Burrows undertook administrative and judicial duties over 'a very large area'; his CV, refers.

More notable, however, was his good work in the Benin operations of 1897, when, as a volunteer in the Niger Coast Protectorate Force, he came to the notice of Rear-Admiral Harry Rawson for reconnaissance work:

'Captain Burrows, who, with Captain Cockburn, ascertained the nature of the country between Ceri and Ologbo Beach, on both sides of the creek' (*London Gazette* 7 May 1897, refers).

A more informative account of that valuable work is to be found in a related report submitted by Lieutenant-Colonel Bruce Hamilton:

'I take this opportunity of mentioning here the very excellent work done by Messrs. Burrows and Lyon in this district during a most trying and anxious time. They have both acted with great energy and tact in most difficult circumstances. Mr. Burrows has done most useful work in surveying the water approaches to Ikuru and Ologbo. Before I arrived, and a few days after the facts of the expedition were known, he took a few men with him and burnt Ologbo.'

Moreover, as Rawson's force closed the outskirts of Benin in February 1897, Burrows was again cited for his good work by Hamilton:

'Captain Burrows, who worked the leading Maxim throughout most creditably and was often in positions of considerable danger' (*London Gazette* 7 May 1897, also refers).

His brace of 'mentions' aside, Burrows was specially promoted to Captain in the South Wales Borderers and given a Brevet Majority.

Returning to his administrative and judicial duties, and having been appointed a District Commissioner in 1898, Burrows was next actively engaged in the Ologbo Sheri operations of 1900, when he was mentioned in despatches for a third time, for his 'exceptional zeal' as a column leader, and for undertaking risks which his position did not require him to take (*London Gazette* 14 September 1900, refers).



A glimpse of such risks may be found in a report submitted by Burrows in May 1899, not least an operation he mounted against an enemy camp near Obuiho on the 4th: 'Taking 12 men, I myself proceeded in search of one of the enemy's camps, which I found to be close to the town. I surprised the camp, and after having one shot, which wounded a man, reported to Obohun's headman ... I rushed in and captured two other men, six guns and a pistol. The remaining three who were in the camp and got away, were afterwards brought in.'

The Boer War

Burrows relinquished his position in late 1899, the advent of hostilities in South Africa necessitating his deployment as a District Commandant. He duly served in that capacity until September 1902, at Queenstown, Burghersdorp, Modder River and Boshof (Queen's Medal & 2 clasps; King's Medal & 2 clasps); following a period of leave, he returned to South Africa in 1903, as a Special Commissioner on the Compensation Board.

Back home, he was attached to the Army Service Corps 1904-6, prior to being appointed Adjutant of the 1st (Volunteer) Battalion of the Border Regiment in April of the latter year.

Prison Governor

Placed on the Retired List in May 1909, Burrows took up the office of Deputy Governor of Pentonville Prison in the same month.

The prison had taken over the role as north London's execution centre on the closure of Newgate in 1902, in addition to inheriting the role as a training centre for future executioners. In consequence, in his term of office from May 1909 until the outbreak of the Great War, Burrows would have witnessed the execution of several notorious murderers, among them Dr. Hawley Crippen, who was executed there in October 1910.

Two years later he made an unsuccessful application for the post of Chief Constable of West Sussex.

The Great War and beyond

Soon after the outbreak of hostilities in August 1914, Burrows was appointed to the command of the 7th Battalion, Loyal North Lancashire Regiment, in which capacity he served until taking up duty as a Railway Transport Officer, graded as Staff Captain, in May 1915.

Advanced to Major in September of the same year, he subsequently served as Assistant Provost Marshal to 62nd Division in the period March to August 1916, prior to returning to regimental employ in the 3rd Battalion, South Wales Borderers at the year's end; accompanying research suggests that he returned to Provost Marshal duties before the war's end.

Placed on the Reserve of Officers in July 1919, Burrows took up office as the Governor of Wakefield prison, Yorkshire, where he died at his residence in October 1922.

Sold with a large file of copied research, including official correspondence and reports, together with a host of glowing testimonials submitted on his application for the post of Chief Constable of West Sussex in the summer of 1912.

x175 *‘... The late Major Young served with the Imperial forces, and was attached later to the Poona Horse and Bombay Cavalry. He rendered distinguished service in the Afghan and South African wars, being wounded several times. On one occasion his horse was shot under him. He was thanked in despatches by Lord Methuen for a most courageous attempt to blow up a bridge and train. From 1899 to 1900 he was head of the Intelligence Service at Lourenco Marques, Portuguese East Africa, and was thanked by the authorities for good work there. ...’*

Extract from Young’s obituary in *The Albany Advertiser*, Western Australia, 13 August 1929.

The fascinating Boer War pair to Major H. P. Young, Indian Staff Corps, who served as Head of Intelligence at Delagoa Bay during Winston Churchill’s famous escape from Pretoria



Queen’s South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (Major H. P. Young, Staff.); King’s South Africa 1901-02, 2 clasps (Major H. P. Young, I.S.C.), *naming engraved in italic serif capitals, the second with edge bruising, very fine (2)*

£400-500

PROVENANCE:

Lovell Collection, 1982.

Henry Pottinger Young was born on 2 January 1850, the son of Major Charles Colville Young, C.B. of the Royal Horse Artillery. Educated at Wellington College, he attended the Royal Military College, Sandhurst and was commissioned as Ensign in the 49th Foot in February 1869. He was promoted to Lieutenant in the Indian Staff Corps in March 1871 and served during the Second Afghan War as an officer in the Transport Train, Scinde Reserve Division, Southern Afghanistan Field Force. Since Young served on lines of communication rather than in the theatre itself, he was never entitled to the Afghanistan 1878-80 Medal. Advanced to Captain in 1881, six years later he commanded a party in long-distance trial rides, riding 184 miles in 60 hours with one horse bearing 14 stone. He rose to Major in 1889, retiring the same year.

Young offered his services during the Boer War, sailing with an Indian contingent to Delagoa Bay (now Maputo Bay) in Portuguese East Africa. In 1899 he was appointed Head of Intelligence in that region, responsible for ensuring that arms and munitions did not fall into Boer hands. When Winston Churchill made his famous escape from Pretoria on 12 December that year, this small Portuguese territory was his lifeline. Six days after escaping he found a train standing in a siding on the Delagoa Bay railway line, which he boarded. This train carried him the 300 miles to neutral territory. Churchill would almost certainly have reported to Young on arrival there. In April 1901 Young was assigned the role of Assistant Press Censor, an important position which was graded as Deputy Assistant Adjutant General (see *London Gazette* 19 June 1900). Young was so effective in this role that in November 1900 he was appointed Chief Censor of Orange River Colony. From May 1901 he held a senior staff role in the Army Service Corps, while also undertaking Special Intelligence Duty in the Barkley East District. On the conclusion of hostilities he migrated to Albany, King River, Western Australia, where he died in 1929; sold with copied research.

x176 Pair: **Private W. Scott, Royal Scots Regiment**

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Belfast (6788 Pte. W. Scott, Royal Scots.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (6788 Pte. W. Scott. Rl: Scots.), *edge bruising, nearly very fine* (2)

£80-120

Walter Scott was born around 1881 at Selkirk, Scotland, the son of Thomas Scott of Halledays Park, Selkirk. A labourer by trade, he attested at Glasgow for the 1st Battalion, Royal Scots on 22 July 1899 and served in South Africa from 17 May 1900-21 November 1902, following by a further four and a half years in India. He was given 10 days detention in India on 18 February 1907 for an 'improper reply' to an N.C.O., before returning home to the depot of the 1st Battalion, transferred to reserve and discharged upon termination of the first period of engagement on 21 July 1911; sold with copied service record confirming medal and clasp entitlement.

177 **A poignant group of four to Captain F. W. S. Murray, 12th Lancers, shot through the heart in 1914 whilst attempting to resist and repel a significant German attack**

Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901 (Lieut: F. W. S. Murray. 12: R: Lancers); 1914 Star and clasp (Capt: F. W. S. Murray. 12/Lrs.); British War and Victory Medal (Capt. F. W. S. Murray.), unofficial rivets between state and date clasp to first, light contact marks, *very fine* (4)

£700-900



Fane Wright Stapleton Murray was born on 16 October 1879 at Whitton Park, Hounslow, the eldest son of Colonel Charles Edward Gostling Murray, and grandson of the Right Reverend Lord George Murray, Bishop of St. David's and second son of the 3rd Duke of Atholl. Educated at Eton College, Murray was gazetted 2nd Lieutenant to the 12th Lancers on 20 December 1899. Promoted Lieutenant on 3 October 1900, he served in South Africa from 26 June 1900-5 December 1901, being promoted Captain on 27 November 1907 whilst in India. Murray served with the British Expeditionary Force in France from 7 August 1914 and was killed in action on 30 October 1914 when shot through the heart in the trenches at Wytchaete, between St. Eloi and Messines. According to the Roll of Honour:

'As immediately after he fell, the 12th Lancers were obliged to abandon their trenches, his body was never recovered.'

In a cruel twist, the relatives of Murray were subject to a fraudulent claim a short while later by John George Kingham, a 62 year old mortgage broker of Brixton, London. He made a claim for £250 against the late officer's estate, for return payment of a loan. The family made out a cheque for £12 10s. in settlement, but subsequently discovered that Kingham had concocted a similar story regarding the estate of the late Lieutenant-Colonel Stoney of the King's Own Scottish Borderers who had been killed in action at Gallipoli. The prisoner was remanded in custody, the outcome of the case still to be determined via research; sold with copied *MIC*, Boer War service record and research.

For the Medals to the recipient's brother, please see lot 192

- 178 A very rare campaign pair awarded to Colour Sergeant C. Battersby, South Nigeria Regiment, late Private, Coldstream Guards



Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Belfast, South Africa 1901 (2717 Pte. C. Battersby. Coldstream Gds.); Africa General Service 1902-56, 6 clasps, S. Nigeria 1902, S. Nigeria 1903, N. Nigeria 1903, S. Nigeria 1904, S. Nigeria 1904-05, S. Nigeria 1905-06 (Clr. Serjt. C. Battersby. S. N. Regt.), *unofficial rivets between state and date clasps upon the first and between three upon the second, good very fine*

£1,600-1,800

Clasps confirmed and a very rare combination to a European.

- x179 Pair: Private A. McGregor, Gordon Highlanders

Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Paardeberg, Driefontein, Johannesburg, Belfast (3450 Pte. A. McGregor. Gord. Highrs.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3450 Pte. A. McGregor. Gord. Highrs.), *officially re-impressed late issues, very fine (2)*

£80-120

Andrew McGregor was born around 1872 at Glasgow, Scotland. A printer by trade, he attested for the Gordon Highlanders at Aberdeen on 22 August 1890 and served in South Africa from 9 November 1899-11 July 1902. Demobilised on 18 August 1902, he later worked as a waiter in Glasgow. He died on 6 July 1942 as a result of phthisis, the death being registered by his wife Jeanie in Glasgow. Records note McGregor stating to have been at some time a Chelsea Pensioner; sold with copied service record and death certificate.

- x180 **Pair: Sergeant W. Vallance, 3rd Dragoon Guards, who was dangerously wounded and 'mentioned' during the Boer War**
- Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (3368 Serjt. W. Vallance. 3rd. Dgn: Gds.); Army L.S. & G.C., E.VII.R. (3368 Sjt. W. Vallance. 3/Dgn. Gds.), *light contact marks very fine* (2) £200-250
- William Vallance** was born around 1870 at Middlesbrough, and served with the 1st Lanark Rifle Volunteers before attesting for the 13th Hussars at Edinburgh on 22 July 1889. Transferring to the 3rd Dragoon Guards on 26 August 1890, Vallance served in the East Indies from 11 December 1890-18 October 1892, followed by 3 years in Natal where he was promoted Corporal on 8 August 1895, having suffered a contusion to the left foot six days previously. Returning home, Vallance subsequently served in South Africa from 21 January 1901-25 August 1904, being advanced Sergeant on 1 March 1900 and dangerously wounded near Vrede on 3 June 1901. He recovered and was later mentioned in despatches (*London Gazette* 29 July 1902, refers), before serving a further 6 years at home, being discharged at Aldershot upon termination of his second period of engagement on 15 July 1910. Returning to Glasgow where he previously worked as a warehouseman, Vallance died at Kyle Home, Ayr, on 4 January 1943; sold with copied service papers and research confirming full entitlement.
- x181 **Five: Captain E. G. Barkham, Royal Field Artillery, who was thrice mentioned in his career, once in the Boer War and twice during the Great War**
- Queen's South Africa 1899-1902, 6 clasps, Cape Colony, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen (26299 A:Bomb: E. G. Barkham, 82nd. Bty: R.F.A.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (26299 Bomb: E. G. Barkham. R.F.A.); 1914 Star, clasp (26299 B.Q.M.Sjt. E. G. Barkham. R.F.A.); British War and Victory Medals, with M.I.D. oak leaves (Lieut. E. G. Barkham.), mounted as worn with pin removed, light contact marks to first two, *nearly very fine* (5) £240-280
- Edwin George Barkham** was born on 21 April 1882, the son of Charles Henry Barkham, an Army Pensioner. He witnessed extensive service in South Africa, being mentioned in despatches (*London Gazette* 10 September 1901, refers) and promoted Sergeant. Posted to Newcastle in 1910 and Deepcut Barracks at the outbreak of the Great War, he served in France with 24 Brigade as Battery Quarter-Master Sergeant from 11 September 1914. Barkham was commissioned 2nd Lieutenant on 1 October 1914 and earned a further brace of 'mentions' (*London Gazettes* 1 January 1916 & 15 June 1916, refer). Promoted Captain, he returned home to 29 Shrewsbury Road, Redhill, Surrey at the conclusion of hostilities; sold with copied research and *MIC*.
- x182 **Three: Lance-Corporal I. Richards, Coldstream Guards**
- Queen's South Africa 1899-1902, 6 clasps, Belmont, Modder River, Driefontein, Johannesburg, Diamond Hill, Belfast (1124 Corl. I. Richards, Cldstm: Gds); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (1124 Pte. J. Richards. Coldstream Guards.); Army L.S. & G.C., G.V.R. (1124 L.Cpl. I. Richards. C.Gds.), note initial to second, *the first two nearly very fine, the third nearly extremely fine* (3) £160-200
- Isaac Richards** died on 9 June 1917 whilst serving with the 3rd Company, 1st Battalion Coldstream Guards. The son of Richard Richards of West Bromwich, and husband of S. J. Richards of 12 Myrtle Cottage, Townend, Caterham, he is buried at Caterham and Warlingham Burial Ground, Surrey.

- 183 An extremely rare Great War Memorial Plaque and Scroll issued in memory of Member V. M. Porter, Women's Royal Air Force, No. 4 Aircraft Repair Depot (Chelsea), whose death was recorded on 11 November 1918



Great War Bronze Memorial Plaque (Violet Maud Porter); Memorial Scroll, dedicated to 'Violet Maud Porter W.R.A.F.', together with original Buckingham Palace letter of condolence, *extremely fine*, housed in a glazed wooden frame as displayed by her family, professionally re-backed with pencil annotation stating 'Opened + resealed 2/12/1999' (Lot)

£4,000-5,000

PROVENANCE:

Glendining's, March 1993, the sale attracting attention in *Antiques Trade Gazette* and featuring in *Medal Yearbook* report.

Violet Maud Porter was born in 1898 at Peckham, London, the daughter of Walter Porter, a Horse Keeper, and his wife Elizabeth, of 23 Ledbury Street, Camberwell. She enlisted into the Women's Royal Air Force (No. 5739) and served at No. 4 Aircraft Repair Depot, Chelsea, from 30 January 1918, noting her address as 58 Lupus Street, SW1. It was whilst in this role that she contracted influenza, which caused her tragic demise with her younger brother by her side, with the death being registered on 11 November 1918. Porter is buried in the Kensal Green (All Souls') Cemetery, London, which contains the graves of 4 members of the Women's Royal Air Force, who lost 41 of their number during the entire Great War; sold together with a large archive of copied research and documentation, including the original invoice.

x184 Six: Captain T. F. Milton, Gloucestershire Regiment, late 2nd Dragoon Guards



1914 Star, with clasp (6856 Cpl. T. F. Milton. 2/D. Gds.); British War and Victory Medals (Lieut. T. F. Milton); 1939-45 Star; Defence and War Medals 1939-45, mounted court-style for display, *cleaned and the Stars gilt, very fine* (6)

£140-180

Thomas Frederick Milton appears on the 1911 census as a Lance-Corporal in the 2nd Dragoon Guards (Queen's Bays), based at Aldershot. He arrived in France on 9 September 1914, transferring to the 3rd County of London Yeomanry. He was commissioned into the Machine Gun Corps (Infantry Branch) on 16 February 1917, becoming a temporary Lieutenant on 17 August that year. He served in Egypt and Palestine for 13 months before retiring to 15 Kellett Road, Brixton, following the Armistice. Milton was recalled as a Lieutenant Quartermaster on 10 December 1939, with the 12th Overseas Defence Battalion, Royal Warwickshire Regiment. Sent to France in March 1940, this Battalion was evacuated from Brest and Saint Malo on 16-17 June 1940, without casualties. Milton joined the Gloucestershire Regiment as a Lieutenant on 11 April 1941, rising to Captain on the General List on 1 November 1947. He relinquished his commission on 27 December 1949, and died in Streatham on 8 May 1982.

185 Three: Corporal H. Bennett, Corps of Drums, late 5th Dragoon Guards

1914 Star, with clasp (6128 L.Cpl. H. Bennett. 5/D.Gds.); British War and Victory Medals (1DG-6128 Cpl. H. Bennett. 5-D.Gds.), *very fine and better* (3)

£70-100

Harry Bennett served in France from 15 August 1914 with the 5th Dragoon Guards and later joined the Corps of Drums; sold with copied *MIC*.

186 Three: Private A. Ampstead, 9th (Queen's Royal) Lancers

1914 Star (5194 Pte. A. Ampstead. 9/Lrs.); British War and Victory Medals (L-5194 Pte. A. Ampstead. 9-Lrs.), *very fine* (3)

£60-80

Albert Ampstead served in France from 20 October 1914 with the 9th (Queen's Royal) Lancers. Arriving too late to participate in the charge against the Prussian Dragoons of the Guard at Moncel on 7 September 1914, it is likely that he fought dismounted from early 1915 onwards as trench warfare began to dominate the Western Front. When the war became more mobile again from August 1918, the cavalry was once again used in the mounted reconnaissance role as witnessed by the 9th Lancers in the opening months of the war at Audregnies and Elouges; sold with copied *MIC* and two small hallmarked silver fobs, the first engraved 'U.D.T.D. Darts 1937 A. Ampstead', the second 'U.D.T.D. Winner 1938-9'.

- 187 A poignant and well-documented Great War trio to Lieutenant E. H. Leatham, 12th Lancers, who was killed in action - and posthumously mentioned in despatches - bringing a wounded man to safety in a desperate engagement near Ypres in October 1914



1914 Star, with clasp (Lieut. E. H. Leatham. 12/Lancers.); British War and Victory Medals, with M.I.D. oak leaves (Lieut. E. H. Leatham), *extremely fine*, displayed in a glazed leather frame by *Walter Jones, Colchester*, 320mm x 492mm, alongside the recipient's full-length portrait photograph in the uniform of the 12th Lancers, his Memorial Scroll and signed Condolence Slip (3)

£600-800

Edward Hubert Leatham was born at Wentbridge, Yorkshire on 20 July 1886, the second son of E. E. Leatham of Wentbridge House, Pontefract. Educated at Eton and R.M.C. Sandhurst, he was commissioned into the 12th (Prince of Wales' Royal) Lancers on 5 October 1906, becoming a 2nd Lieutenant in August 1908. He greatly distinguished himself in the Regimental Polo Team, taking part in the 1914 Inter-Regimental Cup and Coronation Cup and continuing the equine theme additionally excelled in point-to-point racing.

Based in Norwich in August 1914, the 12th Lancers landed in France as part of the 5th Cavalry Brigade, 2nd Cavalry Division. Leatham disembarked with the regiment on 17 August. On 28 August, 'C' Squadron made a successful charge against a dismounted squadron of Prussian Dragoons at Moy-de-l'Aisne during the Retreat from Mons. This was to be the last occasion on which the regiment charged with lances. The onset of trench warfare saw the 12th Lancers posted to Wyttschaete, one of the weakest and most vulnerable points in the Ypres Salient. A regiment of French cuirassiers came up in support.

On 31 October 1914, the Germans intensified their attacks on Wyttschaete, capturing an advanced post. Fighting dismounted, the 12th Lancers made a spirited counter-attack, Captain Colmore memorably insisting on brandishing his sword. Lieutenant Leatham advanced at the head of his troop, and was killed in action while trying to drag a wounded man to safety. He had already brought the rest of his troop safely into a trench. While going back to rescue the last man, he was struck by a German shell. That evening, the Germans broke through the British 2nd Cavalry Division and occupied the Messines Ridge. Described in the Regimental History as 'a much-loved officer and outstanding sportsman,' Leatham received a posthumous mention in despatches (*London Gazette* 22 June 1916, refers). His name is commemorated on Panel 5 of the Menin Gate Memorial. He has no known grave, and was his father's only surviving son; sold with copied research, CWGC Certificate and *MIC*.

- 188 Three: **Private C. Newlands, Royal Scots**
- 1914 Star (8365 Pte. C. Newlands. 2/R. Scots); British War and Victory Medals (8365 Pte. C. Newlands. R. Scots.), mounted as worn, *very fine* £60-80
- Charles Newlands** served with the 2nd Battalion, Royal Scots in France from 31 August 1914. He saw further service with the King's Royal Rifle Corps, Northumberland Fusiliers and Labour Corps.
- 189 Four: **Corporal A. Saunders, York and Lancaster Regiment, late Northamptonshire Regiment**
- 1914 Star (3-8585 Pte. A. Saunders. 1/North'n R.); British War and Victory Medals (3-8585 Cpl. A. Saunders. North'n R.), together with Silver War Badge '337437', *very fine and better* (4) £70-90
- Arthur Saunders** served in France with the 1st Battalion, Northamptonshire Regiment from 12 September 1914. Transferred to the 4th Battalion, York and Lancaster Regiment on 11 July 1916, Saunders was discharged on 6 February 1918 on account of wounds received in action. Awarded the Silver War Badge on 27 February 1918, he returned home to 12 Lila Street, Church Lane, Moston, Manchester; sold with copied *MIC* and research.
- x190 Three: **Private A.G. Giddings, Wiltshire Regiment**
- 1914 Star, clasp (7940 Pte. A. G. Giddings. 1/Wilts: R.); British War and Victory Medals (7940 Pte. A. G. Giddings. Wilts. R.), *edge nick to second and edge bruise to third, otherwise very fine* (3) £60-80
- Alfred George Giddings** served in France with the 1st Battalion, Wiltshire Regiment from 12 September 1914; sold together with a Wiltshire Regiment cap Badge and small silver Royal Army Temperance Association 1911 India Coronation fob, by *Max Minck & Co. Ltd.*
- 191 Three: **Private C. G. Hawkes, East Lancashire Regiment**
- 1914 Star (10021 Pte. C. T. Hawkes. 1/E. Lan. R.); British War and Victory Medals (10021 Pte. C. G. Hawkes. E. Lan. R.), note second initial on Star, *staining to third, nearly very fine* (3) £40-60
- Charles George Hawkes** served in France from 22 August 1914 with the 1st Battalion, East Lancashire Regiment; sold with copied *MIC*.
- 192 The group of three to **Captain R. A. C. Murray, Seaforth Highlanders, younger brother to Captain F. W. S. Murray, who died of head wounds received on the opening day of the Battle of Neuve Chapelle**
- 1914 Star with clasp (Lieut: R. A. C. Murray. Sea: Highrs.); British War and Victory Medals (Capt. R. A. C. Murray.), *lightly polished, very fine and better* (3) £400-500



Rupert Auriol Conant Gostling Murray was born on 29 September 1882 at Whitton Park, Hounslow, the third son of Colonel Charles Edward Gostling Murray. Educated at Eton College and the Royal Military College, Sandhurst, Murray was gazetted to the Seaforth Highlanders on 22 October 1902, being made Lieutenant on 15 January 1908 and Captain on 22 October 1914. He went to France from India - where he developed a reputation as a good shot and big game hunter - serving with the British Expeditionary Force from 12 October 1914. He was severely wounded on 10 March 1915 when shot in the head during the Battle of Neuve Chapelle, succumbing to his injuries the next day at Lilliers Hospital.

Buried at Lilliers cemetery, Murray left a young widow, Ivy, eldest daughter of Sir Henry Dering, tenth Baronet of Surrenden Dering, Pluckley, Kent, and a four-month old son, Ian Rupert Murray; sold with copied *MIC* and research.

For the Medals to the recipient's brother, please see lot 177

x193 Three: **Private J. Stead, Gordon Highlanders**

1914 Star (9439 Pte - Stead. 1/Gord: Highrs.); British War and Victory Medals (9439 Pte. J. Stead. Gord. Highrs.), *initial to the first erased and crudely re-engraved with a faint 'W', erasure to rank and initial of third, nearly very fine* (3)

£40-60

Joseph Stead served in France with the 1st Battalion, Gordon Highlanders from the 28 September 1914 and subsequently served with the King's Royal Rifle Corps.

x194 Four: **Sergeant G. Mason, Gordon Highlanders, late Scottish Rifles**

1914 Star (10258 Pte. G. Mason. 2/Gord: Highrs.); British War and Victory Medals (10258 A.Sjt. G. Mason. Gordons.); Army L.S. & G.C., G.V.R. (2867652 Sjt. G. Mason. Gordons.), *contact marks and wear, good fine* (4)

£70-90

George Mason served in France from 7 October 1914 with the 2nd Battalion, Gordon Highlanders. After briefly transferring to the Scottish Rifles, he returned to his former regiment and was promoted Sergeant and awarded the L.S. & G.C. Medal in 1927; further entitled to clasp and rosette.

195 Three: **Private W. Novis, Rifle Brigade**

1914 Star (6-381 Pte. W. Novis. 3/Rif: Brig.); British War and Victory Medals (381 Pte. W. Novis. Rif. Brig.), *very fine* (3)

£50-70

William Novis served in France with the 3rd Battalion, Rifle Brigade, from 23 October 1914. He later transferred to the Labour Corps and was awarded a Silver War Badge; sold with copied *MIC*.

x196 Four: **Gunner J. Drummond, Royal Field Artillery**

1914 Star, with clasp (37893 Gnr: J. Drummond. R.F.A.); British War and Victory Medals (37893 Sjt. J. Drummond. R.A.); Delhi Durbar 1911 (437893. Gr. J. Drummond. 12th. Bty. R.F.A.), *contemporary engraved naming to last, very fine* (4)

£120-160

James Drummond served in France from 16 August 1914 with the 26th Brigade, Royal Field Artillery, being issued his clasp and rosette in October 1933.

197 Three: Major D. O. Springfield, Royal Engineers, late Royal Navy

1914 Star (Major D. O. Springfield. R.E.); British War and Victory Medals, with M.I.D. oak leaves (Major D. O. Springfield.), *nearly extremely fine* (3)

£140-180

Donald Osborn Springfield was born at Catton, Norfolk, on 18 May 1871. He spent his childhood at Penge, Lewisham, before joining the Royal Navy as Acting Sub-Lieutenant on 15 July 1884. Having failed to pass College at the training ship H.M.S. *Britannia*, Springfield was shortly thereafter discharged, whence he enlisted in the Royal Engineers. Commissioned 2nd Lieutenant in the Haven Division Submarine Miners on 7 April 1891 and promoted Lieutenant in the 35th Submarine Miners Company on 15 May 1896, he was further promoted Captain with the Royal Anglesey Militia on 27 May 1903 and Temporary Major with the Royal Anglesey Engineers on 1 September 1914.

Springfield served in France from 10 November 1914 and commanded the 3rd Railway Company, Royal Anglesey S.R.R.E. until 26 April 1915. He served as Field Engineer 1st Corps from 27 April 1915-7 October 1915 and Commanding Officer of No. 1 Siege Company, Royal Anglesey S.R.R.E., until 23 December 1916, being twice mentioned in despatches (*London Gazette*s 1 January 1916 & 15 June 1916, refer). Returning to Beaumaris on 1 January 1917, he was later tried and convicted by a General Court Martial on 21 May 1917 on three charges of prejudice of good conduct and military discipline. Springfield was subsequently adversely reported upon by the Commanding Officer of the Royal Anglesey Royal Engineers, Colonel C. Matthews-Donaldson:

‘This officer judging by what he does, from his length of service seems irresponsible for his actions. He has no respect for anyone senior to him, and his behaviour and language are not such as to be expected from an officer and a gentleman. He prefers to consort with his juniors and talks in a most reprehensible manner and has no consideration for his own dignity.’

Sentenced to a reprimand and overlooked when it became necessary to appoint a successor to the C.O., his superiors noting upon confidential records, ‘temporarily unsuitable for the command and he has no reasonable grounds for complaint’. A request for promotion to Lieutenant-Colonel was also turned down.

Proceeding to Malta on 23 September 1917, Springfield was initiated on 3 June 1918 into the Masonic Lodge of St. John & St. Paul whilst living in the fortified town of Floriana in the south-eastern region of the Island. He returned home to Wiltshire a few months later following the death of his mother in law and the declining health of his wife and was demobilised on 14 October 1918. He died on 29 December 1940 whilst living at 81 Victoria Road, London W.8. leaving effects of £408 15s. 5d. to his widow Lilian; sold with copied service record and *MIC*.

x198 Three: Captain W. H. Burleigh, Army Service Corps, who additionally served as a Royal Air Force Airship Pilot in 1918

1914 Star (2. Lieut. W. H. Burleigh. A.S.C.); British War and Victory Medals (Capt. W. H. Burleigh.), *very fine* (3)

£60-80

Walter Henry Burleigh was born on 6 February 1894 at St. Pancras, London. Educated at King Edward’s High School, Birmingham, he studied Machine Drawing at London University, graduating on 11 February 1911. After taking engineering courses at Edinburgh and Heriot Watt Universities, he became Assistant Manager of the London factory of *Daimler & Co*.

On 31 August 1914, Burleigh was granted a commission in the Mechanical Transport section of the Army Service Corps, with whom he landed in France on 6 October 1914. Invalided to England in February 1917, seven months later he was appointed to command the 83rd Auxiliary Company, Army Service Corps on the Italian Front, with the rank of Captain. In the final months of the war he volunteered for the Royal Flying Corps, becoming an Airship Pilot. He returned to *Daimler & Co*. after the war, and died in 1969. His medals were sent to 3 Ashbourne Mansions, London NW11. Several letters between himself and his brother Captain L. G. Burleigh are held by the Imperial War Museum (*Documents.19652*).

- 199 A fine group of three awarded to Sergeant J. Dewbery, Royal Air Force, late Royal Flying Corps, an original member of the Corps who was wounded in action serving as an Aerial Gunner above the Western Front during the 'Fokker Scourge', his injured Pilot J. O'Giollagain somehow successfully nursed their stricken B.E.2. biplane back to safety



1914 Star (359 1/A.M. J. Dewberry. R.F.C.); British War and Victory Medals (359 Sgt. J. Dewberry. R.F.C.), together with his Silver War Badge 'RAF 2253', note surname to first, *minor staining to third, otherwise good very fine* (4)

£1,200-1,500





John Dewbery was born on 19 April 1894 at Kingston, Surrey, the son of John Dewbery and Beatrice Curry of 66 Hawks Road, Kingston Upon Thames, London. Rather than following his father to be a confectioner young Dewbery worked as a motor engineer, before joining the Royal Flying Corps on 17 September 1912 after a three week engagement with the Royal Army Medical Corps.

Appointed Air Mechanic 2nd Class, Dewbery's skills at that time were much in demand, the Corps asking for tradesmen - both skilled and semi-skilled - with priority given to:

'Men who had served as apprentices, or improvers, in general mechanical engineering and had also served in a petrol motor engineering works, including engine test work, or as an engine mechanic. They were required to have a general knowledge of motor engineering, the principles of magneto and coil ignition and be able to make intelligible sketches of machinery details and rough calculations' (*A Contemptible Little Flying Corps*, refers).

By 18 June 1913, the personnel numbers were given as 102 officers and 569 other ranks, plus a further five of each at Central Flying School. As one of the original 'early birds', Dewbery was promoted Air Mechanic 1st class and posted to No. 5 Squadron which initially operated at Farnborough before relocating to Gosport on 1 July 1914. Following the outbreak of the Great War Dewbery served in France from 14 August 1914, his Squadron flying its first reconnaissance mission on 21 August 1914. The next day, an Avro 504 of No. 5 Squadron, was the first British aircraft to be shot down, its crew of Pilot 2nd Lieutenant Vincent Waterfall and Navigator Lieutenant Charles G. G. Bayly being killed over Belgium (*Encyclopedia of Modern Royal Air Force Squadrons*, refers).



Appointed Corporal on 1 May 1915 and Sergeant on 1 December 1915, Dewbery was wounded in action on 7 December 1915 serving as an Aerial Gunner in No. 11 Squadron. Admitted to No. 8 General Hospital at Rouen, he was transferred on 16 December 1915 to the Princess Christian Hospital at Weymouth suffering from injuries to the knee and right eye.

Recovered and reverted to the rank of Air Mechanic 1st Class, Dewbery determined to qualify as a Pilot and successfully gained his Royal Aero Club Aviator's Certificate (No. 4182) at Military School, Thetford, on 31 January 1917 as a Corporal flying a Maurine Farmer Biplane. Promoted Sergeant (1st class Pilot) on 18 April 1917, Dewbery was injured on home duties on 4 April 1918, his service papers noting a fracture of jaw, nose and ankle. Once again he recovered, being taken onto the strength of 23 Wing on 12 September 1918.

Dewbery was discharged unfit on 7 November 1918, his papers noting a level of disability caused by war service and entitlement to small pension. He returned home to his wife Fanny, living at Rocklea, Rockingham Road, Doncaster.

Sold together with copied research and an impressive original archive comprising:

- (i) Original Aviator's Certificate (British Empire), No. 4182, dated 31 January 1917, with photograph of recipient in Royal Flying Corps uniform.
- (ii) Ten portrait and group photographs of the recipient in Military uniform, including early Royal Flying Corps photographs with a variety of aeroplanes.
- (iii) Seven further photographs of his wife and two children.
- (iv) Two photographs from photo-reconnaissance missions showing French and Belgian settlements.
- (v) Original Royal Flying Corps cloth 'Wings' and brass R.F.C. cap badge, as worn by the recipient.

200

An extremely fine Royal Flying Corps Observer casualty campaign group of four awarded to 2nd Lieutenant T. D. O'Brien, 16th Lancers, attached Royal Flying Corps, who survived the 'bleakest day' of his Battalion at Zillebeke in February 1915 when he assumed command of a Squadron

Having joined the Royal Flying Corps and endured six months of scrapes in the skies above the Western Front, he was to be killed following a crash-landing near Ypres after yet another aerial sortie in March 1916, just days after having celebrated his 20th birthday



1914 Star, *copy* clasp (2. Lieut. T. D. O'Brien. 16/Lrs.); British War and Victory Medals (2. Lieut. T. D. O'Brien.), together with his Great War Bronze Memorial Plaque (Terence Donough O'Brien), housed within a superb contemporary leather fitted case, *extremely fine* (4)

£1,400-1,800

Terence Donough O'Brien was born on 28 February 1896 at Ranikhet, India, the son of Brigadier General Edmund Donough John O'Brien, C.B., C.B.E., 14th Hussars, and his wife Florence, of Cupar, Fife, later Buxted Rectory, Sussex. Educated at St. Peter's Court School, Broadstairs, 1907-1909 and Winchester College, 1909-1913, he won a place at Jesus College, Cambridge, but left soon thereafter to go to Sandhurst. Commissioned 2nd Lieutenant in the 16th Lancers on 14 August 1914, he proceeded to join his Regiment in Flanders on 23 October 1914 and was present in the action of 21 February 1915 in the trenches just north of Klein Zillebeke on the edge of a wood known as Shrewsbury Forest, only a matter of 10 metres from the enemy lines (*At the Going Down of the Sun - 365 Soldiers from the Great War*, refers). It was here that the Lancers suffered the bleakest day in the history of their war, an extract from the War Diary describing those events:

'It had been suspected for some days that the enemy was running sap at the bottom of the ditch and a close observation had been kept on it, but no sign of anything of the sort had been discovered. It turned out afterwards that the enemy had really dug a sap half way down it, but had turned off at a sharp angle and continued the tunnel underground until it ran under the centre of the trench of 'D' Squadron, and that three mines had been placed at the end of it. It was afterwards ascertained from prisoners that the mines had been laid some days before the 16th had taken over the trenches, but that the explosion had been delayed with the intention of catching the relief when they were taking over on the 18th, but the opportunity had been missed.

At 6.00 a.m. on the 21st one mine was fired, followed immediately afterwards by the other two, with the result that the trench was completely destroyed. The enemy followed this up with a strong attack on the trenches on each side of that held by 'D' Squadron. There was of course much confusion and a hand to hand combat, in which the enemy was finally driven back by 'A' Squadron and the reserve troop of 'D' with a machine gun.'

Three hours later the line was reinforced by a Squadron of the 20th Hussars and a company of French Infantry, who were stopped at once by heavy German fire - all their officers and half their men being shot down in a few minutes. The 20th advanced a short distance but were halted by enfilade fire and were forced to break off the attack. No further attempt was made to regain the lost trench, a new one being dug that night to the rear of it. When the roll was called, the detonation of the mines and

subsequent sudden assault had cost the lives of 5 officers and 7 men from the 16th Lancers, with a further officer and 29 men wounded. In addition, Lieutenant Ryan and 11 men were missing, likely buried by the detonation or captured and marched eastwards. As a result of such heavy losses, O'Brien was forced to take charge of his Squadron (*Winchester College at War*, refers).

In September 1915, O'Brien transferred to the Royal Flying Corps as an Observer and was posted to No. 6 Squadron. The Squadron had been formed at Farnborough on 31 January 1914 and specialised in photographic reconnaissance and artillery co-operation which largely involved spotting and ranging for the Batteries below. Operating in mostly misty and windy flying conditions above the Western Front, No. 6 Squadron were almost constantly in the air during daylight hours flying F.E.2b and B.E.2c machines. The work was gruelling and hazardous, heightened by the superiority at that time of the monoplane Fokker Eindecker and the vulnerability of the unescorted aircraft - no Allied single-seater Fighter Squadron being yet assigned to support the Army Wing of II Brigade.

Air Combat near Ypres

On 21 September 1915, O'Brien and his Pilot, 2nd Lieutenant Grey Edwards, flying B.E.2c 1718 on an early afternoon photo-reconnaissance sortie over Polygon Wood, noticed a German machine approaching at 7,500 feet. O'Brien's combat report describes what happened:

'On firing half a drum the enemy machine turned away. I opened fire at a range of 200 yards and ceased fire owing to extended range and the fact that the pilot was about to take a photograph. The German machine flew away towards Menin and did not appear again. It was noticed that on approaching the lines this time, our machine was not fired at by anti-aircraft (guns) though on previous occasions the firing had been heavy.'

A similar encounter occurred on 5 November 1915 when, whilst flying with Captain Ernest L. Gossage on artillery spotting duties near Ypres, O'Brien was involved in chasing a German Aviatik whom they spotted about 1000 feet above and heading towards the German lines; Captain Gossage turned towards him and followed with his Observer firing, but the enemy Pilot had no difficulty in out climbing the F.E.2b and was last seen at 2,500 feet above them.

Having ridden his luck in the skies for over six months, O'Brien's fortunes ran out on 3 March 1916. After carrying out counter-Battery duties near Poperinghe in B.E.2c 4324 Piloted by 2nd Lieutenant Raymond Arthur Pierpoint, his aircraft was completely wrecked when attempting to land at Abeele Aerodrome. The Report on Casualties noted, 'Pilot slightly injured, Observer killed'. Pierpoint was admitted to hospital immediately afterwards suffering from wounds.

Shortly after O'Brien's death, Captain Gossage returned to England on leave; he took with him O'Brien's personal effects to return to his family. Gossage met O'Brien's sister, Eileen, whom he went on to marry in 1917. The couple had two sons, one being Pilot Officer Peter Leslie Gossage, who was killed as a fighter pilot serving with No. 85 Squadron, R.A.F.V.R., on 31 May 1940, whilst Captain Gossage later became Air Marshal Sir Leslie Gossage, K.C.B., C.V.O., D.S.O., M.C., responsible for the manning of the fighter and bomber stations for the Battle of Britain (*Lijssenthoek Military Cemetery* by Paul Chapman, refers).



Aged 20 years, Second Lieutenant Terence Donough O'Brien is buried in the Lijssenthoek Military Cemetery and commemorated upon an impressive memorial tablet in St. Margaret's Church, Buxted; sold with extensive copied research including enlistment documents and combat reports.

- x201 Four: **Shipwright 2nd Class L. Britnell, Royal Navy**
- 1914-15 Star (M. 1760. L. Britnell. Jr., R.N.); British War and Victory Medals (M. 1760 L. Britnell. Shpt.2 R.N.); Royal Navy L.S. & G.C., G.V.R. (M. 1760 L. Britnell. Shpt.2 H.M.S. Magnolia.), mounted as worn, *lightly polished, very fine* (3) £80-120
- Lawrence Britnell** was born on 1 February 1889 at Weybridge, Surrey. A carpenter by trade, he joined the Royal Navy on 9 April 1910 and served aboard H.M.S. *Natal* from 17 September 1912 until the loss of the ship on 30 December 1915. Destroyed by a huge explosion of ammunition whilst at anchor in the Cromarty Firth, 421 crew and civilian visitors died, watched on by hundreds more of the crew who were on shore leave and playing football nearby. Transferred to the armoured cruiser H.M.S. *Antrim*, Britnell experienced a long career with the Royal Navy, being awarded the L.S. & G.C. Medal in 1925 and discharged in late 1927 on account of the development of a hernia.
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- x202 Four: **Chief Shipwright 2nd Class W. R. Vallance, Royal Navy**
- 1914-15 Star (M. 7370 W. R. Vallance. Shpt.2. R.N.); British War and Victory Medals (M. 7370 W. R. Vallance. Shpt.1 R.N.); Royal Navy L.S. & G.C., G.V.R. (M. 7370 W. R. Vallance. Ch. Shpt.2. H.M.S. Ceres), *contact marks and wear to naming, minor official correction to last, nearly very fine* (4) £80-120
- William Robert Vallance** was born on 19 November 1886 at Rochester, Kent. He joined the Royal Navy on 21 March 1914, serving as Shipwright 2nd Class aboard the armoured cruiser *Bacchante* from 31 July 1914-10 February 1916. Transferring to the *Marshal Ney* which served on Dover Patrol, and later the former North Atlantic convoy escort *Antrim*, Vallance saw out the war at Queensferry Docks in the Firth of Forth.
- Promoted Chief Shipwright 2nd Class aboard the cruiser *Calypso* in April 1927, Vallance was shore pensioned on 20 March 1936. He rejoined on 4 March 1940, was promoted Shipwright 1st Class at *Pembroke II*, and served from 14 March 1940-8 September 1945 at the Sheerness naval dockyard *Wildfire*. In July 1940, the first flotilla of Harbour Defence Motor Launches was formed at Sheerness to patrol the Thames Estuary and protect the flow of convoys towards London and along the East Coast - *Wildfire's* ships were always hard pressed. Released from service for a second time, Vallance died at Chatham, Kent, in January 1973.
-
- x203 Six: **Chief Engine Room Artificer 1st Class G. H. R. Hicks, Royal Navy, a Great War submariner**
- 1914-15 Star (272087, G. H. R. Hicks, Act. C.E.R.A., 2, R.N.); British War and Victory Medals (272087 G. H. R. Hicks. C.E.R.A.1. R.N.); 1939-45 Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.R. (272087. G. H. R. Hicks, C.E.R.A. 1Cl. H.M.S. Dolphin.), the first three and last mounted as worn on original ribands, edge bruising, *nearly very fine* (6) £120-160
- George Henry Reeves Hicks** was born on 2 September 1884 at Pembroke, Wales. A boilermaker by trade, he joined the Royal Navy on 9 January 1909 and initially served as Engine Room Artificer 4th Class aboard the cruiser *Sapphire* and the depot ship *Blenheim*. Promoted E.R.A. 2nd Class on 2 January 1913 aboard the submarine depot ship *Bonaventure*, Hicks went on to serve at further submarine depot stations including *Maidstone* and *Dolphin*. From 4 August 1916-14 January 1918, he was one of 28 ratings and 3 officers to serve aboard the submarine *E19* which had achieved considerable success some months previously, sinking four German freighters in the Baltic Sea and the light cruiser S.M.S. *Undine* on 7 November 1915. He thus avoided her scuttling on 8 April 1918, returning to *Dolphin*, *Fearless* and *Royal Arthur* for the remainder of the war.
- Shore pensioned on 8 January 1928, Hicks was called out of retirement on 31 August 1939. He served variously at *Lynx* and the repair depot *Sandhurst* at Dover, followed by the combined training centre at Inveraray, H.M.S. *Quebec* from 16 August 1941, being finally released from service in 1945. Hicks died on 2 February 1946 and is remembered on the memorial at Southampton Crematorium; sold with a Ministry of Pensions King's Badge in original box of issue - likely awarded for sickness contracted whilst serving in the Royal Navy during the Second World War.

x204 *Family group:*Four: **Leading Stoker W. H. R. Rhodes, Royal Fleet Reserve, late Royal Navy**

1914-15 Star (K. 16623, W. H. R. Rhodes, Sto.1. R.N.); British War and Victory Medals (K. 16623 W. H. R. Rhodes. Sto.1. R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R. (K. 16623 (CH. B. 14757) W. H. R. Rhodes. L.Sto. R.F.R.), *good very fine*

Five: **Flight Sergeant C. G. Rhodes, Royal Air Force, who was killed in action on a mission to bomb the Ploiesti oil refineries, as part of the campaign to deny petroleum-based fuel to the Axis following Operation 'Tidal Wave'**

1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, unnamed as issued, in waxed paper packets of issue, together with O.H.M.S. box of issue addressed to 'W. H. R. Rhodes, Esq., "Kemble", 10 Selsdon Park Road, South Croydon, Surrey.', condolence slip in the name of 'Flight Sergeant C. G. Rhodes.', and medal entitlement slip to '1167735 F/Sgt Rhodes', *nearly extremely fine*

Four: **Warrant Officer W. F. Rhodes, Royal Air Force**

1939-45 Star; Burma Star; Defence and War Medals 1939-45, unnamed as issued, in waxed paper packets of issue, together with O.H.M.S. box of issue addressed to 'W. F. Rhodes Esq., 155 Addington Road, Selsdon, Surrey', and part entitlement slip '1335083 W/O', *extremely fine* (13)

£240-280

William Henry Reuben Rhodes was born on 7 July 1892 at Croydon, Surrey, the son of William Edward Rhodes, a blacksmith of 34 Siddons Road, Croydon. A fitters mate by trade, he joined the Royal Navy on 9 October 1912 and served aboard the destroyer H.M.S. *Martin* from 15 November 1915-3 March 1916. Promoted Acting Stoker aboard *Newcastle* in December 1916, later Leading Stoker, he joined the Royal Fleet Reserve on 6 February 1920. Having moved to Selsdon Park Road, Addington, Surrey, Rhodes worked as a general engineer and died on 17 March 1950, his wife May Elizabeth living a further 30 years.

Cecil George Rhodes was born on 28 May 1920 at Croydon, Surrey, and educated at Archbishop Tennison School. In 1939 he lived at 'Cooralie', London Road, Bagshot and worked as a clerk, later joining the Royal Air Force Volunteer Reserve in 1942. On the night of 6-7 May 1944 Rhodes was killed on a bombing mission to the Ploiesti oil refinery, Bucharest whilst serving as a Wireless Operator and Air Gunner in Liberator *EW341* of No.178 Squadron. He is buried in the Church of St. Nicholai, Gardestri, Teleorman, Romania, his effects totalling £331 14s. 3d. being bequeathed to his father.

William Frosdick Rhodes was born on 10 August 1921 at Croydon, Surrey, and lived in 1939 at 16 Jarvis Road, South Croydon. He joined the Royal Air Force Volunteer Reserve on 11 September 1941, serving as Navigator with No. 684 Squadron in Ceylon from 1944-45. He was later posted to the Photo Reconnaissance Development Unit in India, being demobilised on 20 April 1946. Returning to live at 21 Farnborough Crescent, Croydon, Rhodes died on 9 June 2012 at Croydon; sold with copied research.

x205 Three: **Seaman E. Smith, Royal Naval Reserve**

1914-15 Star (A. 7884, E. Smith, Smn., R.N.R.); British War and Victory Medals (7884A. E. Smith. Smn. R.N.R.), *very fine* (3)

£30-50

Edward Smith was born on 3 September 1894 at Portessie, Banffshire, the son of Alexander Smith. He served aboard H.M. Yacht *Albion* from 29 March 1915, transferring to the armed boarding steamer *Stephen Furness* on 18 April 1915. Transferred to the base ship *Thalia*, he was later demobilised at Cardiff on 20 January 1919; sold with copied service record.

x206 Four: Gunner R. Vallance, Royal Marine Artillery, awarded the Naval Good Shooting Medal for accuracy with a 3-pounder quick-firing gun



1914-15 Star (R.M.A. 11345. Gr. R. Vallance.); British War and Victory Medals (R.M.A. 11345 Gr. R. Vallance.); Naval Good Shooting Medal, G.V.R. (11345. Gunr. R. Vallance, R.M.A., H.M.S. Cochrane. 1914. 3 Pdr. Q.F.), *sometime lacquered, light contact marks throughout, very fine* (4)

£400-500

Ex-Douglas-Morris Collection.

Robert Vallance was born on 17 September 1885 at Paisley, the son of Robert and Jessie Vallance of 35 Causeyside Street. A plumber by trade, he enlisted as Private into the Royal Marine Artillery at Glasgow on 1 May 1905, being advanced Gunner 2nd Class six months later and Gunner on 12 March 1906. At around this time he was granted a hurt certificate as a result of an injury which resulted in a hernia. Embarked upon *Britannia* in October 1906, Vallance returned home to the R.M.A. depot in 1908, before serving aboard *Magnificent* in March 1909 and *London* from 9 February 1910.

On 2 October 1914 Vallance was awarded the Naval Good Shooting Medal whilst serving aboard the armoured cruiser H.M.S. *Cochrane*. He remained aboard her until 7 August 1915, at which date he was placed in detention and sent to Headquarters for 25 days, his character noted as 'fair'. He returned to serve with the R.M.A. before joining *Attentive II* on 23 September 1917 for the remainder of hostilities.

Following a further detention on 22 December 1921, his character noted as 'indifferent' - which disqualified him from receiving a L.S. & G.C. Medal - Vallance was transferred to the Plymouth Division on 21 September 1923; sold with copied service record.

x207 Three: Sergeant J. Jamieson, Royal Scots Greys

1914-15 Star (4968 Sjt. J. Jamieson, 2-Dns.); British War and Victory Medals 1914-19 (4968 Sjt. J. Jamieson. 2-Dns.), *nearly extremely fine*

£40-60

John Jamieson arrived in France on 24 May 1915 as a Sergeant in the 2nd Dragoons (Royal Scots Greys), before transferring to the Machine Gun Corps (Cavalry); sold with copied *MIC*.

- x208 A fine group of six awarded to Lieutenant-Colonel L. H. de Pinto, West Riding Regiment, attached Royal Engineers, who was imprisoned in a tunnel following the detonation of a German mine on the Western Front, and who experienced a number of scrapes involving the authorities and his personal life thereafter



1914-15 Star (Lieut. L. H. de Pinto W. Rid. R.); British War and Victory Medals with M.I.D. oak leaves (Lieut. L. H. de Pinto); France and Germany Star; Defence and War Medals 1939-45, *very fine* (6)

£240-280

Lionel Herbert de Pinto was born on 14 September 1893, the son of Herbert de Pinto of Mannings Heath, Horsham, West Sussex. Educated at Clifton College from January 1908 and having worked as a railroad engineer, he was commissioned Temporary 2nd Lieutenant in the Duke of Wellington's (West Riding) Regiment on 25 September 1914. Promoted Lieutenant in the 9th Battalion on 9 March 1915, he served in France from 15 July 1915. He was mentioned in despatches (*London Gazette* 1 January 1916, refers) whilst serving with the West Riding Regiment, before being seconded to the Royal Engineers. In September 1917 de Pinto was admitted to hospital suffering from shell shock. The Medical Board Report of a Disabled Officer describes the circumstances:

'He states that he was blown up with a mine and that he was buried for 20 hours. Since then he has been nervous and shaky and sleepless. He states that he has been twice blown up whilst tunnelling on occasions previous to this one.'

Recovered from his condition de Pinto sailed in 1921 from Avonmouth for Jamaica aboard the *Coronado*, listing his profession as engineer.

Returning to England, de Pinto set up home at Toat House, Pulborough in the late 1920s and became involved in local dog shows and dog breeding. In 1928 he was summoned for keeping two Alsatian dogs without licenses at a kennels at Mannings Heath and fined 15s. for each dog (*West Sussex County Times*, refers). In 1931 he returned to court once again for failing to pay fees of £22 12s. for the hire of a hunter mare (*West Sussex Gazette*, refers). At around this time he met The Honourable Flavia Forbes, daughter of Lieutenant-Colonel James Stewart Forbes and Lady Angela Selina Bianca St. Clair-Erskine, a niece of the Duchess of Sutherland, the Countess of Westmorland, the Countess of Warwick and the Earl of Rosslyn. No stranger to the press herself, Flavia attracted notoriety in June 1928 when her husband Sir Lionel Frederick Heald petitioned for divorce on the grounds of her adultery with Captain James Roy Notter Garton, a bankrupt. She was subsequently forced to give up the life of a 'society butterfly' (*The Daily Herald*, refers) and set up a greengrocer's shop in Mayfair with Mr Jock Currie. A few months after the opening of the shop Flavia became

engaged to Currie but the marriage was called off for reasons unclear. Flavia instead turned her attention towards de Pinto and on 27 July 1933 they were married at the Registry Office in Hanover Square, London.

Moving to Curtis Meadow, Kineton, the couple were soon in the local newspapers, Mrs de Pinto charged with allowing a dangerous dog to be at large and worrying sheep at Compton Verney on 12 January 1934 (*Warwick and Warwickshire Advertiser*, refers), and Lionel de Pinto charged with aiding and abetting when a Mrs Mavis Leslie Bennett of Banbury Street, Kineton, was caught using a motor car without a road fund licence (*Leaming Spa Courier*, refers). The dog was put down and Mrs de Pinto was found guilty and fined £1 with costs.

On 14 January 1936 de Pinto filed for bankruptcy, giving his details as Company Director, late of 12 Welbeck Street, W.1, a member of the Royal Automobile Club, Pall Mall. His difficulties were compounded by infidelity in his marriage and on 20 August 1937 de Pinto applied for a divorce from his wife on the grounds that 'the Respondent has frequently committed adultery with Harry David Cooper who died on the 30th day of January 1937' (*The Petition of L. H. de Pinto*, refers).

The couple divorced in 1938 and Flavia soon married Sir Alexander Hay Seton, 10th Baronet of Abercorn, on 17 June 1939. The marriage occurred just 4 days after the decree of divorce in the Court of Session between Hay Seton and his former wife, Lady Zeyla Daphne Seton. It was said that Zeyla and the Baronet's family had been blighted since 1936 when she had taken a bone from an Egyptian tomb and brought it back to their home in Learmonth Gardens, Edinburgh, as described in *The Transgressions of a Baronet*, written by Hay Seton. He destroyed the bone and their marriage turned to dust with it.

In later life the Lady Seton called her title 'a curse' and wrote newspaper articles about the difficulties of the "titled poor" (*Coventry Evening Telegraph* 14 October 1959, refers). Divorced for a third time in 1958, she spent her final years working as a store demonstrator of packet soups and in the information kiosk at Battersea fun fair and died at Chelsea on 13 October 1959. Her second husband Lionel predeceased her, passing away on 30 May 1953 and was buried at Dymock, Gloucester, whilst her daughter Susan, borne of her first marriage, worked as a secretary and was one of those who typed the English version of the German Instrument of Surrender at the conclusion of the Second World War. Hay Seton married for a third time on 30 July 1962 but was again haunted by 'the curse of the mummy'. It was said that he foresaw his own death within 6 months whilst on honeymoon: he lived little under a year. Sold with copied service record, High Court of Justice divorce proceedings, private research and *MIC*.

x209 Three: **Corporal W. Glendinning, Highland Light Infantry**

1914-15 Star (3634 Pte. W. Glendinning. High: L.I.); British War and Victory Medals (3634 Cpl. W. Glendinning. H.L.I.), *very fine* (3)

£40-60

William Glendinning served in France from 28 June 1915 with the 9th Battalion, Highland Light Infantry and died of wounds on 13 October 1918. Aged 24 and the son of James and Marion Glendinning of 105, Pollock Buildings, Corkerhill, Cardonald, Glasgow, he is buried at Rocquigny-Equancourt Road British Cemetery, Manancourt.

210 Three: **Rifleman J. Rooney, Rifle Brigade**

1914-15 Star (S-9428 Pte. J. Rooney. Rif: Brig.); British War and Victory Medals (S-9428 Pte. J. Rooney. Rif. Brig.), *nearly very fine* (3)

£60-80

James Rooney served in France from 6 April 1915 to 4 July 1916, being discharged on account of wounds likely received in the opening exchanges of the Battle of the Somme. Awarded the Silver War Badge, he was returned home but died on 8 February 1917. Aged 20, he is buried in the Nunhead (All Saints) Cemetery; sold with copied *MIC* and research.

211 Three: Corporal W. Spedding, Carrier Pigeon Service, Royal Engineers



1914-15 Star (113631. Pnr. W. Spedding, R.E.); British War and Victory Medals (113631 Cpl. W. Spedding. R.E.), *nearly very fine and most unusual* (3)

£50-70

Wilden Spedding was born in October 1892 at Leigh, Lancashire, the son of Albert Spedding and Alice Holland. A resident of 17 Westleigh Lane, he attested at Leeds for the Royal Engineers on 14 August 1915. Arriving in France five days later, Spedding was appointed Acting Corporal within the Carrier Pigeon Service on 16 March 1917, being promoted Corporal on 16 May 1918.

The role of the Carrier Pigeon Service should not be underestimated during the Great War. They achieved a success rate of nearly 95%, particularly useful in battle when field telephones could be disrupted, or once the men had advanced - or retreated - past their prepared lines of communication. They could be launched even during heavy bombardments and use their homing ability to return to their distinctively patterned lofts, even if these had been moved. The lofts were either horse drawn or mounted on lorries or London buses behind the front line, the birds being carefully taken to the trenches in wicker baskets when required. So respected were pigeons that they were protected under the Defence of the Realm Act. Anyone interfering with a homing pigeon faced a £100 fine or six months in jail.

Having given fine service during the Great War, Spedding was admitted to the Wharnccliffe War Hospital in Sheffield suffering from influenza in March 1919. He recovered and was demobilised on 22 April 1919. It was a few years later that he emigrated to New Zealand and applied for a reference to work at the General Post Office at New Plymouth in 1928; sold with copied service record and *MIC*.

For more information regarding the role of carrier pigeons during the Great War, please see: <https://www.telegraph.co.uk/history/world-war-one/10566025/Honoured-the-WW1-pigeons-who-earned-their-wings.html>

x212 **A Great War group of six to Sergeant E. Porter, Royal Engineers, late Suffolk Regiment, a talented signaller who was decorated for his services as a telegraphist**

1914-15 Star (65411 Sgt. E. G. Porter. R.E.); British War and Victory Medals (65411 Sgt. E. G. Porter. R.E.); Imperial Service Medal, G.V.I.R., 1st type (Edward George Porter.); Coronation 1937; Territorial Force Efficiency Medal, G.V.R. (107 Sgt. E. G. Porter. 5/Suff. Regt.), mounted court-style, *very fine* (6)

£160-200

I.S.M. *London Gazette* 2 November 1937.

Edward George Porter was born at Southwold, Suffolk in 1878, the son of a policeman. His family lived at the Police House on Southwold's High Street. The 1891 census shows him as a 13 year old telegraph messenger, this being the start of a life-long connection with the Post Office. He married Annie Fraser of Southwold on 1 October 1900, fathering three children. In April 1908 the Volunteer Battalions were reorganised as Territorial Battalions, and he joined 'H' Company, 5th Battalion, Suffolk Regiment, based at Newmarket. An excellent shot, he won the 1912 Ryan Memorial Trophy. He enlisted into the Royal Engineers at Chatham on 25 January 1915, his experience of telegraphy qualifying him as a signaller. Assigned to the 35th Signal Company, he was promoted to Corporal on 26 January 1915 and Sergeant on 31 May that year. He was wounded during an accident on 3 December 1917, the medical report noting:

'Whilst descending into a mine dug-out this N.C.O. slipped and fell. Pliers worn by him on his belt penetrated his back.'

Porter was discharged on 27 January 1919, his conduct described as 'very good'. He transferred to the Army Reserve on 24 February, returning to Southwold and gaining civilian employment as a Sorting Clerk and Telegraphist. In 1937 his service was recognised by the award of the Imperial Service Medal; sold with copied service papers and research, original bestowal certificates for the 1937 Coronation Medal and Imperial Service Medal, a signed Royal Engineers demobilisation certificate, and Porter's silver Ryan Memorial Trophy shooting medal, engraved with his name.

x213 **Three: Corporal E. Munger, Army Service Corps**

1914-15 Star (S4-041775, Pte. E. Munger, A.S.C.); British War and Victory Medals (S4-041775 Cpl. E. Munger. A.S.C.), *nearly very fine* (3)

£40-60

Edward Munger served in France from 7 April 1915 and was discharged Class 'Z' Reserve on 27 February 1919; sold with copied *MIC* and brass shoulder title.



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214 Four: **Flight Sergeant J. W. Hodgson, Royal Air Force, late Royal Naval Air Service**

1914-15 Star (F.405. J. W. Hodgson, A.M., R.N.A.S.); British War and Victory Medals (200405. F.Sgt. J. W. Hodgson. R.A.F.); Royal Air Force Meritorious Service Medal, G.V.R., erased, *minor patches of staining to third, otherwise good very fine* (4)

£180-220

[M.S.M.] *London Gazette* 3 June 1918.

John William Hodgson was born on 8 May 1884 at Goole, Yorkshire, the son of Arthur and Emma Hodgson. A cabinet maker by profession, he served as Air Mechanic 1st Grade with the Royal Naval Air Service from 14 September 1914, being promoted Petty Officer (Mechanic) on 1 August 1916. Initially posted for 6 months to the seaplane tender H.M.S. *Engadine*, he transferred on 23 March 1915 to the packet steamer and seaplane carrier *Ben-my-Chree*, being present aboard her during operations in the Dardanelles in June to support the Gallipoli Campaign. It was from *Ben-my-Chree* that the Allies staged the first ship-launched aerial torpedo attack on an enemy vessel in August 1915 (*Warship International, Volume 49, International Naval Research Organisation*, pp. 297-299, refers).

Posted home on 31 January 1917, Hodgson served in Italy from 14 April 1917-31 March 1918 before transferring to the R.A.F. and seeing out the war at Crystal Palace and Roehampton; sold with copied service record.

215 Four: **Corporal H. N. C. Jay, Royal Air Force, late Royal Flying Corps**

1914-15 Star (3555 2.A.M. H. N. C. Jay, R.F.C.); British War and Victory Medals (3555. 1.A.M. H. N. C. Jay. R.F.C.); Africa General Service 1902-56, 1 clasp, Somaliland 1920 (3555 Cpl. H. N. C. Jay. R.A.F.), *good very fine and scarce* (4)

£500-600

Harold Neville Caxton Jay was born on 11 November 1896 at Nottingham, the son of Harry Alfred Caxton Jay. A shop assistant and later ironmonger by profession, he attested for the Royal Flying Corps on 6 February 1915 as Air Mechanic 2nd Class, and witnessed service in France from 14 March 1915. His service record notes admittance to various military hospitals around Rouen and St. Omer in 1916, the result of influenza. Steady promotion followed from Air Mechanic 1st Class to Corporal, Corporal Mechanic and Corporal Rigger Aero on 1 January 1919, and he saw service with No. 79, 206 and 56 Squadron.

On 8 July 1920 Jay was posted to No. 53 Squadron as part of 'Q Force' and has the rare award of the clasp 'Somaliland 1920', for operations against the Mullah. However his health continued to cause concern and following a spell at the Citadel Military Hospital at Suez, Jay was discharged from the Royal Air Force on 17 February 1921 suffering from dysentery caused by service. He returned home to live with his father at Birk Crag, Parkstone, Dorset, and died on 20 March 1972 at Luton, Bedfordshire; sold with copied service record and *MIC*.



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Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C. and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham Sold for £384,000

216 An outstanding Great War and Jubaland 1917-18 operations campaign group of four awarded to Lieutenant E. M. Ritchie, King's African Rifles, late Botha's Bodyguard

Having seen extensive action in the Maritz rebellion and German South-West Africa operations of 1914-15 - a story retold in the pages of his 1915 publication *With Botha in the Field* - Ritchie played a prominent part in the Jubaland operations of 1917-18, gaining a 'mention' for his spirited actions in several notable night attacks and bayonet charges



1914-15 Star (L./Cpl. E. M. Ritchie, G.O.C. Bdy. Gd.); British War and Victory Medals (Lieut. E. M. Ritchie); Africa General Service 1902-56, 1 clasp, Jubaland 1917-18 (Lieut. E. M. Ritchie, 5-K.A. Rif.), *generally good very fine* (4)

£600-800

Eric Moore Ritchie was born at Bebington, Cheshire on 9 November 1887, the son of a Scottish diplomat. Educated at George Watson's College in Edinburgh, he may also have attended Fettes.

Perhaps on account of one of his father's postings, he lived for several years in South Africa, where he joined the British South Africa Police (B.S.A.P.) in August 1910 and was likewise employed on the outbreak of hostilities.

Opening shots - the Maritz Rebellion and German South-West Africa

In October 1914, it was decided to form a Bodyguard for General Botha, drawn of volunteers from the ranks of the B.S.A.P., and Ritchie was among them, reporting to Pretoria. And he was quickly employed in countering the Maritz rebellion, participating in the engagement against the rebel leader Jopie Fourie at Nooitgedacht on 16 December 1914. It was his first time in action and, by his own account, 'an extremely dirty affair'; *With Botha in the Field* (Longmans, Green & Co., London, 1915), refers.

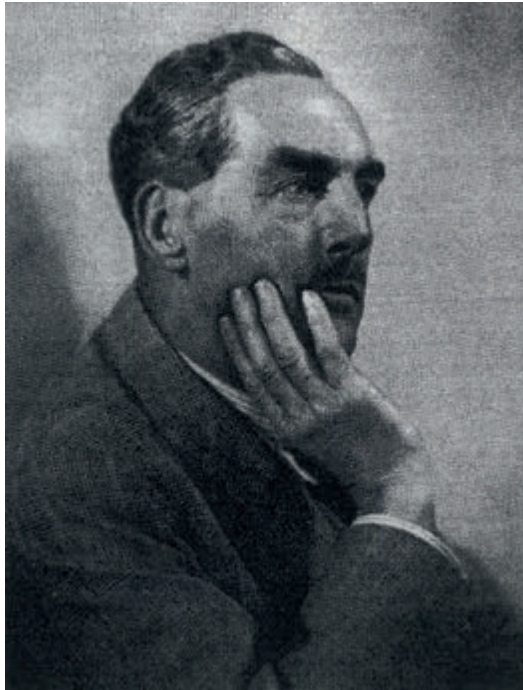
His entertaining account of the rebellion aside, Ritchie's book also refers to his subsequent part in the German South-West Africa campaign of 1914-15. Of the aforementioned action at Nooitgedacht, he describes how a Boer War veteran told him it was 'the hottest corner he had ever been in', a fact not lost on the budding author who endured 'wicked coughs of rifle fire' that later caused him nightmares:

'The worst of rifle fire is that you can hear bullets whizzing and spitting in trees, but it takes an experienced hand to divine direction ... I saw a man who had shared a last cigarette with me as he rode into the action that afternoon lying dead on a blanket three hours later ... loyalist casualties in this action were 12 killed and 24 wounded.'

Gunfire - and mounting casualties - were to remain to the fore over the coming months, as Ritchie and fellow members of the Bodyguard became embroiled in the German South-West Africa campaign. By way of example, the actions fought by Botha on the Pforte-Jakalswater-Riet front in March 1915, resulted in the loss of 15 killed, 39 wounded and 42 missing; see *With Botha in the Field* for further details and Ritchie's lively commentary on all aspects of the campaign.

Accompanying research - drawn from official records - refers to him having resigned from the B.S.A.P. following the occupation of Windhuk in May 1915, in order 'to proceed to Europe'; meanwhile, he gained employment as Editor of *Nonquai*, the African Services Journal.

In March 1916, Ritchie applied for a temporary commission and - via a nominal appointment in the 3rd Reserve Cavalry - he was posted as a Lieutenant to the 1/5th King's African Rifles (K.A.R.).



To Jubaland with the K.A.R.

His subsequent tour of active duty was prompted by ongoing local troubles following the murder of Francis Elliott, 'a tall, thin ex-police officer' and the District Commissioner at Serenli, in Jubaland; Elliott - together with 35 African policemen and 50 villagers - was cut down by rebel tribesmen under the Aulihan Sheikh, Haji Abdurrahman Mursal.

Emboldened by his capture of Serenli in February 1916, Mursal mounted further raids throughout the year, so much so that a decision was made to raise a new battalion of the K.A.R. to counter the threat; hence the formation of the 1/5th K.A.R.

The ensuing operations in Jubaland lasted from July 1917 until March 1918 and Ritchie played a prominent role in them, winning a well-merited mention in despatches (*London Gazette* 6 August 1918, refers). The story of the expedition is best described in the official report written by the senior officer, Major Porcelli, in March 1918, in which he refers to the good work undertaken by Ritchie.

Among other actions, he was present in the successful attack on Hagagabli on the night of 25-26 December 1917. Keith Steward, in his article 'Mentioned in Despatches for Jubaland 1917-18' - see the *O.M.R.S. Journal*, March 2003 - takes up the story:

'On the night of 25-26 December, Captain Martin and Lieutenants Ritchie and Erskine, with 90 rank and file of the Mounted Infantry Company and one Lewis gun, left Malkaadi and set out for Hagagabli. The rest of the column, consisting of Captains Osborn and Welsh, Lieutenant Henry, Native Officer Ahmed and 120 Somalis from C and E Companies, followed with the transport camels at dawn on the 26th. At 2.30 a.m. an enemy picquet fired on Captain Martin's column and shortly afterwards attacked on both flanks. Unencumbered by camels, the small force was able to deploy with

great flexibility. Lieutenant Erskine had devised a fitting which, when attached to the mule saddle, enabled a Lewis gun to be brought into action in seconds, rather than minutes. A steady fire was maintained until dawn, when Captain Martin ordered a bayonet charge and the tribesmen fled. The small K.A.R. force had been lucky as, although they were heavily outnumbered, the Aulihan rifle fire had been wild and high. It showed once again that casualties could be avoided when troops laid down and fired from the forward prone position ...'

A few days later, Ritchie participated in a bayonet charge against the rebel tribesmen at Hafanli and, in an attack against the rebel leader Rer Afgab in late January 1917, his force of 40 men destroyed 20 villages and captured 1,400 camels. He was mentioned in despatches.

Postscript

In civilian life, Ritchie appears to have become a journalist. He also went on to publish further books, among them *The Unfinished War*, an account of Anglo-German conflict in South Africa (Eyre & Spottiswoode, London, 1940); sold with a large file of copied research, including official correspondence and reports.

x217 **Of Canadian interest - the fine 'Messines Ridge' group of seven to Lieutenant-Colonel T. C. 'Swadie' Sims, Edmonton Fusiliers; the wound he sustained at Ypres gave him a lifetime of agony, but he soldiered on to become a much-loved regimental character who championed veterans' affairs**



1914-15 Star (Lieut: T. C. Sims. 1/Can: Inf.); British War and Victory Medals (Capt. T. C. Sims.); Jubilee 1935; Coronation 1937; Colonial Auxiliary Forces Officer's Decoration, G.V.R., 1st type, the reverse impressed 'Lt. Col. T. C. Sims 29th. Inf. Bde'; Colonial Auxiliary Forces Long Service Medal, G.V.R. (Lt. Col. T. C. Sims. Edmn. Regt.), mounted court-style as worn, the last separate, *good very fine* (7)

£400-500

Tweedie Campbell Sims was born at Blackheath, London on 7 November 1876, the son of a printer/compositor with a photographic studio at Greenwich. Sims worked at the studio before joining the Royal Navy on 7 November 1897. He served aboard H.M.S. *Indefatigable* as an Ordinary Seaman from 7 August 1901, joining the Royal Fleet Reserve at Chatham the following year. He was discharged 'time expired' on 25 November 1907, by which time he had already emigrated to Edmonton, Canada with his wife Winifred. He fathered three children and took up residence at 110th Avenue, Edmonton, becoming a civil servant at the town's Dominion Customs Office. On 12 August 1914 he was commissioned into the 9th (Reserve) Battalion, 101st Edmonton Fusiliers, serving as a Lieutenant with 'H' Company. The Battalion sailed to England and embarked for France in May 1915. He was immediately drafted to the 1st Battalion at Rouen following its losses at the Second Battle of Ypres. Promoted to Captain (*London Gazette* 19 August 1918, refers), he saw heavy fighting at Messines Ridge that October. He served on the Western Front for five months before a period of recuperative leave, due to cancer of the rectum. This illness stemmed from an 'injury sustained in trenches', and it plagued him throughout his life.



Sims was admitted to the Middlesex Hospital on 2 February 1916. Even bed-bound, nothing in the regiment escaped his attention. He was a founding member of the Maple Leaf Club, the social club set up by Lady Julia Drummond to accommodate and entertain Canadian servicemen on leave. Drummond wanted to give the C.E.F. troops 'a touch of home' where they 'could be cared for and mothered a bit.' The Maple Leaf Club was supported by Rudyard Kipling and Robert Borden, the Canadian Prime Minister. After devoting himself to veterans' welfare, Sims returned to Canada per S.S. *Melita* on 14 October 1919.



'Swadie' Sims soldiered on despite his illness, becoming Lieutenant-Colonel of the Edmonton Fusiliers in 1924. He was photographed behind the Prince of Wales during his visit to Canada in 1927 (City of Edmonton Archives, *EA-29-10*). He was appointed a Police Magistrate in 1928 and served for 12 years, becoming a respected member of Edmonton society. He continued to help military veterans, and was recognised for this work by the King and Queen during their Canadian tour of June 1939. His talent for photography is revealed through the remarkable collection of his images held at the Edmonton Archives, Alberta. His cancer grew more serious, finally killing him in December 1939. Since the illness was linked to his Great War service, his wife Winifred was presented with a Canadian Memorial Cross. He was interred at Edmonton Cemetery with full military honours; sold with copied service papers and research.

- x218 **Pair: Major R. H. Dailley, Audit Staff, who earned a scarce ‘Mention’ in addition to the Portuguese Military Order of Aviz**
- 1914-15 Star (Major R. H. Dailley.); British War Medal 1914-19 (Major R. H. Dailley.), *very fine and scarce* (2) £60-80
- M.I.D. *London Gazette* 24 December 1917.
- [Military Order of Aviz] *London Gazette* 29 October 1920.
- Richard Henry Dailley** was born at Warrington on 12 October 1877. He worked as an Assistant Clerk at the War Office (*London Gazette* 1 May 1896, refers), before serving in the Great War as a Major with the Audit Staff. He arrived in France on 1 April 1915, and was mentioned in dispatches (*London Gazette* 24 December 1917, refers), for his services. Only two other men from his unit received this accolade. Discharged on 18 August 1920, he was made a Commander of Portugal’s Military Order of Aviz. He was also entitled to the Victory Medal 1914-19 with M.I.D. oak leaf. He died in Tonbridge in 1953.
-
- 219 **Pair: Private H. A. Mason, Buckinghamshire Yeomanry**
- 1914-15 Star (1676 Pte. H. A. Mason. Bucks. Yeo.); Victory Medal 1914-19 (1676 Pte. H. A. Mason. Bucks. Yeo.), *very fine* (2) £20-30
- Henry A. Mason** served with the Buckinghamshire Yeomanry in Egypt from 12 September 1915 and also saw service with the Royal Buckinghamshire Hussars and Corps of Hussars.
-
- 220 **Pair: Midshipman C. W. Tomlinson, Royal Naval Reserve**
- British War and Victory Medals (Mid. C. W. Tomlinson. R.N.R.), *good very fine and better* (2) £30-50
- Cecil Walter Tomlinson** was born on 9 May 1901 at Grantham, Lincolnshire, the son of Albert George Tomlinson, a manufacturer. He served as Temporary Midshipman aboard the armed merchant cruiser *Himalaya* from 10 May 1918, transferring to the light cruiser *Carysfort* on 21 September 1918. Tomlinson was discharged in March 1919, his service papers noting him as a ‘keen young officer’. In 1926 he married Kate Alma Johnston, daughter of a shipmaster, at St. Saviour’s Church, Paddington and died at Grantham, Lincolnshire in 1981.
-
- x221 **Pair: Sub-Lieutenant G. H. Lindsay, Royal Naval Volunteer Reserve**
- British War and Victory Medals 1914-19 (S. Lt. G. H. Lindsay. R.N.V.R.), *nearly extremely fine* (2) £40-60
- George Henry Lindsay** was commissioned Temporary Sub- Lieutenant in the Royal Naval Volunteer Reserve on 17 March 1916, undertaking courses in coding and decoding at H.M.S. *Pembroke*. He served aboard H.M.S. *Moldavia* from 13 May 1916, transferring to the Signal Section of H.M.S. *President* on 18 March 1918. He was discharged on 4 February 1919, retiring to 66 Maidstone Road, Chatham. This pair represents his sole entitlement.
-
- 222 **Pair: Sub-Lieutenant R. J. Browne, Royal Naval Volunteer Reserve**
- British War and Victory Medals (S.Lt. R. J. Browne. R.N.V.R.), *nearly extremely fine* (2) £30-50
- Robert James Browne** served as Temporary Sub Lieutenant from 15 April 1918. Posted to *Ganges*, he spent the final months of the war in training, possibly on motor launches, before being promoted Lieutenant on 15 April 1919 and demobilised towards the end of the year. He returned home to live with his father at 11 Granard Road, London, S.W.12.

223 Pair: **Lieutenant C. E. Eves, Royal Marines**British War and Victory Medals (Lieut. C. E. Eves. R.M.), *nearly extremely fine* (2)

£40-60

Charles Ernest Eves was born on 1 February 1882 at Gorton, Lancashire, the son of John William Eves. A railway clerk by profession, Eves attested for the Royal Marines Medical Unit at Manchester on 13 November 1915 and was commissioned Temporary 2nd Lieutenant on 27 June 1917. Serving with the 2nd Marine Brigade in France, Eves was wounded by a gas shell on 5 October 1918 and invalided. He was later demobilised on 1 March 1919 and returned to employment with the railways, being appointed to the expenditure office.

224 Pair: **Second Lieutenant J. E. Moseley, Northumberland Fusiliers**British War and Victory Medals (2. Lieut. J. E. Moseley.), *good very fine* (2)

£20-30

Joe Edward Moseley was born in September 1889 at Leeds, the son of James and Georgina Moseley of 20 York Lane, Wakefield. An insurance company clerk by profession, Moseley was commissioned 2nd Lieutenant in the Northumberland Fusiliers on 15 January 1916 and was awarded the Silver War Badge on 12 November 1917. He applied for his medals on 31 October 1933 and died at 238 Otley Road, Leeds, on 12 January 1962 leaving effects of £46,386 to his widow Mabel Wombell Moseley; sold with copied *MIC* and research.

225 Pair: **Quartermaster & Lieutenant G. J. D. Schumach, Sherwood Rangers**British War and Victory Medals (Q.M. & Lieut. G. J. D. Schumach), *nearly extremely fine* (2)

£60-80

George John Darcy Schumach was born on 23 December 1892 at Southwell, Nottinghamshire, the second son of Henry John Schumach, a taxidermist. He served in France from 27 February 1917 as Quartermaster & Lieutenant of the 2/8th Battalion, Sherwood Rangers, before relinquishing his commission on account of ill-health on 13 February 1919. Schumach subsequently enrolled at the University of London, graduating in Economics in 1922 and later becoming Principal of Loughborough College from 1952-53. He died in 1973 in Dorset; sold with copied research.

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226

A fine Great War Battalion C.O.'s group of three awarded to Lieutenant-Colonel R. E. de Vesian, London Regiment, late Middlesex Reserve Volunteers, who led the 8th Battalion on the Western Front



British War and Victory Medals (Lt. Col. R. E. De Vesian.); Officer's Territorial Decoration, G.V.R., silver, in case of issue, *nearly extremely fine and better* (3)

£400-500

Roland Ellis de Vesian was born on 2 August 1863 at Epsom, Surrey, the son of Edward Ellis and German-born Ellen Jane Sinnett. A solicitor specialising in mortgage applications by profession, he was commissioned Lieutenant in the 19th Middlesex Reserve Volunteers in March 1882, promoted Captain with the 24th Middlesex Post Office Rifles in August 1890 and Temporary Major with the 8th Battalion, London Regiment, on 15 December 1914. Promoted Lieutenant-Colonel on 1 June 1916, de Vesian was placed as Second-in-Command of the 2/8th Battalion (Post Office Rifles) and served with them in France from 28 January 1917. From 1 July-14 September 1917 he assumed command of the 1/8th Battalion, before being replaced by Lieutenant-Colonel William B. Vince and recommended for employment at 2nd Corps Headquarters. Posted home to London and assigned to the Ministry of Munitions of War, de Vesian became restless and began to enquire about a return to the fray:

'I am thoroughly fit & active and anxious for employment overseas. I have a thorough knowledge of French and a good working knowledge of German and Italian and am prepared to take up any appointment.'

Despite his protestations, de Vesian saw no further service overseas and remained working for the Ministry of Munitions of War. According to his employers in a letter to the War Office, dated 2 January 1919:

'I have the honour to state that Lieut. Col. R. E. de Vesian cannot be spared at the present moment owing to the fact that he is still urgently required in connection with the liquidation of Russian Contracts, and no one can be found with sufficient knowledge of the business to take his place.'

Having been disembodied on 19 March 1919, de Vesian applied for permission to transfer to the Territorial Force Reserve of Officers on 18 June 1920. It appears that his application was unsuccessful and he retired on attaining the age limit on 1 June 1921. He lived with his wife Ursula at 6 Gayton Crescent, Hampstead and died on 10 January 1950 at Kew.

For his son's Medals, please see the following Lot, 227.

227 Three: Lieutenant N. E. de Vesian, Middlesex Regiment



British War and Victory Medals (Lieut. N. E. de Vesian); Territorial Force War Medal (2. Lieut. N. E. de Vesian. Midd'x R.), *nearly extremely fine* (3)

£300-400

Norman Ellis de Vesian was born on 21 February 1894 at Hendon, Middlesex, the only son of Lieutenant-Colonel Roland Ellis de Vesian. He was commissioned Lieutenant in the 1/9th Battalion, Middlesex Regiment and placed under instruction in Egypt from 15 October 1917, before witnessing service in Mesopotamia from 18 November 1918. De Vesian married Alice Dora Dodd on 27 January 1945 and died on 13 March 1978 at Hove, Sussex; sold with copied *MIC*.

For his father's Medals please see the preceding Lot, 226.

Sold by Order of a Direct Descendant

228 Four: Lieutenant-Colonel J. E. Rae, Royal Field Artillery



British War and Victory Medals (Lt. Col. J. E. Rae); Territorial Force War Medal 1914-19 (Lt. Col. J. E. Rae, R.A.); Territorial Decoration, G.V.R., hallmarks for London 1915, the reverse privately engraved, 'Lt. Col. J. E. Rae, 320th Brigade R.F.A., 18-7-17', mounted as worn, the whole contained in an attractive leather case by *A. & J. Smith, Aberdeen*, the lid gilt inscribed, 'Lt. Col. J. E. Rae, 320th Brigade R.F.A., 1914-1919', *very fine or better* (4)

£240-280

John Everard Rae, a solicitor by profession, was a member of the 1st City of Aberdeen Battery, 1st Highland Brigade in the period leading up to the outbreak of hostilities in August 1914. He subsequently witnessed active service on the Western Front, from October 1917, and ended the war as a Lieutenant-Colonel in 320th Brigade, R.F.A.; Territorial Decoration (*London Gazette* 7 June 1917, refers).

x229 Three: Lieutenant L. Ireland, Royal Field Artillery

British War and Victory Medals (2-Lieut. L. Ireland.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Lieut. L. Ireland.), *the I.G.S. with officially re-impressed naming, very fine* (3)

£40-60

Sold with copied *MIC*.

Sold by Order of a Direct Descendant

- 230 Seven: **Sergeant T. McKay, Royal Garrison Artillery**
 British War and Victory Medals 1914-19 (937829 Sjt. T. McKay. R.A.); Territorial Force War Medal 1914-19 (137829 Bmbr. T. McKay.); Defence Medal 1939-45; Coronation 1953; Metropolitan Police L.S. & G.C. (Const. Thomas McKay); St. John's Ambulance Service Medal, bronze, *very fine*, mounted in court style, displayed in a glazed frame with two 'R.H.A.' brass shoulder badges, a Royal Artillery cap badge, and a Great War period unit photograph in which McKay appears prominently (7)
 £250-300
Thomas McKay was baptised at Aldershot Garrison Church on 6 June 1898, the son of an officer's servant. His family lived at 22 Lime Street, Aldershot. During the Great War he served as a Bombardier in the Royal Garrison Artillery, rising to the rank of Sergeant before war's end. He appears, mounted on horse, in a unit photograph taken just before the Armistice (illustrated). He joined the Metropolitan Police as a Constable on 17 September 1923, and was posted to 'Z' Division. On 21 August 1924 he married Isabella Constance Gibson of 10 Brookhill Road, Woolwich. Her father was Book-Keeper at the Royal Arsenal, Woolwich. He qualified for a Second Class Educational Certificate on 19 February 1926, before moving with Isabella to 114 Valley Road, Kenley. Their son Donald was born on 24 April 1933. McKay retired on 17 September 1953, his conduct described as 'exemplary'. He died on 23 January 1973 at 114 Valley Road, Kenley, Surrey; sold with the recipient's birth, marriage and death certificates, and his certificate of discharge.
- x231 Six: **Regimental Sergeant-Major E. W. Williams, Royal Garrison Artillery**
 British War and Victory Medals (128087 W.O. Cl.2 E. W. Williams. R.A.); Territorial Force War Medal 1914-19 (128087 W.O. Cl.2. E. W. Williams. R.A.); Territorial Force Efficiency Medal, G.V.R. (128087 W.O. Cl.II.- A.W.O. Cl.1. - W. E. Williams. R.G.A.); Defence Medal 1939-45; Imperial Service Medal, G.VI.R. (Enoch William Williams), minor contact marks and wear, *very fine* (6)
 £180-220
Enoch William Williams was born around 1888 at Barrow-In-Furness, Lancashire, England. A postman, he attested for the Lancashire and Cheshire Royal Garrison Artillery on 27 February 1910 and served in France with the 1/7th Battalion from February 1917-July 1919. Demobilised on 18 July 1919, he returned home to 26 Douglas Street, Vickerstown, Barrow-In-Furness.
- 232 Pair: **Reverend C. J. C. Wright, Army Chaplain's Department**
 British War and Victory Medals (Rev. C. J. C. Wright.), *good very fine* (2)
 £30-50
C. J. C. Wright served in France from July 1917; sold with copied *MIC*.
- x233 Three: **Sergeant J. Callaway, Home Guard, late Royal Army Medical Corps**
 British War and Victory Medals (21000 Sjt. J. Callaway. R.A.M.C.); Defence Medal 1939-45, unnamed as issued, the last in O.H.M.S. box of issue addressed to 'J. Callaway Esq., "Rosemary", 14 Myrtle Road, Lancing, Sussex.', additionally annotated to lower-left corner 'HG.', with campaign medal slip, *verdigris to second, otherwise nearly very fine* (3)
 £20-30

- x234 Pair: **Forewoman B. H. Annand, Queen Mary's Army Auxiliary Corps**
- British War and Victory Medals (2075 Fwn. B. H. Annand. Q.M.A.A.C.), *nearly very fine and better* (2) £30-40
- Barbara Helen 'Nellie' Annand** served as a Forewoman in the Q.M.A.A.C. from 21 August 1917-26 February 1919. According to an article published in the *Aberdeen Daily Journal* on 10 February 1920, she was decorated for her services during the war, although this remains unconfirmed:
- 'O.B.E. for Peterhead Lady. Miss Barbara Helen Annand, daughter of Mr William Annand, Ugiebank, Inverugie, Peterhead, has been notified that she is to be awarded with the medal of the British Empire, in recognition of valuable services rendered in connection with military operations in France and Flanders, as a member of Queen Mary's Army Auxiliary Corps.'
- Sold with three copied photographs in later life, a copied newspaper article referring to the above, and the obituary to her father, William Annand of Peterhead, published in the *Aberdeen Daily Journal* on 2 October 1920, which refers for a second time to the award to Miss Nellie Annand:
- 'Was a nurse during the war, and was awarded the O.B.E. decoration.'
-
- 235 Pair: **Flight Sergeant E. F. Smith, Royal Flying Corps**
- British War and Victory Medals (1498. F.Sgt. E. F. Smith. R.F.C.), *good very fine* (2) £30-40
- [M.S.M.] *London Gazette* 1 January 1917.
- E. F. Smith** served in France from 20 July 1915 and was awarded the M.S.M. for 'devotion to duty'; sold with copied *MIC* and M.S.M. award card.
-
- 236 Pair: **2nd Lieutenant A. A. Mound, Royal Air Force**
- British War and Victory Medals (2/Lieut. A. A. Mound. R.A.F.), suspension of first re-pinned, *good very fine* (2) £20-30
- Alfred Albert Mound** was born on 28 February 1893 and had served as a Gunner with 260 Trench Mortar Battery before being commissioned 2nd Lieutenant in the Royal Air Force. Mound claimed his medals in 1922 giving his address as 3 Victoria Place, Cannon Street, Colchester and died there in 1980; sold with copied *MIC*.

237 *Family medals to brothers:*

A good 'Western Front' casualty Pair and Memorial Plaque awarded to Lieutenant G. B. Leslie, No. 12 Squadron, Royal Air Force, late Royal Flying Corps, who was involved in numerous low-level strafing sorties piloting a B.E.2c in an attempt to check the German Spring Offensive and later support the Allied push on the Hindenburg line. Subject to a 'close call' from enemy ground fire, he later died in hospital just two weeks before the cessation of hostilities

British War and Victory Medals (Lieut. G. B. Leslie. R.A.F.), in original named boxes of issue to 'Lieut. G. B. Leslie., R.A.F.', with the recipient's bronze Memorial Plaque named to 'George Buchanan Leslie', in card envelope of transmittal, the boxes flattened, *otherwise extremely fine*

War Medal 1939-45, unnamed as issued, in O.H.M.S. box of transmission addressed to 'Mr W. H. Leslie, 65, Wingrove Gardens, Newcastle-on-Tyne, with medal entitlement slip noting further eligibility for Italy Star, *very fine* (4)

£240-280

George Buchanan Leslie was born on 2 April 1899 at Newcastle, the son of William and Margaret Leslie of 91 Longley Street, Newcastle on Tyne. He enlisted into the Royal Flying Corps straight from school on 29 May 1917, being appointed Temporary 2nd Lieutenant on 29 September 1917. Sent to the Central Flying School at R.A.F. Upavon, Leslie was appointed Flying Officer on 26 February 1918 and posted to No. 12 Squadron, Royal Flying Corps, on 25 March 1918. He arrived four days after the commencement of Operation Michael, British forces being pushed back distances of up to 40 miles on the Western Front, losing 1200 square miles of territory in the process. For the pilots of the R.F.C. the next few months would be a steep learning curve, as described by Temporary Major Sholto Douglas, Officer Commanding No. 84 Squadron:

'All our thought and training had gone into how to chase and destroy German fighters in the air. Now we were having to carry out very low-flying attacks with bombs and machine guns' (*William Sholto Douglas, Years of Combat*, refers).

Operating outside the parameters set by their training, experience and equipment, the young pilots were exceptionally vulnerable to enemy fire and accidents, as described in a handwritten letter dated 25 April 1918, from Lieutenant G. B. Leslie to his brother William - affectionately known as 'Bill' - a Private serving with the 1/1st West Riding Field Ambulance, R.A.M.C.:

'We had a horrible accident here two days ago; when two chaps were taking off they stalled the machine and it struck the ground and burst into flames & both poor chaps were burned to death. Of course we were all in the dumps for half an hour afterwards, but after that, and having fortified ourselves with a lemon squash, we were alright.'

He went on to describe the Observers in No. 12 Squadron:

'Some of them are windy sods and need a bit of shaking. However the Observer who I normally take up is a very good sort and doesn't care a damn for anything, so he and I look over Hunland about 900 feet up and drop our bombs, fire our machine gun bullets & then beetle back often accompanied byarchie.'

On 1 October 1918, Lieutenant G. B. Leslie wrote another letter to his brother, this time describing a close call:

'Dear old Bill,

Here we are again & still alive and kicking but oh Lord very busy. My Flight Commander is away on leave so I am Flight Commander for a fortnight, this isn't an easy job believe me. May the Lord forgive me for the number of Huns I have killed these last few days; I have done some execution believe me. And still the war goes on, but the blighters nearly had me yesterday. A machine gun bullet from the ground went through a strut two inches from my head and I only missed a Blighty one before that by a fraction of an inch. However it is all very exciting.'

On 23 October 1918, Leslie was admitted to the 20th General Hospital at Rouen. Aged 19, he died five days later on 28 October 1918, being buried at Etaples Military Cemetery in the Pas de Calais, France; sold with copied service record and research, together with the following original documentation:

(i) Three handwritten letters from the recipient to his brother, giving a fascinating insight as to life with No. 12 Squadron on the Western Front, one with original envelope addressed to Pte. William Leslie, 'A' Company, 1/1st West Riding Field Ambulance, R.A.M.C.

(ii) O.H.M.S. envelope of transmission for Medals, addressed to the recipient's father, together with award slip and small full-length photograph of the recipient.

William H. Leslie was born around 1892 and attested for the Royal Army Medical Corps on 22 October 1914. Initially serving aboard the hospital ships *Aquitania* and *Panama*, Leslie transferred to a hospital at Southampton on 24 February 1916 and was posted to another at Le Havre from 5 April 1916. He transferred to the Western Front in time for the Battle of the Somme, being advanced 5th rate to 4th rate in pay on 9 February 1917; sold with an impressive archive of original documentation, including:

(i) Soldier's Pay Book for use on Active Service; A note book, inscribed to the inner cover 'Wm. H. Leslie, 66 Beaconsfield Street, Newcastle-on-Tyne', containing a large number of handwritten quotes from the bible and personal insights; a moving telegram to '393076 Pte. Leslie, R.A.M.C.', stating 'Jim Dying. Come at Once'; a condolence letter regarding the sad loss; photographs in military uniform and further family photographs and postcards; a cutting of heather, pressed and dried, 'from a loved one', placed within a small, annotated card; further letters and cards.

x238 **A poignant campaign pair awarded to Lieutenant J. R. Drummond, Royal Air Force, late Royal Flying Corps, a Pilot who had bagged a 'kill' in the morning but was then shot down and killed on an offensive patrol that afternoon, the cemetery of his burial taking his name as the first Allied internment therein**

British War and Victory Medals (Lieut. J. R. Drummond. R.A.F.), *nearly extremely fine* (2)

£240-280

Joseph Rayson Drummond was born on 20 October 1896 at Cockermouth, the son of Joseph William and Margaret Rayson Drummond of 10 Ashgrove Road, Cockermouth, Cumbria. Educated at St. Bees School, Drummond was commissioned 2nd Lieutenant on 26 January 1917 and promoted Lieutenant on 4 January 1918 whilst serving with No. 22 Squadron.

On the morning of 27 September 1918, Drummond and his Observer, 2nd Lieutenant Charles Henry Wilcox took off from Maisoncelle aerodrome and successfully claimed their first 'kill' after shooting down a Fokker D.VII over Oisy-le-Verger. That afternoon the pair took to the skies in Bristol two-seat biplane fighter and reconnaissance aircraft *E2243* on a second offensive patrol. Departing at 1430hrs, they were last seen heading east over Cambrai (*The Sky Their Battlefield*, refers), but an hour and a half later were intercepted over Neuville by Oskar Jennrich of Jasta 46. Drummond crash landed but died shortly afterwards from his wounds. Wilcox survived and became a Prisoner of War.

Drummond became the first burial at Drummond Cemetery, Raillencourt Nord, France, which was created by the Canadian Corps in October 1918. It now contains 88 Commonwealth burials of the Great War and 3 German graves; sold with copied service records to both airmen, the record to Wilcox noting repatriation on Christmas Day 1918 and relinquishing of his commission on 6 April 1920 on account of 'ill health caused by wounds'.

x239 **Pair: Lieutenant R. A. Greenwell, Royal Air Force, late Royal Field Artillery; a gallant 'Balloonatic' who was mentioned in dispatches for remaining in his balloon despite heavy German shell-fire**

British War and Victory Medals, with M.I.D. oak leaves (Lieut. R.A. Greenwell. R.A.F.), *extremely fine*, together with two pieces of cut rope believed to have come off Greenwell's damaged balloon (2)

£140-180

Robert Alan Greenwell was born in Sunderland on 19 August 1897, the son of a ship owner. Educated at Argyle House School, he was a prominent member of Ashbrooke Boys Sports Club and Sunderland Cricket and (Rugby) Football Club. The 1911 census gives his address as 8 Victoria Avenue, Sunderland. After training in Durham University O.T.C., he joined the Royal Field Artillery as a 2nd Lieutenant on 13 March 1915. From 12 July 1917 he served on the Western Front with the 10th Balloon Section, Royal Flying Corps, being later mentioned in a despatch by Sir Douglas Haig (*London Gazette* 11 December 1917, refers):

'Lt. R Greenwell stayed in his balloon (No 10) while under heavy shell fire for 50 minutes, as he had registered three guns of the 5th Siege Battery on to a hostile battery and wished to observe the shooting. When the balloon had been badly holed, he threw his maps overboard and descended safely by parachute.'

Promoted to Balloon Commander on 12 November 1917, he became a full Lieutenant in the Royal Air Force in April 1918. In 1922 his medals were sent to 56 Cleveland Road, Sunderland. He remained in the Territorial Army Reserve during the Second World War. On 13 November 1948, having exceeded the age limit, he relinquished his commission and was granted the honorary rank of Captain. He died in Lincolnshire in 1984.

- 240 **The Great War Pair and Memorial Plaque awarded to Private F. Defoe, 87th, late 60th Canadian Infantry, Canadian Expeditionary Force, who was shot through the head by a sniper and instantly killed whilst in the trenches on the Western Front. He had only just returned to active service having recovered from a shrapnel wound**

British War and Victory Medals (457783 Pte. F. Defoe. 87-Can. Inf.), together with his Great War Bronze Memorial Plaque (Fred Defoe), in its card transmission envelope, *nearly extremely fine* (3)

£160-200

Fred Defoe was born on 10 September 1881 at London, England, the husband of Lily Defoe of 260A St. Martin Street, Montreal, Canada. A janitor and painter by trade, he attested at Montreal for the 60th Canadian Infantry on 7 July 1915 and embarked for overseas service aboard the S.S. *Scandinavian* on 6 November 1915. After a period of training in England, he landed at Le Havre on 22 February 1916.

On 9 October 1916, Defoe was admitted to the 1st Canadian General Hospital at Etaples suffering from a shrapnel wound to the left thigh and hips. According to his medical notes it was 'a large wound about 3 inches across', which necessitated evacuation to the Military Hospital at Shorncliffe to recover. Discharged from hospital on 1 December 1916, Defoe spent a further 4 weeks at Monks Horton Convalescent Home having his wound dressed before returning to the Western Front. On 20 April 1917 Defoe transferred to the 87th Canadian Infantry, and it was whilst serving with this Regiment that he was killed on 15 May 1917, being buried by the Regimental Chaplain, Captain Wayman, near Givenchy. His body was later exhumed in June 1920 from its original resting place and reburied at Canadian Cemetery No. 2, Neuville St. Vaast, a few miles south-west of Lens; sold with contemporary paperwork describing the circumstances of his death, together with a copy of his will which bequeathed all property to his wife in Canada.

- 241 **An interesting 'double-issue' Great War pair awarded to Captain B. H. Wiles, 10th Duke of Cambridge's Own Lancers, attached Indian Army Reserve of Officers, the scion of an important artistic family who served in Iraq as an Official War Artist**

British War and Victory Medals (2) (Capt. B. H. Wiles.), together with a British War Medal 1914-20 issued by the Government of India (Capt. C. H. Wiles.), note initial to third, *very fine and better* (3)

£70-100

Bernard Harper Wiles was born in April 1883 at Cambridge, England, the son Henry Wiles, himself a Royal Academy gold medallist for sculpture (1869) and grandson of sculptor and marble mason, John Wiles. The second-youngest and perhaps most gifted of nine children, he taught and painted in Burma from 1911-13, before travelling extensively through the Middle East, North Africa and China in 1914.

Appointed as an Official War Artist, Wiles was commissioned and promoted Acting Captain on 27 August 1917. Seven of his paintings are held by the Imperial War Museum in London, including a watercolour of Baghdad, another of *The Mosel Bridge, Persian Fishing Boats with a Warship*, and *Shepherd in the Desert*.

Wiles returned to England after the war and spent the 1920's developing a fruit-growing and poultry business in Norfolk. He died at Brook House, Stratton Strawless, Norwich, on 10 September 1966, leaving effects to the value of £6000 to his widow Gwendoline Grainger Wiles; sold with copied *MIC*.

For further details of the Wiles family, many of whom became important sculptors and artists in their own right, please see:
http://wgwiles.com/html/other_wiles_artists.html

242 A campaign group of three awarded to Lieutenant C. B. Polesello, King's African Rifles attached Supply and Transport Corps, who had the rare distinction of earning the 'East Africa 1918' clasp to his A.G.S.



British War Medal 1914-20 (Lieut. C. B. Polesello.); Victory Medal 1914-19, unnamed; Africa General Service 1902-56, 1 clasp, East Africa 1918 (Lieut. C. B. Polesello. S. & T.), *good very fine* (3)

£500-600

41 'East Africa 1918' clasps to Europeans.

Cesare Bernard Polesello was born in 1890 and was commissioned Lieutenant in the King's African Rifles on 21 April 1917. Having served with the 3rd and 6th Battalions, Polesello was attached to the Supply and Transport Corps during the East Africa 1918 operations. The Turkana patrol involved the operations against the Northern Turkana, Marille, Donyiro and kindred tribes along the Southern Sudan boundary to the west of Lake Rudolph between 20 April-19 July 1918. Polesello was issued his Great War Medals in November 1922 and the supplementary roll for his A.G.S. was drawn up at Gilgil by Captain G. Le Blanc-Smith in January 1923.

He is noted on numerous passenger lists during the 1930's returning to and from Egypt, Rangoon and the Far East. Living between Nairobi and Mufindi, it was in 1941 that Polesello changed his name to Pollard (*Kenya Gazette* 4 November 1941, refers); sold with copied MIC, medal roll and further copied research.

243 Pair: **Driver J. Ballantine, South African Service Corps**

British War and bilingual Victory Medals (Dvr J. Ballantine. S.A.S.C.), *nearly extremely fine* (2)

£20-30

244 Pair: **J. A. Johnstone, Merchant Navy**

British War Medal and Mercantile Marine War Medal 1914-18 (J. A. Johnstone), *good very fine* (2)

£30-50

245 Pair: **Arthur I. Smith, Merchant Navy**

British War and Mercantile Marine War Medal 1914-18 (Arthur I. Smith), *nearly extremely fine* (2)

£20-30

- x246 Pair: **Alan Appleton, Mercantile Marine, who survived the sinking of the freight ship *Dora Isabel* in 1943**

British War and Mercantile Marine War Medals 1914-18 (Alan Appleton), *very fine* (2)

£40-60

Alan Appleton was born at Hull, Yorkshire on 23 November 1873. He lived with his grandparents at 17 All Saints Street, Sculcoates, becoming a steamship engine maker's apprentice. The 1911 census shows him as a Fitter's Engineer, living at 29 Bridlington Street with a wife and daughter. He served as an Engineer Officer with the Mercantile Marine during the Great War, and his medal was issued to him on 12 September 1919. In 1921 he was appointed Chief Engineer aboard the steamship *S.E. Calvert*. He served as a 2nd Engineer in the Second World War, and was aboard the freight ship *Dora Isabel* on 2 November 1943, when she was torpedoed *en route* from Blyth to Portsmouth. Appleton survived this ordeal; sold with medal confirmation.

- x247 Seven: **Able Seaman J. R. T. Johnson, Merchant Navy**



British War Medal 1914-20 (J. R. T. Johnson); Mercantile Marine War Medal 1914-18 (J. R. T. Johnson); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Burma Star; War Medal 1939-45, mounted as worn, *good very fine* (7)

James Robert Thomas Johnson was born at Birkenhead on 3 January 1901, the son of Albert Johnson, a watch-maker. He married Gertrude Ellen Hullock at Calcutta in 1938; sold with copied census records and a photograph of the recipient.

£100-140

- 248 Eight: **Flight Sergeant H. G. G. Matthews, Royal Air Force, late Royal Naval Air Service**

British War Medal 1914-20 (F.46459 H. G. G. Matthews. B.M. R.N.A.S.); India General Service 1908-35, 1 clasp, North West Frontier 1935 (246459 F/Sgt. H. G. G. Matthews. R.A.F.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (W/O. H. G. G. Matthews. R.A.F.); 1939-45 Star; Defence and War Medals 1939-45; Coronation 1937; Royal Air Force L.S. & G.C., G.V.R. (246459. F/Sgt. H. G. G. Matthews. R.A.F.), *the seventh polished, otherwise good very fine* (8)

£300-400

Henry George Gordon Matthews was born on 4 November 1899 at Fulham, London. A machine hand by trade, he enlisted into the Royal Naval Air Service on his 18th birthday and served as Boy Mechanic at *President II* and the storage facility *Tregantle* in Cornwall. Transferred to the Royal Air Force on 31 March 1918, Matthews witnessed extensive service in India before returning to the U.K. and being confirmed in the rank of Flying Officer during the Second World War (*London Gazette* 23 June 1940, refers). Appointed Squadron Leader on 1 January 1943, Matthews relinquished his commission at his own request on 2 June 1948. He died in January 1980 at Eastbourne, East Sussex.

- 249 Seven: **Acting Sergeant G. A. R. Elliott, Royal Air Force**
- General Service 1918-62, 'crowned head', 1 clasp, Northern Kurdistan (249264. Cpl. G. A. R. Elliott. R.A.F.); India General Service 1908-35, 1 clasp, North West Frontier 1935 (249264. Cpl. G. A. R. Elliott. R.A.F.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (249264. Sgt. G. A. R. Elliott. R.A.F.); Defence and War Medals 1939-45; Jubilee 1935; Royal Air Force L.S. & G.C., G.V.R. (249264. Cpl. (A/Sgt.) G. A. R. Elliott. R.A.F.), *minor contact marks to first, otherwise good very fine, a rare and possibly unique combination of awards* (7) £300-400
- x250 Six: **Sergeant H. Kay, King's Own Yorkshire Light Infantry**
- India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (4686673 Pte. H. Kay. K.O.Y.L.I.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, *very fine and better* (6) £80-120
- Harold Kay** died on 16 October 1943 aged 32, whilst serving with the 46th Recce. Regiment, Reconnaissance Corps, R.A.C., in Italy. The son of Joseph Hall Kay and Lena Kay and husband of Hilda Kay of Shipley, Yorkshire, he is buried at Naples War Cemetery. His headstone bears the inscription:
- 'My heart is sore and waits in vain, but I know some day we'll meet again. Hilda.'
- 251 Pair: **Flight Lieutenant C. F. Pearce, Royal Air Force**
- India General Service 1908-35, 1 clasp, North West Frontier 1935 (F/O. C. F. Pearce. R.A.F.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (F/L. C. F. Pearce. R.A.F.), *good very fine* (2) £80-120
- Charles Fox Pearce** successfully passed through the Royal Air Force College, Cranwell, and was granted a permanent commission as Pilot Officer with effect and seniority from 15 July 1933 (*London Gazette* 15 August 1933, refers). Promoted Flying Officer 9 April 1935, Squadron Leader 1 June 1939, and Temporary Wing Commander 1 June 1941, he returned home to Hulham House, Exmouth, to marry Clare Mary Lovell on 8 September 1941 at the Church of the Holy Ghost, Exmouth. He died at Toronto, Canada on 2 March 1971.
- x252 Five: **British Constable W. Kay, Palestine Police**
- General Service 1918-62, 2 clasps, Palestine, Palestine 1945-48 (3993. B. Const. W. Kay. Pal. Police.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, official correction to number of first, second clasp with unofficial rivets, *very fine and better* (5) £100-140
- William Kay** was born on 13 March 1920 at East Newport, and lived at 14 Queen Street, Newport, Scotland. Having been part of the Palestine Police, he served as a Private in the Argyll and Sutherland Highlanders during the Second World War and was held as a prisoner-of-war at Stalag 344, Lambsdorf, Poland. Repatriated at the end of hostilities, Kay served as a reservist before re-enlisting with the Palestine Police Force from 13 November 1946-9 April 1948.
- His service was somewhat chequered, Kay initially being called to explain his actions having failed to report as a reservist for two consecutive quarters in 1946. He was fined 7 day's pay for losing his certificate of appointment with the Police and later fined 14 days pay on two charges of neglecting to obey depot standing orders, having left the isolation hospital in Jerusalem and proceeded out on recreation. On 26 September 1947 he failed to appear at parade and was fined 1 day's pay, and 2 days later failed to appear for duty at the Central Police Station for 8 hours.
- The force having disbanded, Kay faced a short period of unemployment before applying for a position at H.M. Prison, Durham. In a confidential report given on 3 April 1948 by the Palestine Police Force, the Superintendent did not hold back his opinions:
- 'Unreliable, untidy, lazy, requires constant supervision.'
- In 1975 his sister Nancy attempted to trace her brother, nothing having been heard of him by the family for a considerable time. The trail had gone cold and little is known of Kay's further life; sold with copied service and medical records.

- x253 **Five: Chief Yeoman of Signals W. A. Caton, Royal Navy**
- Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (J.24573 W. A. Cayton. C.Y.S. R.N.); 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, mounted court-style, *good very fine, scarce* (5) £160-200
-
- 254 **Six: Squadron Leader E. P. S. Ogburn, Royal Air Force**
- India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (356852 Sgt. E. P. S. Ogburn. R.A.F.); 1939-45 Star; Defence and War Medals 1939-45; General Service Medal 1918-62, 1 clasp, Palestine 1945-48 (Sq. Ldr. E. P. S. Ogburn. R.A.F.); Royal Air Force L.S. & G.C., G.V.I.R. (Plt. Off. E. P. S. Ogburn. R.A.F.), *good very fine and better* (6) £160-200
- Edward P. S. Ogburn** was educated at the Bristol Cathedral Choir School and Trinity College of Music, Bristol. Appointed Probationary Pilot Officer with the Equipment Branch on 4 October 1941, Ogburn was promoted Temporary Flight Lieutenant on 1 January 1944 and Squadron Leader (Equipment) on 1 November 1947. He retired on 18 September 1954.
-
- x255 **Six: Temporary Lieutenant J. R. Watt, Royal Naval Volunteer Reserve, who was unusually mentioned in dispatches for life-saving gallantry aboard H.M.S. *Hoy* in 1944**
- 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45, with M.I.D. oak leaf; Royal Naval Volunteer Reserve L.S. & G.C., G.V.I.R., 1st type (Ty. Lieut. J. R. Watt. R.N.V.R.), mounted for display, *official correction to rank on L.S. & G.C., light scratches, good very fine* (6) £100-140
- M.I.D. *London Gazette* 14 November 1944:
- ‘For outstanding courage and devotion to duty in H.M. Ships *Brixham, Bude, Hoy, Polruan, Rothesay* and *Sharpshooter* in minesweeping operations in the Mediterranean.’
- John Robert Watt** was born in 1896. Commissioned a Sub-Lieutenant on 12 March 1942, he served as a Lieutenant aboard H.M.S. *Hoy* during minesweeping operations off Corsica in early 1944. *Hoy* struck an enemy mine off Bastia on 27 July that year. For his services during this incident, Watt received the following recommendation for a mention in dispatches:
- ‘For bravery and self sacrifice in saving life by climbing down a scrambling net and passing life lines round survivors who were too weak to lift themselves in a wind of forces seven to eight and sea short and rough.’
- Watt was promoted to Lieutenant on 17 January 1944, serving aboard H.M. Ships *Hannibal, Goth* and *Vaceasay* before the war’s end.



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Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C.
and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham
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x256 *Family group:*

The fine 'Battle of Crete' group of ten awarded to Petty Officer P. R. Fair, Royal Navy, who served aboard H.M.S. *Naiad* in the Eastern Mediterranean and recorded every detail of his service in a pocket-diary and in photographs

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star, clasp, South Africa 1942-43; War Medal 1939-45; Naval General Service 1915-62, 3 clasps, Palestine 1945-48, Minesweeping 1945-51, Malaya (C/JX. 152845 P. R. Fair. P.O. R.N.); Korea 1950-54 (C/JX. 152845. P. R. Fair. P.O. R.N.); UN Korea; Naval L.S. & G.C. (JX. 152845. P. R. Fair. P.O. H.M.S. Leeds Castle); Malta 50th Anniversary Commemorative Medal 1992, unnamed as issued; Korean War 40th Anniversary Commemorative Medal; Greek War Star 1941-45, bronze, mounted court-style, the last two separate, *very fine* (10)

Six: **Petty Officer D. M. Fair, Royal Navy**

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; Italy Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Malaya (C/JX 965 D.M.Fair. P.O. R.N.), mounted court-style, *very fine* (6)

£500-600

Donald Macfarlane Fair was born on 20 October 1920. He attended the Royal Hospital School, Holbrook with his brother Peter and died at Istanbul in 1973.

Peter Robert Fair was born on 15 October 1921 at Gillingham, Kent. Educated at the Royal Hospital School, Holbrook, he excelled at Seamanship and Signals. Appointed Boy 2nd Class at the training establishment *Ganges* on 26 April 1937, he transferred to *Liverpool* on 9 November 1938 and was promoted Ordinary Seaman on 15 April 1939. He served as an Able Seaman aboard *Naiad* from 2 July 1940-9 January 1942, taking part in the Battle of Crete and convoy escort duties to and from Malta and in the North Atlantic. Fair recorded his services aboard *Naiad* in a remarkable pocket diary, which sheds light on the sinking of *Naiad* and *Grove* off Crete. It also records the advance of the 8th Army west of Tripoli, the capture of the first German U-boat in the Mediterranean, and contains important photographs of the sinking of H.M.S. *Juno*. The diary entry for 8 May 1941 offers a good insight as to the vulnerability of surface ships to aerial attack:

'At sea sighted torpedo bombers. They came in for an attack and we thought that it was the end but we drove them off with a few rounds of gun fire. Thank God.'

Appointed Leading Seaman aboard *Nimrod* from 11 September 1943, Fair concluded the war as a Temporary Petty Officer aboard *Osprey*. He went on to serve aboard *Jasseur* and *Cossack* during the 1950-53 Korean War, his specialist knowledge and experience likely remaining invaluable to the service. In 1956 he became an Anti-Submarine Instructor, while on 7 December 1959 he was appointed Minesweeping Instructor to the London Division of the Royal Naval Reserve.

Fair ended his career as Chief Petty Officer aboard *Leeds Castle*, and was shore-pensioned on 14 October 1961, his character consistently recorded as 'very good'. In retirement he lived at 10 Victoria Street, Gillingham, and was a stalwart member of the H.M.S. *Naiad* Association.

Sold with a superb archive of original documents and ephemera, including:

- (i) The recipient's pocket-sized 'Free French' diary, detailing his wartime service; also his original cloth-bound naval service records.
- (ii) An official card (*Form S.280*) issued to P. Fair, H.M.S. *Naiad*, showing his mess number, Watch name and number, kit locker number, fighting stations, and the names of his officers and mess mates.
- (iii) The recipient's school certificates and exam transcripts from the Royal Hospital School, Holbrook. Also his birth certificate and copy of The New Testament.
- (iv) A large quantity of black-and-white photographs showing Peter Fair and his brother Donald at various stages of their naval careers, from early days at R.H.S. *Holbrook* to reunion dinners in old age. Eleven images of H.M.S. *Naiad* are stamped on the reverse: 'Passed by Censor and Not to be Published'. Three of these pictures show captured German prisoners, possibly from the first German U-boat captured in the theatre.
- (v) A further Korean War 40th Anniversary Commemorative Medal, this one 45mm, struck in silver, unmounted, in fitted box of issue, *extremely fine*
- (vi) The recipient's silver cigarette case, the obverse bearing the initials 'P. R. F.'



x257 Seven: **Stoker Petty Officer A. T. Sewell, Royal Navy**

1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Naval General Service 1915-62, 1 clasp, Palestine 1945-48 (C/MX.59718 A. T. Sewell. S.P.O. (S) R.N.); Naval L.S. & G.C. (MX.59718 A. T. Sewell. S.C.P.O. (S). H.M.S. Cheviot.), mounted as worn, *good very fine* (7)

£120-160

258

A fine group of three to 'Strike Wing' Beaufort and Mosquito Navigator, Flying Officer J. F. A. MacLaren, Royal Air Force Volunteer Reserve, who flew over 70 sorties with No. 143 Squadron, including numerous strikes on enemy E-Boats and shipping in the Channel and Bay of Biscay, followed by regular sweeps along the coastline of Norway; unfortunate not to have been decorated for his service, he nevertheless considered himself part of a 'lucky' crew, being one of just three men from his original cohort of 14 entrants to the Squadron who survived the war



1939-45 Star; Atlantic Star; War Medal 1939-45, unnamed as issued with paper packets of issue (2), in O.H.M.S. transmission box addressed to 'F/O J. F. A. Maclaren, 8 Chestnut Avenue, Southborough, Kent', *nearly extremely fine* (3)

£400-500

John Francis Arthur MacLaren was born on 31 December 1908 at Wallington, Surrey, the second child of William Leslie MacLaren who later became Managing Director of the Bank of Mauritius - now part of HSBC. He was educated at Temple Grove School in Eastbourne and was a contemporary of Douglas Bader, being photographed with the Headmaster and Bader as one of the 1922 'leavers'. Moving on to Repton School, Derbyshire, MacLaren began to foster an aptitude for shooting, becoming a member of the Shooting VIII in 1926. He also derived considerable enjoyment from the study of Classics, acknowledging that what he learned came in handy for solving crossword puzzles.

Having left school, MacLaren followed in his father's footsteps and took employment with the Bank of England from 21 February 1927. Appointed Assistant in February 1930, he spent much of the 1930s indulging a passion for small British sports cars and motorbikes, whilst also honing his marksmanship; in July 1935, he was ranked 65th/100 in a Rifle Club Competition staged at Bisley.

At the declaration of war, MacLaren moved with the Bank of England to Whitchurch where he continued to serve in a role exempt from national call-up. During the day he worked for the Bank and at night he served with the Hampshire Home Guard, being part of No. 5 Company of the 2nd Battalion, based at Whitchurch. Having conducted endless patrols and exercises, MacLaren decided that he could do more for the war effort and volunteered for the Royal Air Force Volunteer Reserve on 23 February 1942.

Passed by family repute as 'too old' for Pilot training, MacLaren swiftly elected to become a Wireless Operator and Air Gunner, being sent to No. 1 Signals School at Cranwell in August 1942. It was here that he faced a session in the 'Harwell Box' - the equivalent of a torture chamber in which the W/O. did his final ground training dressed in his full flying kit whilst trying to receive and transmit signals under the continuous roar of engines and chatter of machine-guns. Sometimes the box was swung around to achieve the feelings associated with air sickness; after 16 hours in this contraption, MacLaren graduated as a qualified W/O. on 14 September 1942.

He then travelled to Canada aboard the *Queen Mary* and conducted a Navigation Course at No. 33 Air Navigation School, Mount Hope, Hamilton. This was followed by further reconnaissance training on Anson and Beaufighter aircraft, the latter stages being paired up with Sergeant D. Brown - with whom he would fly until the end of the war. Promoted Sergeant himself, MacLaren returned home to England in the autumn of 1943 and was posted to No. 143 Squadron at R.A.F. St. Eval in Cornwall.

On 10 October 1943, MacLaren took off in a Beaufighter on his first operational sortie which involved acting as fighter protection. On the 24th he carried out a patrol in the Bay of Biscay, repeated on the 26th, before flying on 14 November 1943 in search of a landing craft. On Christmas Day 1943, MacLaren carried out an attempted shipping strike with 62 other aircraft, but no vessels were encountered and the aircraft returned to base. Further patrols continued in the Bay of Biscay, followed by a sweep along the Dutch coast on 29 February 1944. On 7 March his luck changed when he and Brown struck a convoy south of Borkum. According to his log book entry, 'attacked armed Trawler; left it in smoke & flames.' A strike on similar targets on 29 March 1943 noted, 'attacked M.V. (1000 tons) & obtained hits. 1 Beaufighter missing.'

Rested for a few days prior to D-Day, MacLaren attacked '2 E/R boats with bombs' on 8 June 1944, results not observed. He went on to conduct numerous armed recces, recording a 'probable' hit on a troop carrier on the 23rd and scoring a near miss against 5 E/R boats off the Hook of Holland on 26 June 1944. July witnessed similar attacks on E Boats moored in Boulogne harbour and regular patrols over Le Havre, whilst August saw further attacks on enemy shipping off Ostende and Dunkirk. On 1 September he attacked 5 E/R Boats off Westkapelle, his log noting 'seriously damaged two, one with cannon.' On 12 September he had a close shave when 'chased by night fighters', but his log goes on to note:

'The return to base was ordered by the leader after a streak of light rising rapidly and vertically between clouds was assumed to be an enemy night fighter. It could, with more probability, have been an early V-2, launched from the Den Helder area.'

Posted to Banff soon thereafter, MacLaren's attention switched to Norway and strikes on enemy shipping in the Fjords. Now flying in Mosquito aircraft, he attacked a warehouse at Stavanger on 28 December 1944; his log book at around this time being signed by Wing Commander Christopher Neil Foxley-Norris, later Air Chief Marshal of the Royal Air Force.

Having completed 71 low-level 'Ops' with No. 143 Squadron, MacLaren transferred to No. 9 Ferry Unit, later No. 36 Ferry Unit, in India. He was demobilised in January 1946 and returned home to his former job at the Bank of England, dying on 25 August 2002.

To be sold with the following original documentation, in addition to an impressive archive of copied research, including recollections from the recipient's son:

- (i) Original R.A.F. Observer's and Air Gunner's Flying Log Book, detailing the recipient's full period of service from 22 August 1942-January 1946, in good condition and well-annotated, together with medal compliment and entitlement slips, the latter marked, '178925 F/O'.
- (ii) Card R.A.F. dog tags, impressed 'J.F.A. MacLaren, Offr C.E. 178925 R.A.F.V.R.' (2); R.A.F. brass cap badge and crown; small silver R.A.F. 'wings' sweetheart brooch; contemporary embroidered Observer brevet; Home Guard Certificate of service; Home Guard fabric shoulder insignia and pin, with related Hampshire cap badge.
- (iii) An Honorary Life Membership Pass to J. F. A. McLaren, 1937, for Bisley; four impressive National Rifle Association badges, Bisley, dated 1933, 1935, 1936 and 1939, fabric and gilt wire, in good condition.
- (iv) Paperback copies of *Coastal Command, The Air Ministry Account of the Part Played by Coastal Command in the Battle of the Seas, 1939-1942*, and *The Strike Wings*, by R. C. Nesbit.

- x259 Seven: **Lieutenant Commander V. C. Dunne, Royal Navy, late Royal Naval Volunteer Reserve**
- 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Korea 1950-53 (Lt. Cdr. V. C. Dunne R.N.); UN Korea 1950-54, mounted as worn, *very fine*, (7) £140-180
- Victor Conway Dunne** was born on 9 December 1914 at Portsmouth, the 1939 Register listing him as an Electrical Engineer specialising in Traction Control Equipment. On 11 June 1940 he was commissioned a Temporary Sub Lieutenant in the Royal Navy Volunteer Reserve and from 10 August 1942 he served aboard H.M.S. *Nile*, the Royal Navy base at Ras el-Tin Point, Alexandria. He transferred to H.M.S. *Hannibal* in May 1944, and on 20 November 1944 he began minesweeping operations aboard H.M.S. *Vernon*. Transferring to the Royal Navy, he was promoted Electrical Lieutenant Commander on 9 December 1946 before being posted to H.M.S. *Jamaica* for service in the Far East in June 1950. Co-operating with the United States Navy, *Jamaica* bombarded North Korean troops as they advanced down the Korean Peninsula. Dunne served in the Equipment and Trials Section of H.M.S. *Collingwood* from 10 May 1954 before retiring on 9 December 1959, having married Evelyn Booth at Fulham in 1952. He died at Havering, Essex in 1978.
- 260 Six: 1939-45 Star; Africa Star, clasp, 1st Army; Italy Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Service Medal of the Order of St. John, with five additional Award Bars, mounted in court style by *Spink & Son, King Street, good very fine* (6) £140-180
- To be sold by the family on behalf of Help for Heroes*
- 261 Seven: **Temporary Captain A. R. Aylmer, King's Dragoon Guards**
- 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (Lt. A. R. Aylmer. K.D.G.); Africa Service Medal 1939-45 (230194 A. R. Aylmer), swing mounted on modern ribbons, *light contact marks, otherwise very fine* (7) £140-180
- Anthony Ronald Aylmer** was born on 1 December 1923 at London, his birth being registered in the district of Hanover Square. Educated at Stowe School, he witnessed extensive service during the Second World War, being commissioned 2nd Lieutenant on 11 August 1946. Promoted Lieutenant on 2 September 1947 and Temporary Captain from 5 December 1947-31 March 1948, he served during the Palestine Emergency. By family repute, Aylmer regularly represented the army in the skeleton bobsleigh in the 1950's and 60's; sold with a school prize medallion, bronze, engraved '1939 440 Yards Under 16 2nd', a small bronze medallion engraved '1954 Officers Team Rifle 1st', a skeleton bob pin and series of clasps (6) between 1953 and 1966 and a small 9ct. gold and red enamel circular wearing pin of a skeleton bob competitor.
- 262 **A poignant group of five awarded to Driver W. E. Pepper, Australian Imperial Force, who witnessed extensive fighting in Malaya and who went 'in the bag' following the Japanese invasion of Java; held captive in Thailand, Pepper was drowned when his Japanese transport ship was sunk by an Allied submarine in the South China Sea**



1939-45 Star; Pacific Star; Defence and War Medals 1939-45; Australia Service Medal 1939-45 (NX 71943 W. E. Pepper), *good very fine* (5) £50-70

Wallace Edwin Pepper was born on 23 December 1920 at Enfield, New South Wales, Australia. A labourer by trade, he enlisted at Paddington on 10 February 1941, giving his sister Iris Langley of 66 Vaucluse Road, Sydney, as his next of kin. Posted to the 3rd Reserve Motor Transport Company, he was sent to Singapore in April 1941 and soon thereafter admitted to the 10th Australian General Hospital on 28 July 1941 suffering from haemoptysis. On 27 November 1941 Pepper was detached to 'L' Force for duty in Malaya, witnessing extensive fighting as Allied forces attempted to stave off the Japanese 25th Army under Lieutenant-General Tomoyuki Yamashita. Forced to retreat under the weight of Japanese naval and air superiority, Pepper disembarked for Java on 8 February 1942, a week before the surrender of Singapore.

On 27 April 1942 Pepper was recorded as missing, later confirmed five months later as a Prisoner of War, having been sometime captured on the island of Java. Interned at a camp in Thailand on 23 December 1943, his records note that he was reported missing for a second time, later believed deceased on or after 12 September 1944 when the Japanese transport in which he was being transferred back to the Japanese mainland was torpedoed at sea and sunk. He was officially presumed dead for official purposes on 12 September 1945.

Pepper is commemorated on panel 22 of the Labuan Memorial, north-west Borneo. His medals were claimed in 1990 by his sister Iris.

For full service details, please see:

<https://recordsearch.naa.gov.au/SearchNRetrieve/Gallery151/dist/JGalleryViewer.aspx?B=4660279&S=2&N=19&R=0#/SearchNRetrieve/NAAMedia/ShowImage.aspx?B=4660279&T=P&S=1>

263 Five: Police Constable H. Singh, Hong Kong Police



1939-45 Star; Pacific Star; Defence and War Medals 1939-45; Colonial Police Long Service Medal, G.V.I.R. (Police Constable 3035 Hazara Singh), *good very fine* (5)

£180-220

Colonial Police Long Service Medal *Hong Kong Government Gazette* 7 March 1950.

Hazara Singh enlisted in the Hong Kong Police on 22 February 1922, serving in 'B' (Indian) Contingent. Singh was present during the Defence and at the Fall of Hong Kong. Having survived the disgraceful treatment meted to prisoners of war by the Japanese, he returned to the service post-War; sold with note giving service details.

264 Six: **Flight Sergeant N. Johnson, Royal Air Force**
 1939-45 Star; Pacific Star; Defence and War Medals 1939-45; General Service 1962-2007, 1 clasp, Malay Peninsula (G 0536696 F/S. N. Johnson. R.A.F.); Royal Air Force L.S. & G.C., E.II.R. (536696 Sgt. N. Johnson. R.A.F.), mounted court-style, *edge nick to last, otherwise good very fine* (6) £80-120

265 *'I climbed out of the forward hold (No. 1 hold). I found the Japanese had abandoned the ship. S.Sgt. Ross, R.A.M.C., reported that he had a number of injured and sick mustered on deck from the holds aft. Between us we managed to render first aid and reassured disabled men. I was myself picked up after about four hours, together with S/Sgt. Ross and such ailing men as we had been able to keep with us. Throughout this period and subsequently as the medical orderly in charge at Kobe Camp, S/Sgt. Ross, R.A.M.C., displayed great devotion to duty and courage'*

The report on the loss of the *Lisbon Maru* by Surgeon Lieutenant C. A. Jackson, Royal Navy

An extremely poignant Second World War group of three awarded to Acting Staff Sergeant H. J. G. Ross, Royal Army Medical Corps, having been captured at the Fall of Hong Kong, he received a 'mention' for his gallantry tending the wounded aboard the stricken *Lisbon Maru* after the ship had been torpedoed by the American submarine U.S.S. *Grouper* - tragically his award would be conferred posthumously for Ross would pass in the shocking conditions of Kobe Camp in May 1944

1939-45 Star; Pacific Star; War Medal 1939-45 with M.I.D. oak leaf, together with original M.I.D. certificate dedicated to 'Staff Sergeant (actg.) H. J. G. Ross, Royal Army Medical Corps', dated 12 September 1946, with envelope of transmission, *very fine* (3) £400-600

Henry James Gordon Ross was born on 6 May 1917 at London, the husband of Clara Ross of 293 Heath Road, Ipswich, England. He was captured at Hong Kong on 25 December 1941 whilst serving with the Royal Army Medical Corps.

The *Lisbon Maru* sailed from Hong Kong on 27 September 1942 enroute to Shanghai and labour camps on the Japanese coastline. She was armed and carried 1,816 British prisoners of war, 778 Japanese troops and a further guard of 25 men for the prisoners. There was nothing that identified her cargo as prisoners of war.

379 Royal Navy personnel were accommodated in No. 1 Hold at the front of the ship. A further 1,077 troops were crammed into No. 2 Hold, forward of the bridge, including the Senior British Officer on board, Lieutenant-Colonel H. W. M. Stewart, Commanding Officer of the 1st Battalion, Middlesex Regiment, whilst 380 men of the Royal Artillery were placed in the stern. Conditions were appalling, made worse by a lack of sanitation and the sea conditions. At the base of No. 2 Hold, Dennis Morley, now 98 - but then a 22 year old Private in the Royal Scots Regiment - recalls 'being showered by the diarrhoea of sick soldiers above him...swimming in excreta, virtually' (*British P.O.W.'s sank with the Lisbon Maru - should it be raised?* BBC News, July 2018, refers).

On 1 October 1942, the American submarine *Grouper* fired six torpedoes at the *Lisbon Maru* off Dongfushan in the Zhoushan Archipelago, to the south of Shanghai. Five of the unreliable Mark 14 'fish' either passed under the target or failed to detonate, but one exploded against the stern bringing the ship to a standstill. *Grouper* immediately came under retaliatory attack from enemy patrol boats and aircraft and departed the scene, enabling the Japanese troops aboard the *Lisbon Maru* to be taken off the stricken vessel. As they departed, they battened down the hatches, leaving their prisoners standing in the dark and running short of air to breathe.

Throughout the following night the prisoners remained trapped in the holds. Messages in morse code were rapped on the bulkheads between them, and gradually the stern began to fill with water. Something urgently needed to be done to prevent the men drowning or dying of asphyxiation. As the sun began to rise on the morning of 2 October 1942, the men felt the hull give 'a sudden drunken lurch', and a frantic escape effort began. Morley describes the scenes that he witnessed:

'Well, one chap, he was in the Middlesex Regiment, he was a butcher and the Japanese allowed him this knife, which he was able to put through the planks. He got through to the canvas, eventually - the whole lot. The canvas could be lifted out of the way and the planks moved which is how we got out.

A bit of panic started because everyone was trying to rush up to this ladder and everybody was fighting to get onto this ladder. Consequently, you're getting so far up and falling down into the bottom of this hold - until this officer, Captain Cuthbertson of the Royal Scots, stopped the panic and got them to quieten down.'

This account is challenged by another which states that Lieutenant Howell managed to cut his way out of the hold using a bread knife smuggled aboard ship, but whatever the case, the first POW's to reach the deck were fired at by a few remaining Japanese guards who were quickly despatched. Then the British began to slide off the side of the ship into the water in an attempt to get away from the

vessel, but they were targeted by machine guns from the Japanese who were watching on. It was only when Chinese fishermen started coming to the aid of the soldiers and sailors in the water that the firing ceased and the Japanese began to gather them up as well. At the stern of the ship, men of the Royal Artillery continued to hoist themselves up a ladder which eventually broke; in one of the most harrowing scenes of the tragedy, the survivors in the water listened with horror as dozens of trapped men of the Royal Artillery went down with the ship singing 'It's a long way to Tipperary'.



In total, 828 Prisoners of War died either aboard ship or in the waters around the vessel (*The Sinking of the Lisbon Maru, Britain's Forgotten Wartime Tragedy*, refers). Especially tragic was the fact that the ship had been sunk by an American submarine, whose crew were completely unaware that there were Allies aboard until they picked up a radio signal several days later. Of the survivors, only 748 returned to Britain alive following the cessation of hostilities.

Having saved the lives and eased the suffering of many at Kobe Camp, Ross died behind the wire on 15 May 1944. According to Captain Martin Weedon, 1st Battalion, Middlesex Regiment:

'He died of beri-beri on top of a stomach ulcer. Very sad as he has done more than anyone for the sick. I owe my life to him when I had diphtheria.'

Ross is buried at the Yokohama War Cemetery in Japan, where his memorial plaque bears the inscription, 'He thought of others, never himself, gave his life helping his comrades.' He left effects totalling £321 16s. 1d. to his wife; sold with copied research and P.O.W. records.

x266 **Six: Signalman C. Woolfson, Royal Signals, late Gordon Highlanders; captured by the Japanese on the first day of the fall of Singapore, he was held prisoner of war at Tarmakan, the infamous labour camp upon which the film 'Bridge on the River Kwai' is based**

1939-45 Star; Pacific Star; Defence and War Medals 1939-45; Korea 1950-53 (2875509 Sigm. C. Woolfson. R. Sigs.); U.N. Korea 1950-54, the last two mounted as worn, *nearly extremely fine* (6)

£200-300

Cecil Woolfson was born at Dumfries on 2 November 1916. He lived in Shotesham, Norfolk, and enlisted into the 2nd Battalion, Gordon Highlanders on 8 November 1934. He was captured at the Fall of Singapore on 15 February 1942. His service record notes that he was imprisoned at Adam Park, Tarmakan, Kinsyok Chung Kai, Nong Pladuk and Ubon camps. Lieutenant-Colonel Philip Toosey was the senior British officer at Tarmakan, where the Japanese forced the prisoners to construct a railway bridge over the River Kwai for the Burma-Siam Railway. The conditions at Tarmakan were appalling. 300 men including Woolfson were packed into each bamboo hut, with an allocation of 18 inches of space. Toosey later recalled: 'Every form of cruelty that an uncivilised mind could invent was used on the prisoners.'

267 **Five: Bombardier B. T. Spray, Royal Artillery**

1939-45 Star; Burma Star; Defence and War Medals 1939-45; Territorial Force Efficiency Medal (909990. Bdr. B. T. Spray. R.A.), first letters of surname officially re-impressed, with 'Burma Star Association' badge upon riband, mounted as worn, with related mounted group of miniature awards, *nearly very fine* (10)

£80-100

x268

'I remember seeing the lovely Wasbies (Women's Auxiliary Service: Burma) when I was out in Burma all those decades ago. There were not many of them but they performed sterling work; not only at staging points but also when the front-line troops came back to base camp, a team of Wasbies were there working in excessive heat in mosquito-infested jungle clearings. The Wasbies ran the mobile canteens to keep our boys fed and watered and as the saying goes 'an army marches on its stomach'. They always worked with a smile on their faces and were in great demand wherever they went. It's good to know their story is now being told.'

Dame Vera Lynn's tribute to the Wasbies, as published in E. J. Lockhart-Mure's *Front Line and Fortitude* (2018)

The important and exceptionally rare campaign group of four awarded to 2nd Lieutenant V. V. Stuart, Women's Auxiliary Service (Burma), a talented medic who went on to become a celebrated writer



1939-45 Star, the reverse engraved '2/Lt. V. V. Stuart WAS(B)'; Burma Star, clasp, Pacific, the reverse engraved '2/Lt V. V. Stuart WAS(B)'; War Medal 1939-45, the rim engraved '2/Lt V. V. Stuart W.A.S.(B)'; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (2/Lt. V. V. Stuart W.A.S.(B).), *good very fine and scarce* (4)

£600-800

One of just eleven 'S.E. Asia 1945-46' clasps issued to unit.

Violet Vivian Stuart, née Finlay, was born on 2 January 1914 in Berkshire, the daughter of Sir Campbell Kirkman Finlay, owner and director of the Burmah Oil Company Ltd. Having spent most of her childhood in Rangoon, she studied medicine at the University of London in the mid-1930s, before obtaining a pathologist qualification at the University of Budapest. She taught in Hungary as an English tutor before the war, marrying the Hungarian doctor Geza Santow and emigrating with him to Australia in 1939. Gaining an ambulance driver's certificate, Stuart joined the Australian Forces Women's Auxiliary Service and was quickly promoted to Sergeant while serving with 4th Army. In October 1945 she was posted to General Slim's 14th Army in Burma, gaining a commission as a 2nd Lieutenant.

The work of the ‘Wasbies’, as they affectionately became known, is best summed up in *Front Line and Fortitude* (2018), the recent study by Elizabeth Lockhart-Mure. Overcoming the heat and monsoon mud, the Wasbies ran canteens and served char to battle-weary troops. One soldier of 14th Army recalled:

‘The Burma Road was being washed away as my Platoon was marching towards Pegu. In the distance we saw a lone lady standing by a table in the rain, and as we got nearer we saw she had lots of mugs of hot tea on the table. She gave us all tea and a packet of cigs and a wad. She was a lovely Scots lady who must have been 50 years old. I spoke to her and told her she was too near the guns, and she should go to a safer place, after all the Japs were only 4 miles up the road. She would not leave and said, “There will be other soldiers behind you who will want tea. I am just a WAS(B).”’

This story is typical of the courage and determination shown by every Wasbie. They were a tiny unit, formed largely of the wives and daughters of colonial officials. Stuart served in Sumatra until December 1945, hence her General Service Medal with ‘S.E. Asia 1945-46’ clasp. This is an extreme rarity, one of just eleven believed to have been issued to Wasbies. Stuart went on to become a famous author, writing a series of historical fiction novels on military subjects before later founding the Romantic Novelists’ Association in 1960. Stuart married four times and bore five children. She died in Yorkshire in August 1986.



Sold with Stuart’s brass ‘W.A.S.(B)’ shoulder badge, 14th Army cloth shield, Burma Star Association cuff links, and a signed copy of E. J. Lockhart-Mure’s *Front Line and Fortitude: Memoirs of a Wasbie with the ‘Forgotten Army’* (2018).

x269 *'At 50 Browne could still keep up with the fittest in the Army in the Hills of Dhofar.'*

Extract from Browne's obituary in the *R.A.Ch.D. Journal*

An impressive campaign group of six to Assistant Chaplain General The Rev. C. J. Browne, Royal Army Chaplains' Department, who rendered invaluable service with the S.A.S. during the 1974 Turkish invasion of Cyprus; he went on to become Honorary Chaplain to the Queen



1939-45 Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Brunei (The Rev. C. J. Browne C.F.3 R.A.Ch.D. DUPLICATE); General Service 1962-2007, 2 clasps, Dhofar, Northern Ireland (The Rev. C. J. Browne CF1 R.A.Ch.D.), mounted court-style as worn, *nearly extremely fine, scarce* (6)

£600-800

Clifford Jesse Browne was born at East Stonehouse, Plymouth on 26 June 1924. After studying at Selwyn College, Cambridge, he gained a commission in 'A' Squadron, 16/5th Lancers on 11 September 1944. He was immediately posted to the Italian Front, taking part in the liberation of Florence. In November that year, he organised a concert party to deepen ties between British troops and the local population. In January 1946, while stationed in Klagenfurt, the 16/5th were ordered to guard the house of Franz von Knaptich, leader of the Austrian Democratic Party.

Browne then resumed his studies at Selwyn College, Cambridge, graduating with an M.A. in 1951. He was given a Territorial commission on 6 February 1952. Following a curacy at St. Peter's, Southsea, he was gazetted a Chaplain to the Forces, 4th Class on 3 May 1954. After six years attached to the 1st Regiment, Royal Horse Artillery in Germany, he served in Malaya with the 1st Battalion, Sherwood Foresters. He was promoted Chaplain 3rd Class on 4 July 1961 and 2nd Class on 10 November 1968, being later present at Hong Kong during the Pope's visit to the island in 1971.

From 12 October 1973, Browne was attached to the Special Air Service (S.A.S.). On 20 July 1974, when the Turks invaded Cyprus, he landed at Akrotiri Airport with an S.A.S. medic, Corporal Colin Pryde, just five minutes after the Turks had crossed the border. Alongside Pryde, he organised essential humanitarian aid for panic-stricken Cypriots who rushed into the British compound. In his humorous article for the *R.A.Ch.D. Journal* (Vol. 123, June 1975), he recalled the scene at Akrotiri:

'The only headgear Pryde and I had was The Beret. Two R.A.F. were overheard in the bar affirming that the S.A.S. had arrived because two had been seen walking down the road together. When I excused my butting in and asking for confirmation I was told that twenty-two S.A.S. had arrived:



when I said only twenty-two didn't seem to be a very large number the glances obviously gave me a Parson's Pardon (one stage lower than a fool's pardon). One of our number at another air base was later informed that the S.A.S. had suffered heavy casualties: they knew this because the Padre had arrived.'

For his services at Akrotiri, Browne advanced to Chaplain of the Forces, 1st Class (*London Gazette*, 1 June 1975). He held this prestigious rank while serving with the S.A.S. in the 1974-75 Dhofar campaign (clasp). On 21 May 1975 he was appointed Assistant Chaplain General, Northern Ireland, a difficult posting at the height of the Troubles. On 30 June 1978 he became Honorary Chaplain to the Queen (*London Gazette*, 8 August 1978). He died at 343 Verity Crescent, Poole on 30 October 1990; sold with copied articles, service papers and an obituary from the *R.A.Ch.D. Journal*.

270 **An extremely fine 1944 'D-Day' group of four awarded to Honorary Captain E. G. Pool, 7th Battalion, Parachute Regiment, late Middlesex Regiment, who led his platoon on a mission to hold the western approaches to Pegasus Bridge, a 'Bridge too Far', being awarded the M.C. for his actions in the face of continuous attack by superior forces. He was later severely wounded in action, resulting in the amputation of his left leg**

1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, unnamed as issued, together with Buckingham Palace award slip named to 'Lieutenant E. G. Pool, M.C., The Army Air Corps', medal slip and original O.H.M.S. box of transmittal, addressed to 'Capt. E. G. Pool M.C., Boote House, Kirtling Green, Newmarket, W/6' - the address pencilled through and later annotated in ink 'Flat 14, 54 Ladbroke Grove, London. W11.', *good very fine* (4)

£400-500

[M.C.] *London Gazette* 31 August 1944. The original recommendation states:

'Lieutenant Pool's platoon was required to hold an outpost on the western bridgehead held by the airborne troops over the Caen Canal at Benouville. He held this outpost for 21 hours on 6th June '44, during which time he was almost continuously attacked by superior forces. Lieutenant Pool's personal example, cheerfulness and bravery were an inspiration to all who served under him. In addition he led numerous offensive patrols which played a material part in the successful action of his battalion.'

Edward Gordon Pool, or 'Teddy' to his friends and comrades, was born on 18 December 1922 at Hampstead, London, the son of Gordon Desmond Pool and Agatha Eleanor Mary Burrows. Educated at Cheltenham College, a rather 'green' Pool attempted in 1940 to join the Brigade of Guards, but was redirected by a rather 'portly Recruiting Sergeant' from Whitehall towards a Recruiting Office for the Middlesex Regiment at Hendon. After enlisting, Pool and five other recruits were given a small advance of pay and railway warrants to their various destinations. Armed with a few pennies, they were sitting ducks:

'Once we were out of hearing of the Recruitment Officer, the bulky red-sashed Recruiting Sergeant called us together. "Usually," he said, "I march you young fellows down to the station and on the way we call to the pub and you buy me some beer so that I can drink to your health and success in your Army career. Unfortunately today I am too busy and so I'll take the beer money now." He held out his hand. We paid up' (*A Tale of Two Bridges*, refers).



Posted to Hurst Park, Pool was soon promoted from Private to Lance-Corporal on account of his knowledge of weaponry from his days in the O.T.C. at school. At 6 foot 3 inches tall and over 14 stone in weight, he had quite a presence:

‘Twice a week the junior N.C.O.’s were called out for further training after the normal parade hours by the Regimental Sergeant Major. He would pick on us for imaginary faults such as a speck of dust on a rifle, dubbed as ‘indescribable filth’. He would then offer to report us to the Company Commander ‘for sloppy turn out’ or as an alternative we could have a toe-to-toe boxing match with him in his office. The R.S.M. had been a welterweight boxing champion, but age and the Sergeant’s Mess beer had slowed him up. I had boxed at school, I could outreach him easily. I managed to land a few stinging blows one day, after which he picked on men of his own size.’

Catching the eye of the Colonel

His exploits ensured Pool was put forward for commission, but just as he was about to go to the Black Button O.C.T.U. at Petrim Down, he was struck by a learner riding a motorcycle, breaking his leg. Taken to hospital, Pool recovered and was commissioned soon thereafter into the Royal Irish Fusiliers, subsequently joining the 7th Battalion, Parachute Regiment at Bulford. As he drove into barracks in his first car, a diminutive Austin 7, his leg no doubt still somewhat sore, the R.S.M. remarked:

‘Trying to make love in that contraption must be like attempting to play a trombone in a telephone kiosk.’

Issued with a red beret, but of course no wings as yet, Pool was posted to ‘B’ Company to command No. 5 Platoon and taken on strength on 1 May 1943. Put through parachute courses at Hardwick Hall, he was one of 11 officers and 72 of the initial 88 other ranks who completed the training and later found themselves practising street fighting in bombed out areas of Battersea and enrolled upon a sniping course in a ‘very pleasant Devonshire seaside resort’.

By now the parachutists had been given bigger and better aircraft. Roomy Stirling bombers which were unpopular with bombing crews because of their lack of ceiling were seen as ideal to men of the Parachute Regiment, due to their large aperture which allowed 20 men to exit an aeroplane carrying heavy equipment in a bag attached to the leg. During January 1944 the Battalion commenced mobilisation and Pool continued with intensive divisional exercises and jumps from smaller Albermarles and the side doors of Douglas C47’s.

A Royal Inspection

In May 1944 the 6th Airborne Division paraded upon a dropping zone which was inspected by the King and Queen. Marching at ease back to Bulford a loud voice in ‘A’ Company was heard to say, ‘Who was that smasher walking behind the Queen?’ Colonel Geoffrey Pine-Coffin answered, ‘She was a Lady-in-Waiting.’ A voice from ‘A’ Company replied, ‘If I was the King she wouldn’t be waiting long!’

At the end of April, the Battalion transferred to Exeter and Exmouth where they camped in woods and practised river crossings with inflatable rubber dinghies on the Exe and its parallel canal. Local residents were told that the men were having rest from hard training, but towards the end of May 1944 the 7th Battalion were moved to a sealed camp at Tilshead, near Fairford aerodrome, where all too soon the reasoning behind their training endeavours became apparent.

D-Day - Take and hold the bridges over the Orne and Caen Canal

Pool was dropped at No. 1 from a Stirling aircraft in the early hours of 6 June 1944 near Le Port, a small village close to what is now Pegasus Bridge. Serving as No. 5 Platoon commander to 'B' Company, 7th Battalion, Parachute Regiment, his men had the unenviable task of holding the western approach to the bridge, which crossed the Caen Canal at Benouville. Success would aid the bridge's capture by the glider-borne 'coup de main' company of the Oxfordshire and Buckinghamshire Light Infantry.

Having successfully made his way to the rendezvous point, Pool was charged by Lieutenant-Colonel Pine-Coffin to occupy the village of Le Port:

'During our advance of the village we heard a German group behind a hedgerow we were about to cross. I tossed a 36 grenade over the hedge. After the explosion we heard the sound of running feet and the cries of a wounded German soldier. At dawn we were troubled by snipers from the church tower. I tried to rush the tower with a small patrol, but we were driven back down the narrow staircase by stick grenades and Schmeisser fire.'

The tower snipers were later eliminated by an accurate shot from a PIAT and Pool set about consolidating his position via the digging of slit trenches, all the while 'encouraged by being mortared and shelled'.

The attack on the farmhouse at Breville

Having survived D-Day, Pool's luck was soon to run out. On 18 June a large fighting patrol was organised to attack an enemy strongpoint later christened by the 7th Battalion as 'Bob's Farm', named after the new C.O., Major Keene. Despite Pool's request to go in quietly and use the element of surprise, the farmhouse faced a barrage by the 53rd Air Landing Light Regiment which did little but alert the enemy and give them time to prepare:

'My platoon was on the left flank. At the last moment as we lined up to charge we saw a previously concealed enemy machine gun post on our flank, near a crossed track. I took my runner, we managed to silence the machine gunners. I gambled that the German field gunners were ranged on another area. I was wrong. There was a loud groaning noise like a giant rusty hinged door being opened as the rockets of a multi-barrel mortar fired. We were both severely hit by the fragments.'

Pool's runner was killed and he was left on the ground with his left foot at an odd angle and with wounds to his right hip and left leg caused by shrapnel. He was dragged to safety by Sergeant McCambridge and some riflemen, but endured weeks of great pain and semi-consciousness before returning home to a recuperation centre in England having had to lose the leg. He may have also suffered from burns, small pieces of shrapnel being responsible for igniting a phosphorous grenade in his ammunition pouch. For his inspirational leadership and courage he was awarded the M.C.

Despite the loss of his leg, Pool continued to serve, being commissioned Lieutenant with the Special Air Service Regiment, Territorial Army, on 22 January 1954, with seniority from 24 April 1944. He was later appointed Honorary Captain on 16 June 1955.

Full pint

In the late 1940's, Pool embraced skiing, sailing, mountaineering and amateur motor racing. He owned a succession of lively motor cars, including a Red Label Bentley, a Type 35 Bugatti, an ERA and a Rolls-Royce. In his seventies he switched to rally driving, which he enjoyed until well into his eighties. On one occasion, racing the Bugatti, he overturned the car on a bend. An ambulance crew rushed to his aid and asked him if he was hurt. They were momentarily perplexed when he replied:

'I'm fine except that I've broken my ruddy leg.'

It was the wooden one.

As his father - the owner of a prosperous wholesale meat business - had died in 1942, and his brother Peter Desmond Pool had also been killed whilst flying a Spitfire on 9 October 1942, it fell to Edward Pool to take over the family enterprise. He had however a profound distaste for the abattoirs and the business was sold. In the mid 1950's he married Diana Veasey, but the marriage was later dissolved. Pool married secondly Elisabeth Frink, the sculptor, and the couple began a new life as viticulturists in France. Eventually this too came to an end, and Pool returned to London whereupon he married thirdly Christabel Briggs, a director of the Piccadilly Gallery in Cork Street. Pool died in London on 1 January 2013; sold with copied research.

271 A fine 'Dieppe Raid 1942' group of six awarded to Staff Sergeant L. H. Hodgson, Royal Engineers, late Canadian Army Medical Corps, who landed in the third wave on 19 August; he worked feverishly tending his comrades as they fell under the intense hail of enemy fire

It wasn't long before he also became a casualty, the result of a piece of shrapnel that tore into his left arm. Not to be perturbed, Hodgson simply tended himself and got back to work under the galling fire, later giving a first-hand account of the famous scenes on the beaches



1939-45 Star; France and Germany Star; Defence Medal 1939-45, silver; Canadian Voluntary Service Medal 1939-45, with overseas clasp; War Medal 1939-45, silver; General Service 1918-62, 1 clasp, Malaya (22562028 S/Sgt. L. H. Hodgson. R.E.), mounted as worn, *minor contact marks to fifth and sixth, otherwise very fine* (6)

£600-800

Louis H. Hodgson was born in 1919, the son of Harry Hodgson of 60, King Street North, Waterloo, Ontario, Canada. He worked as Cub Master to the 7th Kitchener Pack of Cubs, before enlisting at Picton for the Hastings and Prince Edward Regiment in October 1939. Posted overseas to England a month later, he served with the Canadian Army Medical Corps as an instructor in chemical warfare and anatomy at a time when there was a very real fear amongst the population of British cities that the aeroplane - and later the rocket - gave belligerents the means to use chemical and biological agents for strategic purposes on fixed targets. Despite the fact that all sides in one way or another declared their opposition to such warfare, all pronouncements reserved the right of retaliation, Churchill remarking:

'We are ourselves firmly resolved not to use this odious weapon unless it is used first by the Germans' (*Preparing for What Never Came: Chemical and Biological Warfare in World War II*, by Stephen McFarland, refers).

Their extensive use during the Great War - and later in Ethiopia and China - made the British population extremely nervous, heightened by the first synthesis of the 'G-Series' nerve agent Tabun in 1936 by German scientist Gerhard Schrader, and the discovery of Sarin in 1939. Hodgson was clearly a busy man at that time.

Dieppe Raid - shrapnel wound

Operation 'Jubilee' - more commonly known as the Dieppe Raid - marked the largest scale combined operation to date against the defences of enemy-occupied Europe. It provided the first test of German defences on the ground, whilst also determining the importance of air power during such an undertaking and the extent to which aircraft might be utilised in any projected cross-Channel assault upon the continent.

In the summer of 1942 the Allies were facing significant challenges in Europe and Asia, and struggling to deal with Rommel's forces in North Africa. From Moscow, Stalin demanded help to ease the pressure from the German juggernaut, whilst in Washington American politicians and military advisors were calling for a 'Second Front' long before the Allies had the capacity to launch one. As a result, Churchill was under pressure; a big raid testing the viability of seizing a defended port seemed the solution.

Departing Newhaven on the night of 18 August 1942, an armada of destroyers, motor gunboats, landing craft and motor launches crossed the Channel and made landfall on six beaches at around 0450hrs. Comprising approximately 6,050 infantrymen - predominantly Canadian - including 1,000 British Commandos and 50 United States Army Rangers, supported by the Calgary Regiment of the 1st Canadian Tank Brigade, the first main landing on Red and White beaches resulted in heavy losses and an inability to clear the obstructions and sea wall (*The Dieppe Raid*, by Julian Thompson, refers).

Captain Denis Whitaker of the Royal Hamilton Light Infantry recalled a scene of absolute carnage and confusion, with soldiers being cut down by fire all along the sea wall, while his Commanding Officer, Colonel Bob Labatt, desperately tried to use a broken radio to contact General Roberts whilst ignoring his men (*A Battle Doomed to Fail for all the Wrong Reasons*, Arthur Kelly, refers). The late arrival of just 29 tanks heightened the Allied predicament, and only 15 eventually made it into the town, the remainder having been knocked out by German artillery or become bogged down in the soft shingle and steep relief.

Arriving with the third wave, Hodgson's first taste of battle involved witnessing two regiments being driven back before even getting a toehold on the French coastline:

'Then the machine guns went in and opened a way for us.'

Landing with the advance dressing station, he immediately set about tending to the wounded. In an interview given to a local newspaper a few weeks later, Hodgson describes what he witnessed:

'It was absolute hell. You've seen the pictures in the movies that were fakes but looked pretty awful. Well, it was something like that, only worse'.

Struck in the left arm by a piece of shrapnel - likely from well concealed German mortars which were peppering the beach - Hodgson 'slapped a dressing on the wound' and kept on working:

'That's all I could do,' he said.

As the morning wore on, it became clear that the Port could not be held and so evacuation swung into full effect. Crouched down in a barge on the way home, Hodgson witnessed the protecting wings of the air force sheltering his convoy:

'They were just like a complete hood over us. Boy, it was the finest show I ever saw in my life. If it hadn't been for the air force I don't think a man would have been able to get out.'

His words successfully resonated the scale of loss and destruction that morning; of the nearly 5,000 strong Canadian contingent, 3,367 were killed, wounded or taken prisoner, representing an exceptional casualty rate of 68%. The British Commandos lost 247 men, whilst the Royal Navy lost the destroyer H.M.S. *Berkeley* and 33 landing craft, suffering approximately 550 dead or wounded. The R.A.F. lost 106 aircraft, in contrast to the 48 lost by the Luftwaffe. Mountbatten later justified the Raid by arguing that the lessons learned at Dieppe in 1942 were put to good use later in the war. He subsequently claimed:

'I have no doubt that the Battle of Normandy was won on the beaches of Dieppe. For every man who died in Dieppe, at least 10 more must have been spared in Normandy in 1944.'

Evacuated to England, Hodgson was sent home to Canada within a few days and given orders to report to the Headquarters of Military District No. 2 at Kingston. It was here that he recalled the horrors of Dieppe to a local journalist, being afterwards keen to turn to a lighter and much more pleasant subject; his marriage in England to 'an attractive, dark-eyed brunette', whom he met at a dance in 1940 and hoped to be reunited with soon; sold with a copied contemporary newspaper article bearing a photograph of Hodgson and his wife.

272 Three: attributed to **B. Pouteney, Women's Transport Service (FANY)**



1939-45 Star; Defence and War Medals 1939-45, *good very fine* (3)

£60-80

Barbara Pouteney is understood to have served with FANY from 1941, qualifying in Morse Code during 1943 at Fawley Court. It is thought she latterly served at Station 53A, Grendon Underwood, operated by the Special Operations Executive (SOE). The Station served as a receiving base for agents and the 1939-45 Star suggests some overseas service; sold together with 23 photographs, four cloth badges, three metal badges and a typed note with service details.

273 Three: **Technician 3rd Class J. Steven, Ministry of Defence**

1939-45 Star; War Medal 1939-45; Imperial Service Medal, E.II.R. (Joseph Steven), in its fitted *Royal Mint* case of issue *good very fine* (3)

£40-50

I.S.M. *London Gazette* 1 September 1964.

Joseph Steven was born in 1903 at Dundee and enlisted in the Royal Artillery (No.735890) in 1921. Little is known about his service during the Second World War but his entitlement suggests possible service during the evacuation of Dunkirk. Living at Wimbourne, Dorset, he was awarded the I.S.M. whilst working at Bovington Camp as a Technician (Class III) for the Ministry of Defence at 18 Command Workshop, Royal Electrical and Mechanical Engineers. Steven died at Poole, Dorset in 1979; sold together with Second War Campaign Award Certificate, Bestowal Document for the I.S.M. and three letters related to the award.

x274 **The Second World War campaign group of five to Flight Sergeant H. Kay, 34 Squadron, Royal New Zealand Air Force, who was killed whilst piloting a Blenheim which crashed near Allahabad on 12 May 1942**



Burma Star; Defence and War Medals 1939-45, New Zealand Service Medal 1939-45, unnamed as issued, together with the recipient's New Zealand Memorial Cross, G.V.I.R. (NZ 404377 F/Sgt. H. Kay), *very fine* (5)

£200-300

Harold Kay was born on 26 October 1920 at Wellington, New Zealand, the son of Henry Sydney Bilby and Dorothy Kay of 52 Tainui Road, Devonport, Auckland. Educated at Tahapuna Grammar School and Seddon Memorial Technical College - where he gained his Senior Free Place - Kay went on to study at Druleigh College, fostering a passion for swimming and yachting. He served two years with the School Cadets and a further three years and three months with the 1st Battery, New Zealand Artillery, before applying for a short service commission with the Royal New Zealand Air Force on 5 July 1938; his application was unsuccessful owing to him having failed to meet the required educational standard.

Unperturbed, Kay applied again on 1 July 1939 volunteering his service as a pilot but his application was deferred following the outbreak of war. In the meantime he worked as a postman for the Postal and Telegraph Department in Auckland. On 24 November 1940 he enlisted into the Royal New Zealand Air Force and was sent to No. 4 Elementary Flying Training School, Whenuapai, on 27 December 1940. Transferred to No. 3 Flying Training School at Ohakea on 8 February 1941, he successfully gained his 'wings' on 24 March 1941 and was promoted Sergeant on 3 May. Kay embarked for Bournemouth, England on 26 May 1941 aboard the troopship *Aorangai*, and was promoted Flight Sergeant on 1 December 1941.

Sent to No. 17 O.T.U., Upwood, Kay was introduced to his crew and began training on Blenheim aircraft. In late December 1941 he was ordered to proceed with his new crew to the Far East, by way of Gibraltar, Malta, Egypt, Iraq and India, arriving at Singapore on 30 December. Upon arrival he was posted to No. 34 Squadron at Tengah, being then sent to Palembang, Sumatra, a month later.

With the fall of Singapore on 15 February 1942, Kay proceeded over land to Oosthaven in Sumatra and embarked upon the S.S. *Van Outhoorn* for Batavia. He then transferred to a ship bound for Colombo, arriving on 7 March, before joining *Dunera* for Karachi, calling at Bombay on the way. On 19 April 1942 Kay piloted a Blenheim to Allahabad, re-joining his Squadron which was reeling from the Japanese onslaught and had experienced heavy losses.

As part of efforts to regroup and prepare for Japanese attacks on the Burma Front, Kay and his crew would have been heavily engaged in operations flying out of Chakrata and Allahabad. It was on one such sortie that he lost his life when the Blenheim aircraft which he was piloting crashed near Allahabad on 12 May 1942. Kay survived the impact but suffered severe injuries and passed away the next day in the British Military Hospital. With 295 hours to his name as Pilot, Kay was buried in the Cantonment Cemetery, Allahabad; sold with copied attestation documents, a detailed typed document of his life compiled by his mother, and a copied photograph in R.N.Z.A.F. uniform.

- 275 Defence and War Medals 1939-45, silver Canadian issue, unnamed as issued, *nearly extremely fine and better* (2) £20-30
- 276 Three: **Squadron Officer S. M. Ravenhill, Women's Royal Air Force, late Women's Auxiliary Air Force**
 Defence and War Medals 1939-45; General Service Medal 1918-62, 1 clasp, Malaya (Sq. Off. S. M. Ravenhill. W.R.A.F.), mounted as worn, *light contact marks, very fine* (3) £80-100
Sylvia Maud Ravenhill was born on 27 December 1915 at Tenby, the daughter of Ethel and Ernest Victor Ravenhill of 3 St. Mary's Street, Tenby, Wales. On 8 August 1915, a little over four months prior to her birth, her father received multiple shrapnel wounds at Gallipoli. He was discharged due to his injuries a week later and was 'mentioned' (*London Gazette* 28 January 1916, refers) for his service as a Corporal in the 2nd Battalion, the Welsh Regiment.
 Commissioned Acting Section Officer on Probation on 13 January 1943, Ravenhill was promoted Section Officer, Women's Auxiliary Air Force on 13 July 1943, and transferred to the Equipment Branch as Flight Officer on 18 March 1947. Appointed to a permanent commission as Flight Officer, Women's Royal Air Force, on 1 February 1949, she was posted Squadron Officer in the Equipment Branch on 1 July 1952 and retired in the rank of Squadron Leader on 27 December 1972, having spent her final years in the Supply Branch.
 Interestingly, Ravenhill appears to be part of the team who assisted in the climb of Everest, for she is mentioned by author Sir John Hunt in Appendix IX of *The Conquest of Everest* (1954):
 'Acknowledgments of assistance in launching the expedition in addition to those mentioned in the text of this book, we desire to express our particular gratitude to the following, who gave us exceptional assistance in various ways...'
 Ravenhill died in 2006 at Pembrokeshire; sold with copied research.
- 277 Three: **Chief Technician A. Main, Royal Air Force**
 War Medal 1939-45; General Service 1962-2007, 1 clasp, South Arabia (1823318 Ch. Tech. A. Main. R.A.F.); Royal Air Force L.S. & G.C., E.II.R. (W1823318 Ch. Tech. A. Main. R.A.F.), mounted as worn, *good very fine* (3) £80-120
- 278 Pair: **Sergeant K. Kadewere, King's African Rifles**



- War Medal 1939-45; King's African Rifles L.S. & G.C., G.VI.R. (DT.9487 Sgt. Kagande Kadewere. K.A.R.), *good very fine* (2) £160-200

Kagande Kadewere, a native of Kataya, Kuntumanji, dedicated 16 and a half years to the King's African Rifles. Serving initially from February 1926-March 1939, he returned from September 1942-February 1946 and was awarded the L.S. & G.C. Medal in 1948. He served with 'A' Company, 1st and 2nd Battalions during his first period of service, before joining the Zanzibar Police. His Service Record notes numerous, if not serious, indiscretions during his career. Having completed some three years in Zanzibar, with glowing reports, he enlisted at Dar-es-Salam for service in the Second World War, serving with the 29th Battalion of his old regiment; sold with full copied service record, issued from The National Archives, Zomba in October 1976.

x279 **Four: Captain R. A. Ostiguy, Princess Patricia's Canadian Light Infantry, late Royal Winnipeg Rifles**

Canadian Voluntary Service Medal, with 'Overseas' clasp; 1939-45 War Medal, Canadian issue, silver; Korea 1950-53, Canadian issue, silver (ZM 3676 R.A. Ostiguy); U.N. Korea 1950-54 (ZM 3676 R. A. Ostiguy), mounted court-style as worn, with U.S. Presidential Unit Citation Breast Badge, *extremely fine* (4)

£160-200

Robert Armstrong Ostiguy was born in 1926 at Montreal. He attested for the Royal Canadian Artillery on 29 September 1943, serving in North-West Europe as a Lieutenant with the 12th Heavy Anti-Aircraft Battery. Advanced to Lieutenant, he transferred to the Royal Winnipeg Rifles on 1 March 1945. He volunteered for the Pacific Theatre on 29 May that year, but after VJ Day was discharged to the Reserve. Appointed Captain on 1 October 1947, Ostiguy served two years with McGill University Officer Training Corps, before joining the 1st Battalion, P.P.C.L.I., with whom he completed the Parachute Jump Course No. 77 in November 1950. Having successfully passed, he was awarded the Canadian Parachute Badge on 18 December 1950. Embarking for the Far East on 22 November 1952, Ostiguy witnessed extensive service in Korea with the P.P.C.L.I. before being discharged on 23 January 1959. He returned home to his wife Elizabeth and the couple went on to live at Apartment 63, 1509 Sherbrooke Street West, Montreal; sold with copied service papers and medal confirmation.

x280 **Five: Private J. V. Hanson, 1st Canadian Communications Z Postal Unit, who earned a scarce 'Mention' for the Korean War**

Canadian Voluntary Service Medal, with 'Overseas' clasp; War Medal 1939-45, Canadian issue, silver; Korea 1950-53, Canadian issue, silver (SA 800036 J. V. Hanson); U.N. Korea 1950-54 (SA 800036 Pte. J. V. Hanson); United Nations Emergency Force Medal, unnamed as issued, *good very fine and scarce* (5)

£120-140

James Vincent Hanson served as a Private with the 1st Canadian Communications Z Postal Unit during the Korean War, and was mentioned in despatches for 'gallant and distinguished service' (*Canadian Gazette* 30 October 1953, refers). During the Suez Crisis of 1956, Hanson was mobilised as part of the United Nations peace-keeping force (Medal). One of two 'mentions' awarded to the unit for the Korean War.

x281 **Five: Private L. G. Ferguson, Royal Canadian Army Service Corps**

Canadian Voluntary Service Medal; 1939-45 War Medal, Canadian issue, silver; Korea 1950-53, Canadian issue, silver (SC 44356 L. G. Ferguson); U.N. Korea (SC 44356 L. G. Ferguson.); Canadian Forces Decoration, E.II.R. (Pte L. G. Ferguson), original ribands, swing mounted by *J. R. Gaunt, Montreal, very fine* (5)

£100-140

Lloyd George Ferguson lived at 88 Gunn Street, Barrie, Ontario. His Canadian Forces Decoration was confirmed in Army Order 565, on 14 October 1957; sold with copied service records.

282 **Pair: H. J. De Bruyn, South African Forces**

Africa Service Medal (83521 H. J. De Bruyn); South African Medal for War Service, unnamed as issued, *very fine* (2)

£20-30

x283 Seven: **Lieutenant-Colonel D. C. H. Francis, Royal Canadian Engineers**



Canadian Voluntary Service Medal; War Medal 1939-45, Canadian issue, silver; Korea 1950-53, Canadian issue, silver (ZL3193 D.C.H. Francis); Canadian Volunteer Service Medal for Korea, unnamed as issued, gilded and silvered; U.N. Korea 1950-54 (ZL 3193 D. C. H. Francis); Confederation of Canada Centenary Medal 1967, unnamed as issued; Canadian Forces Decoration, E.I.R., with two additional award Bars (Maj D. C. H. Francis), mounted court-style as worn, *cleaned, good very fine* (7)

£180-220

Dudley Cyril Harry Francis was born at Whitewood, Saskatchewan on 11 June 1927. He attested for No. 101 Field Battery, Royal Canadian Artillery on 5 July 1942 in the rank of Boy, before transferring to the Royal Canadian Engineers on 21 September 1948 and later obtaining a Bachelor's degree in Civil Engineering from the University of Saskatchewan. After attending the Royal Canadian School of Engineering, Francis was commissioned 2nd Lieutenant in March 1949 and later Commanded No. 2 Troop, 57 Independent Field Squadron, throughout the Korean War.

In August 1955 Francis was sent on exchange to the Royal Engineers School at Chatham, England, becoming Instructor of Roads and Airfields. In September 1964 he was appointed Military Engineering Adviser at Canadian Forces Headquarters, Ottawa, and in August 1972 he was appointed Senior Staff Officer of Land Equipment and Standardisation at the Canadian Defence Liaison, Washington D.C. His Canadian Forces Decoration was announced in Army Order 692, though his Canadian Volunteer Service Medal was not awarded until 4 October 1992.

Sold with an unusual archive, comprising:

- (i) A full-length photograph of the recipient, with his cloth-backed Commission Certificate, dated 2 September 1949.
- (ii) A head and shoulders photograph of the recipient's wife, 2nd Lieutenant Barbara June Lelievre, Royal Canadian Army Medical Corps, in nursing uniform, with her cloth-bound Commission Certificate, dated 1 April 1953.
- (iii) Five wooden wall plaques belonging to the recipient, showing his service in various Royal Canadian Engineers units.

284 Pair: **Leading Aircraftman A. R. Price, Royal Air Force**

General Service 1918-62, 1 clasp, Malaya (4037815 A.C.I. A. R. Price. R.A.F.); Korea 1950-53, 1st issue (4037815 L.A.C. A. R. Price. R.A.F.), *minor contact marks, otherwise good very fine* (2)

£80-120

x285 Pair: **Rifleman P. Limbu, 7th Gurkha Rifles**

General Service 1918-62, 1 clasp, Malaya (21140639 Rfn. Padambahadur Limbu. 2/7 G.R.); General Service 1962-2007, 1 clasp, Borneo (21140639 Rfn. Padambahadur Limbu. 2/7 GR.), mounted as worn, *light scratches, good very fine* (2)

£100-140

- 286 Pair: **Private E. Bridges, Royal Army Ordnance Corps**
General Service 1918-62, 1 clasp, Malaya (22590634 Pte. E. Bridges. R.A.O.C.); Korea 1950-53, 1st issue (22590634 Pte. E. Bridges. R.A.O.C.), minor official correction to number of first, *very fine and better* (2) £60-80
- 287 Three: **Electrical Mechanician 1st Class F. A. Mackay, Royal Navy**
Naval General Service 1915-62, 1 clasp, Malaya (C/SMX. 886257 F. A. Mackay E.M.I. R.N.); Korea 1950-53, 1st issue (C/SMX. 886257 F. A. Mackay E.M.I. R.N.); U.N. Korea 1950-54, unnamed as issued, *good very fine* (3) £80-120
- x288 Three: **Corporal D. M. Baddon, Royal Army Medical Corps**
Korea 1950-53 (22561078 Cpl. D. M. Baddon. R.A.M.C.); U.N. Korea 1950-54, unnamed as issued; General Service 1918-62, 1 clasp, Malaya (22561078 Cpl. D. M. Baddon. R.A.M.C.), *nearly extremely fine* (3) £100-140
Donald Morrison Baddon was born at Inverness in 1932, gaining civilian employment as an apprentice Fitter. He enlisted into the Royal Army Medical Corps at Inverness on 24 May 1951, serving in Korea as a Hygiene Assistant from 28 January 1953. Stationed in Malaya from 17 January 1954-12 November 1955, his medals were later sent to 40 Telford Street, Inverness, Scotland on 1 January 1959. Baddon was discharged with the rank of Corporal at Winchester on 23 May 1960, his conduct described as 'exemplary'; sold with the recipient's original Army Certificate of Service, and the box of issue for his G.S.M.
- 289 Three: **Corporal A. S. Philpott, Royal Air Force**
Korea 1950-53, 1st issue (4022894 L.A.C. A. Philpott. R.A.F.); U.N. Korea 1950-54, unnamed as issued; Royal Air Force L.S. & G.C., E.I.R. (C4022894 Cpl A S Philpott RAF), mounted as worn, *good very fine* (3) £140-180
Arthur S. Philpott served as a Technician with 1903 Independent Air Observation Post Flight in Korea. Equipped with Auster aircraft, its Army pilots were employed as spotters, flying unarmed for the Artillery. An independent unit, unattached to a particular Squadron, 1903 Flight was formed in Korea in October 1951 and served until the ceasefire, acting as a forerunner to the Army Air Corps.
- 290 Pair: **Private J. A. Adams, Canadian Army Special Force, late Royal Canadian Army Medical Corps**
Korea 1950-53, Canadian issue, silver (SA 5457 J. A. A. Adams), note extra initial; U.N. Korea 1950-54 (SA 5457 J. A. Adams), *nearly extremely fine* (2) £40-60
James Anthony Adams was born on 11 September 1930 at London, Ontario. After civilian employment as a Medical Assistant, he enlisted into the R.C.A.M.C. on 30 July 1947. He was assigned to Special Force on 14 August 1950, for 18 months' service, later serving as a stretcher-bearer with 25th Canadian Field Ambulance during the Korean War. Adams also served with the Canadian Army Militia from 26 February 1962-7 January 1963, with whom he completed annual training. In retirement he returned home, living at 197 Emerson Avenue, London, Ontario; sold with confirmation of medal entitlement.
- x291 Pair: **Lance-Corporal F. N. Downey, Royal Canadian Army Service Corps, late Royal Canadian Armoured Corps**
Korea 1950-53, Canadian issue, silver (SF 1934 F. N. Downey); U.N. Korea 1950-54 (SF 1934 F. N. Downey), *good very fine* (2) £40-60
Frederick Neil Wyman Downey was born at Halifax on 18 February 1928. He enlisted as a Trooper in the Royal Canadian Armoured Corps on 17 September 1951, transferring to the Royal Canadian Army Service Corps on 22 November. He served in Korea with No. 23 Transport Company from 10 April 1952-27 March 1953, before returning to Canada on 9 April 1953, being later discharged on 27 June 1963. Downey died at Halifax, Nova Scotia on 20 January 1994; sold with confirmation of medal entitlement.

- x292 **Pair: W. D. McTavish, Canadian Army**
Korea 1950-53, Canadian issue, silver (SC-6829 W. D. McTavish); U.N. Korea 1950-54 (SC-6829 W. D. McTavish), *good very fine* (2) £40-60
- 293 **Pair: H. V. Du Plessis**
Korea 1950-53, Canadian issue (SD 801580 H. V. Du Plessis); U.N. Korea 1950-54 (SD 801580 H. V. Duplessis), *very fine* (2) £60-80
- 294 **Pair: Petty Officer Air Fitter J. H. Denton, Royal Navy**
Naval General Service 1915-62, 1 clasp, Near East (L/FX. 821274 J. H. Denton. P.O.A.F. R.N.); General Service 1962-2007, 1 clasp, Malay Peninsula (FX. 821274 J. H. Denton. P.O.A.F. R.N.), *light contact marks, otherwise good very fine* (2) £70-90
- x295 **Pair: Flying Officer J. M. Turner, Women's Royal Auxiliary Air Force**
Coronation 1953; Air Efficiency Medal, E.II.R. (Fg. Off. J. M. Turner. W.R. Aux. A.F.), *good very fine* (2) £60-80
Jean Muriel Turner attested for the Women's Royal Auxiliary Air Force in 1948 and is recorded in the rank of Sergeant upon the 1953 Coronation roll. Commissioned Pilot Officer within the Fighter Control Branch at Cliftonville on 7 April 1954, she was awarded the Air Efficiency Medal on 26 August 1958, it being posted to her home address at 187 Canterbury Road, Westbrook, Margate, Kent; sold with original envelope of transmittal and private research.
- 296 **Pair: W. R. Sanders, Australian Forces**
Vietnam 1964-73 (3792968 W. R. Sanders); South Vietnam Medal 1964, 1 clasp, 1960- (3792968 W. R. Sanders), *good very fine* (2) £180-220
- x297 **Pair: Major N. P. Kay, Royal Electrical and Mechanical Engineers**
General Service Medal 1962-2007, 3 clasps, Radfan, South Arabia, Northern Ireland (14469995 W.O.Cl.2. N. P. Kay. REME.); Regular Army L.S. & G.C., E.II.R (14469995 W.O.Cl.2. N. P. Kay. REME.), *filed rivets to third clasp, good very fine* (2) £180-220
N. P. Kay was born on 18 August 1931 and promoted Warrant Officer 1st Class on 27 March 1968. He was subsequently commissioned Lieutenant 4 March 1970, Captain 4 March 1972 and Major 28 February 1979, retiring on 1 September 1979.
- 298 **Three: Flight Sergeant D. A. Pullan, Royal Air Force**
General Service 1962-2007, 2 clasps, Dhofar, Northern Ireland (T8102560 SAC D A Pullan RAF); Jubilee 1977; Royal Air Force L.S. & G.C., E.II.R. (FS D A Pullan (T8102560) RAF), mounted court-style, the second clasp to first loose upon riband, *edge nick to second, otherwise extremely fine* (3) £180-220
- 299 **Pair: Senior Aircraftman J. D. Ingram-Luck, Royal Air Force**
Rhodesia 1980 (SAC J D Ingram-Luck P8122811 RAF); Zimbabwe Independence Medal 1980, officially numbered '13919', *extremely fine and scarce* (2) £400-500
John David Ingram-Luck was born in 1958 at Brighton, Sussex.

300 The campaign pair awarded to Guardsman D. J. Denholm, 2nd Battalion, Scots Guards who was killed in action during the epic night action on Mount Tumbledown 13-14 June 1982



General Service 1962-2007, 1 clasp, Northern Ireland (24469565 Gdsm D Denholm SG); South Atlantic 1982, with rosette (24469565 Gdsm D J Denholm SG), *the first with some contact wear and a little polished, otherwise good very fine* (2)

£4,000-4,500

Derek James Denholm was born on 10 May 1958 at Glasgow and enlisted into the Scots Guards in January 1978. Having served two tours in Northern Ireland, from 27 August - 26 December 1978 and 10 March 1980 - 10 November 1981, Denholm served during the Falklands War and was killed in action in the Battle for Mount Tumbledown on the night of 13-14 June 1982, his cause of death being officially recorded as 'blast injury, multiple shrapnel wounds'. At the time of his death he was serving with 14 Platoon, Left Flank Company, 2nd Battalion, Scots Guards and he is buried at Sandymount Cemetery, Glasgow, Scotland.



The fighting was fierce for the Left Flank Company on Mount Tumbledown, made harder by an enemy force which was well dug-in and supported by machine guns and snipers. At 2.30am a second British assault overwhelmed the Argentinian defences. British troops swarmed the mountaintop and drove the Argentinians out, at times fighting with fixed bayonets. Lance Corporal Rennie gives his own account:

'Our assault was initiated by a Guardsman killing a sniper, which was followed by a volley of 66mm anti-tank rounds. We ran forward in extended line, machine-gunners and riflemen firing from the hip to keep the enemy heads down, enabling us to cover the open ground in the shortest possible time. Halfway across the open ground, 2 Platoon went to ground to give covering fire support, enabling us to gain a foothold on the enemy position. From then on we fought from crag to crag, rock to rock, taking out pockets of enemy and lone riflemen, all of whom resisted fiercely.'

Major Kiszely, who was to become a senior general after the war, was the first man into the enemy position, personally shooting two enemy conscripts and bayoneting a third, his bayonet breaking in two. Seeing their company commander among the Argentinians inspired 14 and 15 Platoons to make the final dash across open ground to get within bayoneting distance of the marines. Kiszely and six other Guardsmen suddenly found themselves standing on top of the mountain, looking down on Stanley under street lighting and with vehicles moving along the roads.



The 2nd Battalion, Scots Guards lost eight dead and 43 wounded during the Battle for Mount Tumbledown and in consequence of gallantry shown that day its men were rewarded with one DSO, two MC's (including one to Major Kiszely), two DCM's (including one posthumous, sold in these rooms) and two MM's.

- 301 Pair: **Corporal N. S. Kendall, Royal Air Force**
 General Service 1962-2007, 1 clasp, Northern Ireland (A/Cpl N S Kendall (B8416546) RAF); Accumulated Campaign Service Medal 1994, E.I.I.R. (SAC N S Kendall (B8416546) RAF), mounted court-style, *extremely fine* (2) £180-220
- 302 Pair: **Staff Sergeant M. A. Cameron, Adjutant General's Corps**
 Gulf 1990-91, no clasp (WO478854 Cpl M A Cameron WRAC); Regular Army L.S. & G.C., E.I.I.R. (WO478854 S Sgt M A Cameron AGC (SPS)), *nearly extremely fine* (2) £80-120
 The Adjutant General's Corps is responsible for many of the general administrative services in the British Army. The SPS is the largest branch, providing specialist human resources, finance, accounting and ICT support to Army personnel during peacetime and on operational service.
- x303 Pair: **Fusilier P. P. Vallance, Royal Highland Fusiliers**
 Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24867986 Fus P P Vallance RHF); General Service 1962-2007, 1 clasp, Northern Ireland (24867986 Fus P P Vallance RHF), *good very fine* (2) £80-120
- 304 Three: **Corporal M. G. Wareham, Royal Air Force**
 Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (Cpl M G Wareham (R8173759) RAF); General Service 1962-2007, 2 clasps, Northern Ireland, Air Operations Iraq (Cpl M G Wareham (R8173759) RAF); Jubilee 2002, mounted court-style, the second clasp to GSM loose upon riband, *good very fine* (3) £140-180
- 305 Four: **Corporal G. G. Fuller, Royal Air Force**
 Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (Cpl G G Fuller (D8222780) RAF); General Service 1962-2007, 1 clasp, Air Operations Iraq (Cpl G G Fuller (D8222780) RAF); Jubilee 2002; Royal Air Force L.S. & G.C., E.I.I.R. (Cpl G G Fuller (D8222780) RAF), mounted court-style, *nearly extremely fine* (4) £140-180
- 306 Three: **Corporal P. J. Chamberlain, Royal Air Force**
 General Service 1962-2007, 1 clasp, N. Iraq & S. Turkey (Cpl P J Chamberlain (C8190314) RAF); Jubilee 2002; Royal Air Force L.S. & G.C., E.I.I.R. (Cpl P J Chamberlain (C8190314) RAF), *extremely fine* (3) £200-300
P. J. Chamberlain joined the Royal Air Force in March 1980 and likely served as ground crew, firstly with Buccaneer and Tornado aircraft in the U.K. and Germany, later with Jaguar attack aircraft in the U.K., and then onto Chinook helicopters. During 'Operation Haven' from 6 April-17 July 1991, 12 Chinooks were deployed in support of No. 3 Commando Brigade, Royal Marines, 4 of which originated from R.A.F. Odiham, the remainder coming directly from 18 Squadron and 'Operation Granby'.
 Chamberlain was one of approximately 5,000 servicemen to be deployed on the 3 month long operation, the majority of whom were Royal Marines or Army in direct support of No. 3 Commando Brigade, such as No. 29 Commando Regiment, Royal Engineers, No. 59 Independent Squadron, Royal Engineers, and No. 47 Air Despatch Squadron, Royal Logistics Corps. It is believed that Chamberlain retired in 2003 and now works in Saudi Arabia; sold directly by the recipient to the present vendor, with copied research.
- 307 Pair: **Lance Corporal D. G. Bain, Royal Engineers**
 General Service 1962-2007, 1 clasp, N. Iraq & S. Turkey (24762220 L Cpl D G Bain RE); N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia, mounted court-style, *extremely fine* (2) £300-400

x308 Pair: **Gunner M. A. Kay, Royal Artillery**

General Service 1962-2007, 2 clasps, N. Iraq & S. Turkey, Northern Ireland (24731222 Gnr M A Kay RA); United Nations Medal, UNFICYP ribbon, unnamed as issued, mounted court-style, *good very fine* (2)

£80-120

Mark Alan Kay was born around 1962 and lived at Dunoon Close, Preston, Lancashire. He attested for the Royal Artillery at Preston on 5 March 1985 and received the G.O.C.'s commendation for exceptional service in the absence of his superior officer, whilst serving in Belize from March 1990-November 1993. As a Commando-trained soldier, Kay served throughout the world including Norway, Denmark, Kenya, the Falklands, Kuwait, Cyprus and Northern Ireland, being present during Operation Haven and subsequent seagoing operations between 1992 and 1994. He was demobilised in March 1999.

309 **A rare campaign group of three awarded to Staff Sergeant C. A. Edwards, Queen's Dragoon Guards, the recipient of a Lebanon clasp to his GSM**

General Service 1962-2007, 2 clasps, Northern Ireland, Lebanon (24553141 Tpr C A Edwards QDG); Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24553141 Cpl C A Edwards QDG); Golden Jubilee 2002, with *Royal Mint* box of issue containing authenticity certificate, mounted court-style as worn, with related GSM and Gulf miniature awards, *good very fine* (5)

£800-1,200

One of 129 'Lebanon' clasps awarded to The Queen's Dragoon Guards.

C. A. Edwards was born on 18 December 1962. He enlisted into the Queen's Dragoon Guards on 9 January 1980 and on 16 October 1981 qualified as an Armoured Fighting Vehicle (A.F.V.) Crewman Gunner, trained to use the Rarden 30mm. autocannon. Edwards served in Lebanon during the 1983-84 peacekeeping campaign, in which a small force of American, French, Italian and British troops attempted to calm hostilities between the Israelis and the Palestine Liberation Organisation. The British force made extensive use of Ferret Armoured Cars during the conflict, Edwards gaining his Driving Licence (Group A) on 22 November 1982. The American Marines suffered 241 casualties in a single suicide attack, while French paratroopers lost 58 men in a similar incident. Remarkably, in a testament to their professionalism, the British suffered no fatalities. Edwards qualified as an Assistant Instructor of Platoon Weapons on 21 March 1986. On 30 January 1990, he achieved his Education for Promotion Certificate in five subjects. He served during the 1990-91 Gulf War, and in Northern Ireland. He retired from the Army on 17 December 2004, having served 24 years and 344 days with the Colours; sold with the recipient's Certificate of Discharge and service record.

Recommended viewing:

<https://www.qdg.org.uk/product/qdg-in-lebanon-1983-dvd/>

END OF MORNING SESSION

THE CARMICHAEL AND YOUNG FAMILY MEDALS*Sold by Order of a Direct Descendant*

- 310A A very fine campaign group of seven awarded to Lieutenant-Colonel G. M. K. Young, Indian Army, late 18th Hussars, who witnessed extensive service during both World Wars and earned the rare distinction of 6 confirmed clasps to his India General Service Medal



1914-15 Star (Lt. G. M. K. Young, 27/Lt. Cavy.); British War Medal 1914-20 (Capt. G. M. K. Young.); Victory Medal 1914-19 (Lieut. G. M. K. Young); India General Service 1908-35, 6 clasps, Afghanistan N.W.F. 1919, Mahsud 1919-20; Waziristan 1919-21, Waziristan 1921-24, North West Frontier 1930-31, Mohmand 1933 (Capt G M K Young, 27 Cavy.); 1939-45 Star; Defence and War Medals 1939-45, mounted court-style as worn, *very fine* (7)

£1,200-1,500

George Murdoch Kirkpatrick Young was born on 26 February 1895 at Glendoune House, Girvan, south Ayrshire, the son of John George Kirkpatrick Young, a J.P. for Ayrshire, late 22nd and 80th Regiments. He was commissioned 2nd Lieutenant in the 18th Royal Hussars (Queen Mary's Own) on 30 August 1914 and served in France from 6 June 1915 with the 5th Reserve Regiment of Cavalry. Made Lieutenant on 21 December 1915, Young served as a Troop Leader at Ypres, before returning to Tidworth the following May and being employed as Assistant Adjutant and Musketry Instructor in preparation for the Battle of the Somme. Returning to the Western Front, Young saw action at the First Battle of the Scarpe and the Battle of St Quentin from 21-23 March 1918, where the Germans attacked out of the fog in the Somme battlefield sector, successfully breaking the southern part held by the British Fifth Army.



Transferred to the Indian Army on 5 May 1918, attached to the 27th Light Cavalry, Young travelled to India in June 1918 and served as Squadron Officer on Waziristan and Derajat Operations. Promoted Captain on 19 May 1919, he was appointed Temporary Squadron Commander in 1921 during operations in Waziristan under General Sir Andrew Skeen. In 1923 he served as part of the Razmak Field Force under Major-General Arthur Jacob, becoming Temporary Company Commander of the 1/7th Rajput Regiment at Lucknow. Made Company Commander on 1 February 1926, Young's promising career temporarily stalled in a report by his Immediate Commanding Officer, written at Peshawar on 17 March 1931:

'His reliability is, owing to laziness, not marked, his initiative and judgement area weak, zeal and care only shown in things that interest him. Plays no games, scarcely ever rides, takes very little interest in Battalion games & sports, and is frankly an egotist and thoroughly lazy. I do not consider this officer is good enough as an example. He has not yet passed for promotion.'

Having received the report, Major-General J. D. Coleridge, Commander of the Peshawar District, placed Young under special report on account of the fact that there was no record of his being previously warned of his deficiencies. A year later, Lieutenant-Colonel Wagstaff, Commanding 1/7th Rajput Regiment, noted a marked improvement:

'Circumstances have caused this officer to take his profession far more seriously; there has been a very marked improvement in his work; he is of the right type for an Officer and is now a reliable Company Commander. His professional ability is commendable. In habits he is very sociable & he is very popular with all ranks.'

Young's name was removed from the Special Report List.

Promoted Major on 19 May 1933, Young was transferred to the 4/7th Battalion, Rajput Rifles, on 14 May 1935. He was transferred to the Special Unemployed List on 1 November 1935, but was recalled to duty as Company Commander with the 10/7 Rajput Rifles on 30 September 1939, transferring to the 1/7 Rajput Rifles on 27 October 1939. Serving as Administrative Commandant at Pachmarhi from November 1939, he was appointed Commandant of the Garrison Battalion at Falitgarh on 1 March 1942 and promoted Acting Lieutenant-Colonel. Made Lieutenant-Colonel to the 7th Rajput Regiment on 21 March 1945, he served as Registrar in Lahore and Lucknow before retiring on 26 May 1945. Young died on 15 January 1957 and is buried at Girvan (Doune) Cemetery alongside his father. Four further generations of the Young family are buried in the churchyard of Glasgow Cathedral and in Blackadder's aisle there is a window to their memory - all in the name of John Young.



Sold with copied *MIC* and research, together with the following original comprehensive archive:

(i) A large confidential file, the front cover impressed in gold lettering 'Record of Services of G. M. K. Young, 4th. Bn. 7th. Rajput Regiment.' This contains the full hand written and typed record of services of Lieutenant-Colonel Young, including military career, original references and remarks by Commanding Officers, requests for promotion, and a large archive of letters regarding pay and conditions in India. It also refers to the management of the family estate and attempts to ensure financial viability. Approximately 80 documents, in good condition and rare.

(ii) Original Standing Orders (War) for the Waziristan Field Force, June 1919, published by the New Commercial Press, Dera Ismail Khan.

(iii) A handwritten letter from Field Marshal Sir Claude J. E. Auchinleck, dated 27 May 1933, congratulating Young on his promotion to Major; a second letter from Auchinleck thanking Young for his kind letter of congratulations upon the award of a M.I.D. for pacification of the tribal areas during the Mohmand and Bajaur Operations, dated 6 July 1934. From studying the contents of the file to Young, it is likely that the two men became friends whilst they served and studied at Staff College, Quetta, in the early 1930's.

(iv) A handwritten letter from Young to his wife, compiled on headed notepaper of the 1/7th Rajput Regiment, dated 29 July 1933:

'We are off to war in about one hour's time, which looks like being a bloody hairy show. So I have nominated you as my next of kin. Sorry & all that, but better through you than direct to ma, if I do get blown up. Cheerio Yours, G.'

(v) Original group photographs of Young (3), one annotated with the names of officers of the Regiment, together with 2 further photographs, one titled 'On the March to Razmak, near Isha Post, 1928', the other of the Alexandra Ridge Fort, held by the 1/7th Rajput Garrison.

(vi) Two original card identity discs, the first impressed 'Major G. M. K. Young Q.W. I.A.922 Pres.', the second 'Capt. G. M. K. Young. 1/7 Rajputs.'

310B The mounted group of seven miniature dress medals worn by Lieutenant-Colonel G. M. K. Young, Indian Army, late 18th Hussars

1914-15 Star; British War Medal and Victory Medal; India General Service 1908-35, 6 clasps, Afghanistan N.W.F. 1919, Mahsud 1919-20; Waziristan 1919-21, Waziristan 1921-24, North West Frontier 1930-31, Mohmand 1933; 1939-45 Star; Defence and War Medals 1939-45, mounted court-style as worn, *nearly very fine* (7)

£40-60

For a biographical note and the recipient's full size medals, please see previous Lot.

310C **The Great War pair and Memorial Plaque awarded to Lieutenant D. A. Carmichael, Royal Fusiliers, attached Machine Gun Corps, who was killed in action in April 1918 attempting to hold back waves of enemy storm-troopers during the German Spring Offensive**

British War and Victory Medal (Lieut. D. A. Carmichael), together with his Great War Bronze Memorial Plaque (David Arthur Carmichael), in fine contemporary glass-fronted presentation case by Andrew Duthie, 426 Sauchiehall Street, Glasgow, *minor crack to glass, otherwise extremely fine* (3)

£200-250

David Arthur Carmichael was born on 5 June 1890 at Greenock, Scotland, the eldest son of Thomas Carmichael, a ship owner and underwriter, and his wife Nina Jane Isabella. Educated at Loretto School, Musselburgh, from 1905-1908 and Glasgow School of Architecture from 1909-1913, he worked as a draughtsman to John McKissack & Son and John Gaff Gillespie, the latter proposing him in 1915 for Associateship with the Royal Institute of British Architects and writing in his supporting statement:

‘I know that in his office work Mr Carmichael showed marked ability.’

Commissioned into the 3rd Battalion, Royal Fusiliers, Carmichael embarked for Salonika on 11 January 1916 and landed at Alexandria on 22 January. He transferred to 85th Brigade, Machine Gun Corps on 18 May 1916 and was sent to the School of Musketry, Salonika, to attend a machine gun course. Carmichael was transferred to hospital on 6 September 1917 suffering from malaria, and later reported problems with his eyes and teeth, using a posting to England on a second machine gun course as an opportunity to seek dental treatment.

Transferred to the 9th Battalion, Royal Fusiliers, attached 25th Battalion, Machine Gun Corps, Carmichael served in France from 26 March 1918. He joined his Battalion at Wulverghem on 1 April 1918 as part of a reinforcement draft of 11 officers and 260 other ranks, being posted to ‘B’ Company alongside 2nd Lieutenant G. F. Stocks and Lieutenant F. W. Fidgeon. Two days later the Battalion transferred to Ploegsteert and on 9 April they faced a heavy artillery bombardment which lasted throughout the day. At 1700hrs, 8 guns of ‘B’ Company, likely including Carmichael, were ordered to proceed to Le Bac St. Maur and cooperate with 74 Brigade in localising an enemy attack, making their way to positions previously reconnoitred by the Commanding Officer (*The War Diary of the 25th Battalion, M.G.C.*, refers).

The next day saw an increasingly intense bombardment, characterised by ‘minenwerfer and gas shelling’ on the Ploegsteert sector which opened up at 0600hrs. The enemy rapidly entered the British support line and allied infantry was forced to retreat. It was then that 250 ‘surplus men’ at Battalion Headquarters under Lieutenant-Colonel J. D. Deane Drummond took up a defensive line along the De Suele to Red Lodge Road, holding back the enemy advance until a counter-attack was made by men of the 2nd Battalion, South Lancashire Regiment. It succeeded, the men successfully clearing the cellars of houses along the Ploegsteert to Romarin Road and a small copse nearing Hyde Park Corner, but at the loss of Deane Drummond, who was wounded whilst leading 200 machine gunners as infantry (*The 25th Division in France and Flanders*, refers).

On 11 April the Germans attacked again, temporarily driving in British lines and causing a large number of casualties including Major W. W. Ashcroft who had taken over the previous day as Commanding Officer from Deane Drummond. Positions were heavily shelled, but the Battalion held out, aided by reinforcements from the 5th Battalion, York and Lancaster Regiment. With communications broken down, guns in the line were forced to fight independently and casualties mounted. By 16 April the Battalion had been forced to withdraw to Bosschepe and by April 19 they had been ordered to the Nonne Bosch where the men bivouacked in a field for the night. Several stragglers returned that night, but the men faced further hardship when it began to snow heavily. Marched by road to Grabbo Camp on 21 April, the Battalion took rest and a roll call; total casualties for operations between the 10th and 18th of April amounted to 3 officers killed, 12 officers wounded, 9 missing - including Carmichael - and a further 20 other ranks killed, 136 wounded and 149 missing in action.

Initially noted as missing in action in the Battalion War Diary, Carmichael was later recorded as having died on 17 April 1918. Aged 27, he is remembered at Tyne Cot Memorial, West-Vlaanderen, Belgium; sold with copied officer service record and research.

For the Medals of his brother, please see Lot 310D



310D The Great War group of four awarded to Lieutenant R. H. M. Carmichael, Argyll and Sutherland Highlanders, who was killed at Gallipoli during the 12 July 1915 attack on Achi Baba, struck down attempting to reach the first line of Turkish held trenches amidst a '400 yard wide seething hell of destruction'

1914-15 Star (Lieut. R. H. M. Carmichael A. & S. Highrs.); British War and Victory Medals (Lieut. R. H. M. Carmichael), together with his Great War Bronze Memorial Plaque (Robert Henry Morris Carmichael), in fine contemporary glass-fronted presentation case by *Andrew Duthie, 426 Sauchiehall Street, Glasgow, extremely fine (4)*

£300-400



Robert Henry Morris Carmichael was born on 27 June 1895 at Greenock, Scotland, the fourth and youngest son of Thomas Carmichael and Nina Jane Isabella Carmichael. Educated at the Collegiate School, Greenock, and Loretto School, Musselburgh, at which latter he joined the Cadet Corps and became an expert Signaller, he later served an apprenticeship at Hardie & Rowan, Chartered Accountants of Greenock.

Using the Headmaster of Loretto School as a referee, Carmichael was commissioned 2nd Lieutenant in the 1/5th (Renfrewshire) Battalion, Princess Louise's Argyll and Sutherland Highlander Territorial Force on 11 March 1913. Promoted temporary Lieutenant on 1 November 1914, he embarked at for Alexandria on 1 June 1915 as part of 157th Brigade, 52nd Lowland Division. Arriving at Mudros on 1 July, the Battalion landed at Cape Helles, Gallipoli, on 3 July 1915 and immediately entered the British lines. Two days later they lined the trenches of Ghurka Bluff followed by a tour of duty in Nelson and Plymouth Avenues, before a brief respite in the rest lines near Pink Farm.

At this stage the Gallipoli peninsula had descended to a similar stalemate as witnessed on the Western Front. The terrain lent itself to defence and the Turkish artillery positions and machine gun emplacements were skilfully placed and cleverly camouflaged:

'The Turkish trench-works were on higher levels, and their artillery, machine guns, and snipers ranged the Cape Helles and Krithia defences with a hail of death. The Allies fought doggedly on, enduring the stifling heat, thirst, and plague of flies, but were long worn down by sickness and fatigue, they succumbed in hundreds to dysentery, enteric and jaundice - this in addition to heavy battle casualties' (*The History of the 5th Battalion, Argyll & Sutherland Highlanders*, refers).



Achi Baba, 12-13 July 1915 - Journey's end

Faced by a steady attrition of manpower, it was decided by Allied Command that one final attempt would be made by the 52nd Lowland Division to break through at Helles and attack towards Krithia along Achi Baba Nullah. At 0735hrs four 'waves' of men charged simultaneously, the Argyll's led by 'the skirl of pipes and with bayonets glinting in the sun'. The initial objectives were three enemy trenches, but it was discovered by the attackers that only two trenches existed. As a result, the Scottish Territorials had again to brave a murderous enemy barrage as they retired to the second objective. A Hawick veteran, Private Nichol Robertson of the 1/4th Battalion, King's Own Scottish Borderers, found himself well forward during the charge and described what happened:

'And of course the Turks could concentrate everything they had on one small sector, course so could we, but you see the Turks were on the defensive and we just got everything they could possibly lay into us. And then as far as we were concerned we were to take three lines of trenches, well, when we got over the first, there was another practically obliterated, and there was no such thing as the third line. When we got right out in the open we were outflanked on either side and when we turned to come back, we came into our own artillery fire as well as the Turk's. Some of us had pieces of biscuit tin on our back and of course, when we turned that flashed in the direction of the Turks and we just got it.'

The Argylls met a similar fate. For thirty hours, 2 officers and 40 other ranks consolidated in a circular stretch of trench known as the Horseshoe and held back repeated enemy counter-attacks:

'Several Argyll's picked up Turkish bombs and threw them back among the enemy with considerable effect, and there were many hectic bayonet onslaughts against the enemy infantry and machine-guns in the series of bitter struggles which developed for the possession of isolated posts.'

Casualties were severe, the Commanding Officer of the 5th Battalion, Argyll and Sutherland Highlanders, Lieutenant-Colonel Duncan Darroch being among the wounded. Carmichael was killed by shrapnel at the head of his company in the attack on the first line of Turkish trenches and his body was never recovered. Aged 20 and unmarried, he is commemorated at Helles Memorial; sold with copied service record, private research and a small photograph of the original grave and memorial cross dedicated to Lieut. R. H. M. Carmichael, displaying the names of three officers of the Battalion, all killed on 12 July 1915.



- 310E A very fine Western Front M.C. and Bar group of nine awarded to Lieutenant-Colonel J. B. M. Young, Royal Artillery, late Royal Berkshire Regiment and Royal Sussex Regiment, who was wounded and decorated during a vicious night trench raid, and was later wounded for a second occasion on the opening day of the Battle of Langemarck



Military Cross, G.V.R., and Second Award Bar, the reverse engraved 'J. B. M. Young. Royal Berkshire Regt. 11.7.17 & 16.8.17'; British War and Victory Medals (Capt. J. B. M. Young.); 1939-45 Star; Italy Star; Defence and War Medals 1939-45 with M.I.D. oakleaf; Coronation 1953; Territorial Efficiency Medal, G.V.I.R. (Major. J. B. M. Young. M.C. R.A.), the fourth and fifth gilded, mounted as worn, *minor contact marks, otherwise good very fine* (9)

£1,400-1,800

M.C. *London Gazette* 17 September 1917:

'During a raid on enemy trenches he led his men with great dash and determination, killing one of the enemy as he was on the point of throwing a bomb. On being wounded he continued to exercise control, and directed the retirement exceptionally well.'

Bar to M.C. *London Gazette* 26 September 1917.



James Barclay Murdoch Young was born on 9 December 1898 at Glendoune House, Girvan, Ayrshire, the son of John George Kirkpatrick Young. Having joined the Royal Sussex Regiment as a Cadet, he was commissioned Temporary 2nd Lieutenant on 26 September 1916 and was attached to the 2nd Battalion, Royal Berkshire Regiment. He served in France from 24 April 1917 and was awarded the Military Cross for gallantry and devotion to duty during a significant raid on German trenches near Hooze on the night of 10-11 July 1917 as part of the Third Battle of Ypres. The Battalion War Diary and contemporary accounts later published in *The Biscuit Boys* describe the scene:

‘At 00:45hrs on 11 July 1917, 168 men of all ranks, comprising ‘B’ Company and 1 platoon of ‘C’ Company of the 2nd Battalion, Royal Berkshire Regiment, formed up at Kingsway, an assembly point on the British front line. Their aim was to raid the German front line trenches, deploy blocks and hopefully gather prisoners - in what had hitherto been one of the quietest sectors of the front, where the 1st Battalion, Worcestershire Regiment, and the 2nd Battalion, East Lancashire Regiment, had only recorded two O.R.’s killed and seventeen wounded from 4 April-9 July 1917.

At 01:00hrs a 15 minute British artillery barrage lifted and the men emerged from the trenches, 50% of whom had never been in action before and therefore lacked experience. Owing to the gloom and dust flung up by British shellfire, sections were inclined to bunch together at the start, but managed to reassemble at proper intervals by the time the German front-line trench was reached. Pressing on at a pace, the second line was reached at Zero plus 14, and ‘all things considered, [the attack] went very well.’

However, the failure to ensure a thorough ‘mopping up’ of all enemy dugouts led to a tense few minutes:

‘It was very difficult, owing to the darkness, to recognise the entrances to dugouts, the consequence being that after our line passed over, the enemy emerged and brought a machine-gun into action.’

The gun was knocked out by Sergeant Sturgess who was later decorated with the Distinguished Conduct Medal for his bravery at a critical moment. The Germans however, continued to put up a determined resistance and in consequence only 1 prisoner was taken, this being by Private Bawden:

‘With reference to this, one German fired at Private H. E. Bawden, the bullet grazing the latter’s arm. Private Bawden knowing how essential identification was, showed great self-restraint in not killing the man, who immediately put his hands up after firing.’

Bawden was awarded a parchment certificate for his efforts, but in another case two Germans offered to surrender and then threw bombs. They were killed. Due to the ferocity of the exchange and the all-pervasive darkness, ‘it was estimated that 30 Germans were killed from hand to hand encounters’ (*ibid*).

Having reached their objectives and bombed all the dugouts and shelters in Hooge Crater, the men began to withdraw. Upon the signal, all remaining stoke mortar bombs were thrown into enemy dugouts and the men returned to the British trenches. According to conservative estimates, the 44 minute attack resulted in German casualties of between 70 and 80 men, but the British themselves recorded 3 officers wounded, 3 other ranks killed and a further 35 wounded or missing.

Having survived the encounter unscathed, Young and his men re-joined the Battalion at Ouderdom and spent the next two weeks training at Rebecques and Tournehem, following which they marched to Dominion Camp and on to Swan Chateau. Their brief respite did not last long however, for on the night on 31 July 1917 they faced a heavy barrage of 5.9” and 8” shells in the line between Westhoek and Chateau Wood. As the men were relieved by the Loyal North Lancashire Regiment, the incessant rain and mud meant that all ranks were very tired and wet by the time they reached the comparative safety of Pioneer Camp. The majority of the Battalion trudged through the murk that night, but a few stragglers turned up during the following morning. Although the Battalion was not seriously engaged, losses were heavy including Lieutenant-Colonel Haig, D.S.O., wounded, 15 other ranks killed, 109 wounded and 20 missing in action.

On 16 August 1917 the 2nd Battalion, Berkshire Regiment, were tasked with capturing the road running south-east from Zonnebeke along the Glasgow Spur, a second road running parallel to it just east of the village, and on past the Iron Cross Redoubt. Formed up on tapes, at 04.45hrs the advance commenced and the Battalion began to move forward beyond the marshy bed of the Hannebeke. The Commanding Officer, Major Arthur Alan Hanbury-Sparrow, was now powerless to control events. It was all in the hands of the Company Commanders such as Young:

‘For ten minutes or a quarter of an hour you lay in a shell hole amidst this cataract of steel. The Niagara of Vulcan! Drum fire! Field guns clattering like a rackety xylophone! Treble of Vickers! Bass of heavies. All merged into this roaring deluge in which the acrid air throbbed, pulsed and vibrated, and in which men shook and shuddered. Flashes lost in the greying dawn! Cascades of leaping earth, clods and shards. A tension of nerves strained taut to ecstasy. Prisoners running, hands up, through the crashing shells, bleeding, as wounded Germans did, like stuck pigs, a bayonet man as escort’ (*The recollections of Major, later Lieutenant-Colonel A. A. Hanbury-Sparrow, D.S.O. and Bar, M.C., refer*).

After this the Battalion was under a heavy machine-gun enfilading fire from Nonne Boschen and Polygon Woods. The greater part of Iron Cross redoubt and the defences to the north of it were captured with 50 prisoners taken, but by 0800hrs the losses were telling. At 1030hrs the Germans launched a devastating counter attack which left just 4 officers and 100 men of the 2nd Battalion able to continue the battle. The Commanding Officer did not mince the enormity of the situation:

‘It had come. You were for it. The end couldn’t be far away now. Well, you had had a long run for your money. Resigned to death? Yes, but not so much as to prevent you loathing the thought.’

As the Germans flung reserves into their counter-attack, the remaining men of the Berkshire Regiment began to run low on ammunition. By 1500hrs there were only sixty men of the Berkshires and 20 men of the Lincolnshire Regiment left to form a defensive flank and cover a retirement which had to be made, but at a desperate juncture, the enemy desisted from pressing on and the survivors were relieved by the 2nd Battalion, Northamptonshire Regiment. According to Hanbury-Sparrow, ‘the men had done magnificently’, but the casualties were appalling; 2 officers had been killed and 7

wounded, including Captain J. B. M. Young. A further 24 other ranks had been killed with 223 wounded and 120 missing. For his actions on this day, Young was awarded a Bar to the M.C.

Following the cessation of hostilities, Young determined to enrol at the University of Oxford where he graduated with a Bachelor of Arts degree. He then studied at the University of Edinburgh, graduating LL.B. and was subsequently admitted to the Faculty of Advocates in December 1925 (*The Scotsman*, refers), being promoted Clerk of Faculty in 1937 (*The Aberdeen Press and Journal*, refers).

Young was commissioned Captain in the Royal Artillery on 31 May 1939 and witnessed further service overseas during the Second World War. Promoted Lieutenant-Colonel at the war's end, he returned home to Greenbank House, Clarkston, and was appointed King's Counsel to His Majesty in Scotland in December 1947. Young later became Sheriff-Substitute of Renfrew and Argyll at Paisley in 1950 and died on 12 December 1957 at Edinburgh.

Sold with extensive copied research and the following contemporary items and ephemera:



(i) A fine 9ct. gold wristwatch, with engraved monogram to obverse 'J. B. M. Y.', and inscribed on reverse 'Presented by the people of Girvan & District to Capt. J. B. M. Young, 2nd. Batt. Royal Berks, to mark their appreciation of the honour conferred on him by the award of the M.C. & Bar for devotion to duty and acts of gallantry on the field, Girvan, 28-11-17.', minor dent to front of case but in overall good condition, lacking strap, movement appears to function but lacks second hand.

(ii) Silver identity disc and bracelet, engraved 'J. B. M. Young. Pres. The Royal Berkshire Regt.'; a second engraved in a similar fashion, likely a souvenir.

(iii) British Military Identity Document, issued 2 December 1943, containing a passport photograph of the recipient; three further photographs of Young, two being in military uniform with medal riband visible.

310F **The mounted groups of miniature dress medals worn by Lieutenant-Colonel J. B. M. Young, Royal Artillery, late Royal Berkshire Regiment and Royal Sussex Regiment**

Military Cross, G.V.R., and Second Award Bar (Lt. J. B. M. Young. Royal Berkshire Regt.); British War and Victory Medals (Lt. J. B. M. Young. Royal Berkshire Regt.), contemporarily engraved naming, mounted as worn, *good very fine*

Military Cross, G.V.R., and Second Award Bar; British War and Victory Medals; Italy Star; 1939-45 Star; Defence and War Medals 1939-45 with M.I.D. oak leaf; Coronation 1953; Territorial Force Efficiency Medal, G.V.I.R., the fourth and fifth mounted in the incorrect order but with the correct ribands, *very fine* (12)

£60-80

For the recipient's full-size awards and a biographical note, please see previous Lot.

310G **Three: Miss M. J. W. Young, British Red Cross Society**

British Red Cross Society Medal for War Service 1914-18, with integral top riband bar; British Red Cross Society Medal for Proficiency in Red-Cross First Aid, gilt and enamel, the reverse inscribed '27976 M. J. W. Young'; Croix de la Societe Francaise de Secours Aux Blesses Militaire, silver, unnamed as issued, *minor verdigris to reverse of first, otherwise very fine and better* (3)

£30-40

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A FINE COLLECTION OF AWARDS FOR THE BATTLE OF BRITAIN

311 An outstanding 'Battle of Britain' Squadron C.O.'s campaign group of three awarded to Squadron Leader H. M. Starr, Royal Air Force, who assumed command of No. 253 Squadron on 8 August 1940 - he flew his first sortie in Hurricanes from Kenley on 28 August and was engaged in a hot scrap over Redhill, taking a 20mm cannon shell to his engine which forced his withdrawal

The very next day Starr 'lifted off' for the morning sortie and was shot down whilst engaging a large number of enemy aircraft who had their bombs set across sites in the southeast, he was shot down and forced to call upon his trusty parachute to save his life; floating over the 'Garden of England' it seems disgraceful that a trio of Me109's rounded on the helpless C.O. and machine-gunned him to death, leaving behind a heartbroken widow and an unborn child - this was just the second occasion such barbaric tactics had been employed by the enemy

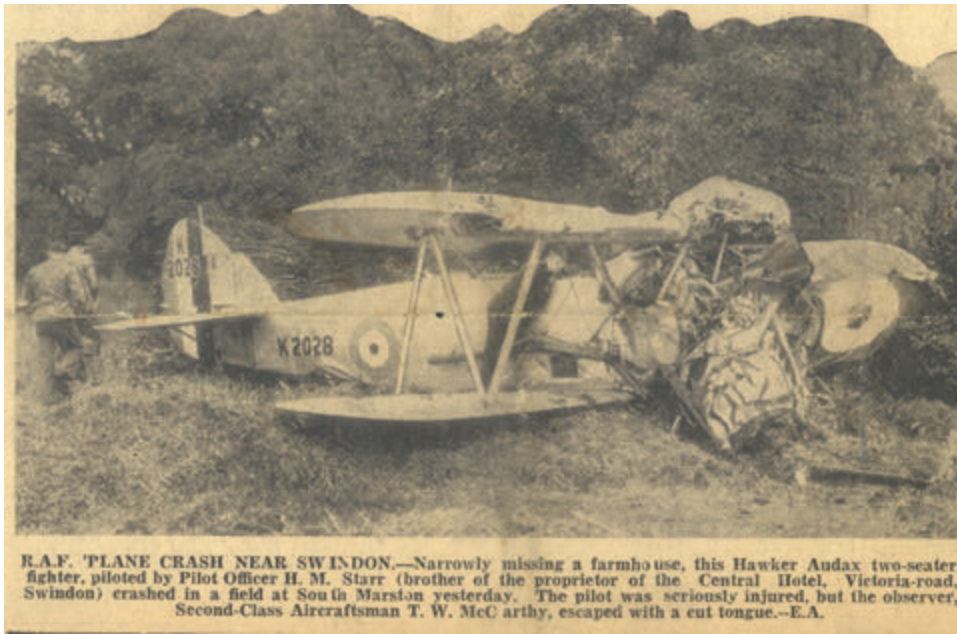
Such were the casualties during the Battle, command devolved upon one Squadron Leader T. P. 'Tom' Gleave for the second sortie of the day, who himself was shot down and badly burned; Gleave became the first Airman to go under the knife of Sir Archibald McIndoe and No. 253 was left with its third C.O. in less than 12 hours



1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star; War Medal 1939-45, *nearly extremely fine* (3)

£5,000-6,000

Harold Morley Starr was born at Swindon on 8 September 1941, the fifth of six children of Morley and Ellen Starr. Brought up in the Central Temperance Hotel where his mother was the proprietor, young Harold was educated at Clarence Street School and Cotham Grammar, Bristol. Having entered the Royal Air Force on a Scholarship in March 1934, he attended 5 Flying Training School, Sealand and consequently earned his 'wings'. He joined No.14 Squadron in March 1935 and was confirmed as Pilot Officer on 16 March. It was a little over a year before his first mishap in June 1936, while flying Audax *K2028* with Airman 2nd Class T. W. McCarthy as his observer. Having the misfortune to suffer an engine failure, Starr used all his skill in bringing down the kite and 'narrowly missing a farmhouse, crashing in a field at South Marston'. While McCarthy walked away with a cut tongue, Starr suffered multiple serious injuries, including a fractured skull, leg and chest which kept him off duties until 28 June 1937. Having recovered in hospital he re-joined No. 59 Squadron at Old Sarum, before a number of postings to Hawkinge, which included promotion to Flight Lieutenant. By the outbreak of the Second World War Starr was recalled from a Staff posting and was promoted Squadron Leader. He had also married Bette Rees at Wrexham at the start of 1940.



Battle of Britain - 3 CO's in a day

Having been posted to 6 Operational Training School, Sutton Bridge on 1 July, Starr had been trained to operate Hurricanes and assumed command of No. 245 Squadron at Aldergrove on 21 July. This was only to be a short stay, for he assumed command of No. 253 Squadron at Turnhouse on 8 August. His predecessor was the legendary and laconic Squadron Leader T. P. 'Tom' Gleave, whom himself had requested the transfer back to Fighter Command to see action. Gleave would of course later go on to become the 'Chief Guinea Pig', but more of that to follow.

Gleave was told to remain with Starr and No. 253 until he was called upon and as such the pair would no doubt have been thrilled at the opportunities that would present themselves upon the move to Kenley on 29 August. Their first operational sortie of the battle was flown the very next morning, with 'wheels up' for the entire complement at 1130hrs. An hour later they had lost three killed in action. Starr had been lucky to come out of a scrape over Redhill, while piloting P2960, with his Hurricane being hit in the engine by a 20mm cannon shell. He returned to base, unhurt.

Little respite was possible at such a time and the next sortie for Starr was flown the very next day, having taken off at 0825hrs. The day had dawned fair but hazy and five waves, each containing 50 enemy aircraft piled in to bomb Britain through Deal, Dover and the Thames Estuary. Starr answered the call in L1830 but found himself having his aircraft shot up, thus he took to the parachute to save his life. His trusty Hurricane came to earth at Dene Farm, West Stourmouth.

Descending over the Garden of England from 15,000ft on his parachute, he must have seen the dogfights above him but would have hoped for a soft landing and a good pint in a local pub. The worst he might have expected would have been a broken ankle and a dusty uniform. A truly distasteful event followed, as seen by Mr H. G. Bennett, a gardener at Eastry House:

'I was working and used to start at 7.00am, worked until 8.00am and then returned home for my breakfast, and resumed working at 8.30am. It was as I returned to work that morning that I saw a parachute coming down over the Hammill Brickworks. As most of the dog-fights took place at some altitude, I didn't hear or see the aircraft, but as the parachute came drifting down, I saw quite a number of enemy aircraft circling. Suddenly one of the Messerschmitts dived towards the pilot on the parachute, and then the rest also piled in - I could hear the sound of machine-gunning.'

A local newspaper reported his death under the title 'Victim of Nazi Barbarity' and confirmed his death as only the second occasion of which such underhand tactics had been employed by the enemy on our Pilots. His body was recovered and returned to his family in Swindon for burial at Radnor Street Cemetery on 6 September, just two days before what would have been his 25th birthday. He left a heartbroken widow and an unborn child. The family, knowing the wishes of the gallant Squadron Leader requested no flowers at the wedding, instead asking for donations to be made to the Spitfire Fund.

As a result of his death on the Squadron's first flight of the day, Gleave was left to assume command for the afternoon sortie. He was unlucky himself, being shot down and badly burnt. Taken to Orpington Hospital for initial treatment, he was met by his wife who asked those famous words:

'What on earth have you been doing with yourself?'

Gleave quipped:

'I had a row with a German.'

Those words sum up the enduring spirit of the Fighter Pilot. Gleave was forwarded to the Queen Victoria Hospital, East Grinstead and was the first under the knife of the pioneering Surgeon Sir Archibald McIndoe. He became the 'Chief Guinea Pig' of that legendary band of brothers.

With Gleave's injuries, command of No. 253 devolved upon senior Flight Lieutenant W. P. Cambridge, the third Commanding Officer of that fateful day. Cambridge would lose his life just a week later.

Celebrated and commemorated

The memory of Starr has certainly not faded over the years. His name is written into the history of the Battle of Britain as it deserves to be: it is upon the Battle of Britain Memorial and his grave was adopted in the care of Robert Gurney during the year 1978. Gurney, a fireman at RAF Lyneham, took it upon himself to tend and maintain the memory of Starr. *The Swindon Evening Advertiser* quoted the following near Remembrance Day 1990:

'I feel as though I know him. I don't glorify war, but they were there and they did what they had to do. Our lads down in the Gulf would do the same if required. It could be because of his generation that we are here today.'

His Hurricane was excavated by the Kent Battle of Britain Museum in 1976, with the engine now proudly on display in the Stuart-Butte Memorial Hangar.

Starr is further commemorated by a blue plaque in Swindon with one also in memory of his brother, Wing Commander Starr, D.F.C. and Bar who was killed whilst flying an Anson home to get married.

On the 75th Anniversary of the Battle of Britain, the Duke of Gloucester was on duty to lay a wreath at the War Memorial, later visiting Starr's grave to pay his respects and later unveiling the First Great Western High Speed Train named in his honour. The locomotive which runs on the mainline carries his name, with the Squadron crest above it and the words 'One of the Few' below it.



Sold together with a comprehensive original archive comprising:

- (i) The Second World War Memorial Scroll, in the name of 'Squadron Leader H. M. Starr, Royal Air Force'

- (ii) The Battle of Britain “The Few” album, as issued to his family, dedicated to ‘Squadron Leader Harold M. Starr. No’s 245 & 253 Squadrons (Hurricanes) Killed 31st. August, 1940’. The inner page with label of ‘Wg. Cdr. H. K. Rees, Spindrift, Rhosneigor, Anglesey.’ - a descendant of Bette.
- (iii) His Royal Air Force ‘wings’, with backing and traces of having been removed from a tunic.
- (iv) An original, believed unpublished, portrait photograph.
- (v) A number of original related newspaper cuttings.

312 *Family group:*

‘It is an honour to have a small part in a ceremony honouring such a remarkable young man.

Jack Conway Carpenter was obviously one of those resourceful, eager Canadians who won acclaim for their country wherever they went. We can take such pride in the knowledge that Canadian pilots such as Sub-Lieutenant Carpenter were in the thick of the Battle of Britain. We do, however, very much regret that such promise and talent were lost so early in life.

The service record of the Carpenter family is truly impressive. Jack enhanced that wonderful tradition; there can be no finer epitaph.’

George Hees, Minister of Veterans Affairs

‘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 poignant campaign group of five awarded to Sub-Lieutenant (A.) J. C. Carpenter, Fleet Air Arm, one of the Senior Service’s ‘few within the Few’ who flew Hurricanes of No. 229 and 46 Squadron at the height of the Battle of Britain - besides this he was one of a handful of *Canadians* who flew during the Battle and the first graduate of Upper Canada College to lose their life during the Second World War

Having bagged a Me110 near Southend on 3 September and a Bf109 near the Isle of Sheppey on 5 September - a pair of stunning dogfights which are illustrated in detail in his Combat Reports - he lost his life aged 21, on 8 September, when his parachute failed to open after bailing out - he would number as one of just seven Naval pilots to make the ultimate sacrifice during the Battle of Britain

It is perhaps strange to relate that it would only be on the 47th anniversary of his loss that the Canadian High Commissioner in London, via the Minister of Veterans Affairs and with an announcement across Canada, finally bestowed his Memorial Cross upon his family

1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star; Canadian Volunteer Service Medal, with overseas clasp; War Medal 1939-45, Canadian issue in silver; Canadian Memorial Cross, G.V.I.R. (Sub/Lt. J. C. Carpenter.), together with the recipient's Upper Canada College, Toronto prize medal, *nearly extremely fine*

The campaign group of five awarded to Regimental Sergeant-Major F. N. Carpenter, Royal Canadian Regiment, late Lance-Sergeant, Duke of Cornwall's Light Infantry

Queen's South Africa 1899-1902, 2 clasps, Transvaal, South Africa 1902 (5914 L. Sgt. F. Carpenter. D. of C. L. I.); British War Medal 1914-20 (19249 W.O.Cl.1 F. N. Carpenter. 9-Can. Infy.); Defence Medal 1939-45; Delhi Durbar 1911 (4819. Sergt. F. N. Carpenter. R.C.R.); Permanent Forces of the Empire L.S. & G.C., G.V.R. (R.S.M. (W.O.) F. N. Carpenter. R.C.R.), *good very fine* (10)

£4,000-5,000



Jack Conway Carpenter was born in 1919 at Toronto, Canada, and educated at Upper Canada College, winning the Gold Medal from that famous institution. He left Canada in 1938, having been a Cadet in his homeland, to attend the Royal Naval College, Greenwich and was commissioned Midshipman (A.) on 1 July 1939 and promoted Acting Sub-Lieutenant (A.) on 1 September.

Battle of Britain

The involvement of Fleet Air Arm pilots in the Battle of Britain in the summer of 1940 is little known. To reference 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.

Carpenter was attached to the R.A.F., taken from the carrier *Daedalus*, from 15 June 1940 and confirmed in his rank on 7 July. Two days later, and just 24 hours before the battle began in earnest, he joined No. 229 Squadron at Wittering flying Hurricanes. He remained similarly employed until removing to No. 46 Squadron, two weeks later.

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'.



Bloody nose and a brace for the bag

The first few sorties held plenty of action for Carpenter, for he disclosed the following experience of a dogfight to his brother, Fred (who himself went on to become an Air Vice-Marshal):

'I came as close to a sticky end this morning as I hope for some time to come. I stood a good chance of being crushed by thousands of tons of aeroplane, or burning to death, or as an easy alternative just jumping out and hoping my parachute would open.'

His fears on that parachute were not unfounded as we will discover but on this occasion Carpenter took the option of crash landing, finding a suitable farmers field which he 'ploughed' into, at the cost of a bloody nose.

The Combat Report of 3 September takes up the tale, with Carpenter in 'A' Flight, Blue 2:

'At 0955 hours 12 Hurricanes of 46 Squadron left Stapleford to patrol Rochford at 20,000 feet and intercept enemy raid 45. They encountered about 30 Dornier 215s and Ju88s, flying in six of 5 line astern at 15,000ft, escorted by about 50 Me110s and Me109s. E/fighters were on the starboard side of, and astern of, e/bombers and were stepped up to 2,000ft. The formation we encountered about 6 miles west of Southend, flying west north west.

'A' Flight attacked the bombers from the beam, and 'B' flight attacked the fighters but only a few of the bombers were detached, the main formation proceeding to bomb North Weald Aerodrome.'

Carpenter's own Combat Report:

'At 1020hrs e/a sighted flying in large formation at 200mph WNW. E/A had dark upper surfaces, lower surfaces duck egg blue. Black crosses on the fuselage and wings. E/A 2,500ft below broke up formation slightly as they observed us dive to attack. I made a keen attack on a Do215 which had broken away from the formation. My first burst appeared to miss and I dived under his port wing to about 2,000ft below. I then climbed and when almost level with the enemy I noticed an e/a single engine machine, probably a Me109 on my tail which I shook off by making a steep turn to the left and then noticed a twin engine e/a heading east.

I came up to about 350 yards on his starboard and gave him a short burst. He dived and I followed and gave him another short burst. He appeared to gain on me and pulled out at about 1000ft. I pulled out slightly above him, manoeuvred into position on his tail and gave him a long burst. He lost height and speed, I overshot him and turning - saw the e/a land in a field with his undercarriage up and go half way through a hedge. I turned around, saw the crew get out and as he appeared to be dragged out presumed he was wounded. A farm hand approached the crew and then ran across a field to a farm house. When I went down again to investigate two members of the crew waved and as I saw that they had offered no resistance to the farm hand I climbed up and identified the position, as 4 or 5 miles south of Malden, Essex and returned to base. This e/a was a twin engine, twin rudder and was either a Do215 or a Me110. No fire was experienced from the e/a.'

He was credited with an Me110 and with no such rest for these gallant airmen, was again in a formation of 8 Hurricanes which took off from Stapleford at 1455hrs on 5 September. They engaged a formation of some 15 bombers that had an escort of 23 Me109's. Carpenter again played his part to great effect:

'At about 1520 I was following P/O Johnson at 15,000ft over Gravesend when he spotted a Me109 on the tail of a Hurricane. He dived to the attack and I followed and noticed another Me109 trying to get on Johnson's tail, and saw it fire a burst before I could open fire. When the Me109 saw that I was his opponent he tried to avoid me by turning to the right but I could turn inside him and fired a few short bursts which apparently had no effect as he then put the Me109 into a vertical dive. I found it quite east to pull out above him. In the moment, however, he pulled away from me very quickly. He then turned over onto his right side and I caught up to him and fired again. Then he went into another dive directly over Gravesend.

I followed him and found that he had pulled out at about 50ft and I fired more short bursts. Eventually a piece of material came off the port side of the Me109 and then shortly afterwards I saw some coming out of his starboard radiator. I followed him at about 40 or 50ft above the ground occasionally firing short bursts. The Me109 then went down to about 3ft above what I later discovered to be the river between Sheppey Island and the mainland and when Sheppey Island was joined by two more Hurricanes one of which got in between the Me109 and myself so that I was unable to fire. This Hurricane got in one or two short bursts and was spiffed off by the Me109's slipstream as I was able to manoeuvre into position to fire one more short burst which set the 109 alight.

The Me109 turned onto its port side and crashed in flames in a field in the middle of the Island of Sheppey.'

The Squadron had three Me109's to their name that day, with Pilot Officer Johnson claiming the third before being forced to land at Detling.

Journey's end

Carpenter's final flight would take place just three days later, when he was with the 12 Hurricanes who got 'wheels up' at 1130hrs. Having flown at 10,000ft and rendezvoused with No.504 Squadron over North Weald, they met some 90 Dornier 215's in three sections at approximately 1215hrs. The section had a large fighter escort of Me109's and 110's and the Allies attacked from starboard beam above and in front while the enemy were flying North-North-West. Having drawn the escort into a battle, a huge dogfight ensued over the Isle of Sheppey, a happy hunting ground for Carpenter just 72 hours prior. His trusty kite, P3201 was shot down around 1230hrs and Carpenter took to his parachute. Tragically, as he had almost predicted in his previous note, it failed to open and he fell to his death over Sheppey. P3201 crashed near Bearsted, Maidstone. His body was taken to the Royal Naval Dockyard, Chatham, before being transferred to his family who had returned to their ancestral home at Llanfaethlu, Anglesey. Carpenter was to be buried at sea from a Royal Navy minesweeper in the presence of his father on 16 September 1940.

He was one of a handful of Canadians to fly in the Battle of Britain and is commemorated on the Fleet Air Arm Memorial, Lee-on-Solent. As his father served in the United Kingdom it appears the Canadian Memorial Cross was not claimed at the time and via the Canadian Department of Veterans Affairs this was put to rights. On the 47th Anniversary of his death, at Canada House, London, the Cross was presented to his eldest brother by the Canadian High Commissioner, Roy McMurtry; sold together with the original ceremony Immediate Release (No.887) document, the covering letter signed by George Hees and copied research.



Frederick Noel Carpenter was born on 31 December 1881 at Lichfield, Staffordshire and served initially in the Duke of Cornwall's Light Infantry. Having seen active service in South Africa (QSA & 2 clasps) he was discharged on 19 October 1907, before emigrating to Canada. Carpenter took little time in enlisting in the Royal Canadian Regiment on 7 November 1907. Setting up home in Toronto, he spent several happy years in the military, rising to become Sergeant-Instructor by 1913. At the outbreak of the Great War he enlisted in the 9th Canadian Infantry and sailed from Quebec for Europe on 3 October 1914. Promoted Company Sergeant-Major Instructor on 6 January 1915, he spent the remainder of the war offering essential training to recruits destined for the Western Front. Carpenter was sent to Bath in April 1916 as a Physical Instructor, to Aldershot in May 1916 as a Bayonet Fighting Instructor and served at the Canadian Hospital, Buxton in July 1916. By war's end, Carpenter had been 'mentioned' for his valuable services (*London Gazette* 14 August 1918, refers), promoted to Regimental Sergeant-Major and awarded a well-deserved L.S. & G.C. Medal on 18 September 1918. Discharged in late 1919, he went on to instruct in the OTC at Upper Canada College and would surely have given instruction at some point to his gallant son; sold together two calling cards and copied research.



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x313 An exceptionally poignant 'Battle of Britain' group of six awarded to Flight Lieutenant H. Owen, Royal Air Force, an Air Gunner in Blenheim aircraft who forged a long and successful career, but was 'greatly troubled by what he did and saw during the War'

1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star, clasp, Atlantic; Africa Star; Burma Star; Defence and War Medal 1939-45, unnamed as issued, swing-mounted but missing wearing pin, *good very fine* (6)

£3,000-4,000



Henry 'Harry' Owen was born on 4 June 1921 at Durham, England, and educated at Osborne Grammar School, West Hartlepool. He joined the Royal Air Force in 1938 as a boy entrant, being sent to No. 1 Electrical and Wireless School at Cranwell where he passed out as Aircraftman 1st Class in September 1939. After qualifying as an Air Gunner at No. 1 Air Armament School at Manby the following month, he joined No. 219 Squadron at Catterick.

Promoted Leading Aircraftman in February and Sergeant in May 1940, Owen spent eight months serving as an Air Gunner on Blenheim light bombers. In July 1940 his squadron converted to Beaufighters and subsequently all Wireless Operators and Air Gunners were allocated to new units, Owen being transferred to No. 235 Squadron which flew the long-range fighter version Blenheim Mk. IV.F., armed with four .303 inch machine guns in a special gun arrangement beneath the fuselage. Here he paired-up with Sergeant Kenneth 'Skipper' Naish, a 1936 direct entrant himself and newly transferred from Thorney Island.

The morning of the 24th August 1940 offered a gentle sunrise and relative calm over the aerodrome at Detling:

'Despite the chaotic conditions and increasing threats, outside ground crew filled sandbags and played an impromptu game of cricket using the spade as a bat as someone tossed a cricket ball. Elsewhere on the station new panes of glass were being fitted. The smell of cut grass mingled with the stench of 100 percent high-octane fuel and oil, interspersed with the salty sea breeze' (*Coastal Dawn, Blenheims in Action*, refers).

At 15.40 p.m. Ventnor RDF reported a large enemy formation approaching the Isle of Wight and upon notification, controllers at 11 Group ordered Squadron Leader Ernest McNab to scramble his fledgling Canadian pilots of No. 1 (R.C.A.F.) Squadron, some of whom had less than 20 hours of flying experience and only a limited period on aircraft recognition. At around the same time, three Blenheim fighters were scrambled from Detling to give protection over Portsmouth, Fighter Command being at full stretch. Chaos ensued. Rather than engage the enemy force of approximately fifty Ju. 88s of Lehrgeschwader 1, escorted by Bf 110s of a similar number, the British and Canadian pilots intercepted one another, the Canadians coming down from the 11 o'clock position and despatching Blenheim *T1804* - piloted by David Woodger - into the Channel at Bracklesham Bay, near Chichester.

This 'friendly fire' incident cast a long shadow over the two pairs of crew who managed to escape. Naish and Owen in Blenheim *Z5736* managed to return to base, but both had been slightly injured and the aircraft damaged. In the late afternoon the body of an airman was found by a boat off West Wittering. It was Woodger's gunner, Sergeant David Wright:

'The Gunner's body was riddled with bullets. The limp body was wrapped in blankets and placed on a stretcher.'

The medical orderlies bowed their heads as the Adjutant, Flying Officer Charles Pinnock said:

"I can't give you a hand;
You're for the promised land,
My comrade good and true."

The death of the 18-year-old Gunner, and those of further friends and comrades, would have significant implications on Owen in later life.

He left No. 235 Squadron in July 1941 and was sent on a flying boat instructor course, later joining No. 413 (R.C.A.F.) Squadron in October, to fly in Catalinas. In February 1942 Owen went to No. 240 Squadron and served in the Mediterranean and South-East Asia. Rested in December, he later served as Wireless Operator and Air Gunnery Instructor on Vengeance aircraft at Peshawar, moving in May 1943 to instruct at the Gunnery School in Bhopal. In late 1944 he joined No. 356 Squadron, flying operationally in Burma, Malaya and Siam until May 1945. He retired from the R.A.F. as a Flight Lieutenant on 15 July 1955, working in the U.K. on flight simulators, before emigrating to New Zealand in 1962. According to a first-hand account compiled by a friend in the late 1990s, Owen never got over the war:

'At some stage after he left the R.A.F., Harry became very depressed. During this time he burnt his log books, photo albums and newspaper cuttings as he wished to have nothing to do with the war. Fortunately he saved his medals and badges which he gave me in 1998. Sometime after he arrived in N.Z. his wife became ill and eventually died of cancer. While she was ill, she was nursed by Shirley who later became Harry's second wife.'

A man who was always reluctant to discuss the war, Owen died on 19 October 2007 at Whareama Hospital, Nelson, New Zealand, as a result of complications arising from Parkinson's Disease. He is buried at the Nelson City Council Cemetery.

Sold with copied research and a typed testimony describing the man and history of his medals, as compiled by the present custodian and dated 8 August 2019; the recipient's original medal riband, bearing the gilt rose applicable to Battle of Britain veterans; a corresponding contemporary miniature dress medal group of six, swing-mounted; two fabric Signaller's 'wings', one of contemporary bullion manufacture.

Reference source:

Coastal Dawn. Blenheims in Action from the Phoney War through the Battle of Britain, pp. 158-163 by Andrew D. Bird.

314

A fine Second World War D.F.C. and 'Battle of Britain' group of six awarded to Flight Lieutenant D. M. A. Smythe, Royal Air Force, who flew during the Battle as an Air Gunner in obsolete Defiant aircraft of No. 264 Squadron and later witnessed extensive bombing and strafing sorties in Italy with No. 223 Squadron, being awarded the D.F.C. for 'determination and devotion to duty over a very long period of operational flying' as Gunnery Leader in Baltimore light attack bombers



Distinguished Flying Cross, G.VI.R., the reverse officially dated '1944' and additionally privately engraved '79196 D.M.A. Smythe 223 Sqdn.'; 1939-45 Star, *copy* clasp, Battle of Britain; Air Crew Europe Star; Italy Star; Defence and War Medals 1939-45, court-mounted, *very fine and better* (6)

£3,500-4,500

D.F.C. *London Gazette* 14 November 1944.

The original recommendation for the non-immediate award of the D.F.C. - by Acting Wing Commander Kenneth Frederick Mackie, D.F.C. & Bar, Officer Commanding, No. 223 Squadron - states:

'Flight Lieutenant Smythe has now completed 160 operational sorties, totalling 334 operational hours during two operational tours of flying. In practice, this has been over one long operational tour, instead of two, as he has had no rest period since he started operational flying in November, 1940.

Between November, 1940 and December, 1943, Flight Lieutenant Smythe carried out 113 operational sorties on Defiant night fighters with Fighter Command in the United Kingdom, and in January of this year flew out to Italy, joining No. 223 Squadron as my own gunner on Baltimore aircraft on 20 January, 1944.

During the six months he has flown with me he had continual stomach trouble of varying intensity, but, in spite of this, he refused to go into hospital or to miss a single raid. He has flown with me as Leading Gunner of Squadron formations on 33 occasions and of Second boxes on seven, during a long period of strain and a change-over of Observer and W/Op. Air members of my crew.

He has been Gunnery Leader of this Squadron during this period and by his drive, sound knowledge and experience with Fighter Command, has commanded the respect of the other Gunners and had contributed to a marked degree towards their efficiency and high morale.



Although we have not encountered any enemy fighter opposition, as Leading Gunner he has directed me in evasive action against often severe Ack-Ack fire with such coolness and skill that no aircraft has been lost when he has been Leading. By his personal example and continuous strict supervision of the gunnery side of this Unit, he has been an inspiration and asset to all the aircrew.

Strongly recommended for the award of the Distinguished Flying Cross for determination and devotion to duty over a very long period of operational flying.'

The covering remarks by the Air Officer Commanding, No. 3 Wing, S.A.A.F., Lieutenant-Colonel O. Galgut, state:

'Although Flight Lieutenant Smythe has only completed 47 sorties whilst with No. 223 Squadron, he previously completed 113 sorties in the United Kingdom. During his period of service with No. 223 Squadron he flew as Leading Gunner on 33 occasions. He showed keenness, enthusiasm and devotion to duty far beyond average and the award of the Distinguished Flying Cross is strongly recommended.'

Derek Myles Altamont Smythe was born on 26 June 1914 at Pretoria, Gauteng, South Africa, the son of John James Robert Smythe and Ethel Mary Sophy Grayson; he was the husband of Julia J. O'Sullivan whom he married in June 1935 at Battersea, London.

Smythe joined the Royal Air Force Volunteer Reserve on a direct-entry commission as an Air Gunner on 20 April 1940 and carried out his gunnery training at No. 1 Air Armament School at Manby, completing the Air Gunner's Course there on 12 June 1940. Having been graded a 'proficient Air Gunner' on Battles, Demon and Blenheim aircraft, Smythe was appointed Acting Pilot Officer and posted on 20 May 1940 to 'B' Flight of No. 98 Squadron, equipped with the single-engine Fairey Battle light bomber.

His first operational flight took place that same day, when acting as rear gunner to Pilot Officer Shuttleworth flying out of Nantes Aerodrome. That afternoon he flew in Battle *K9219* piloted by Sergeant Leslie Charles Allton, a pilot who died over Maidstone during the Battle of Britain, not through enemy action but most likely through oxygen failure - his Spitfire being seen to fall out of formation and enter a spiral dive. Smythe flew on six more occasions from the training establishment at Nantes, but the success of the German Blitzkrieg and rapid retreat of the British Army towards the beaches of Dunkirk led to the evacuation of the Squadron. On 1 June 1940 Smythe flew across the Channel and likely witnessed the stream of Royal Navy, Merchant Navy and 'little ships' craft engaged in Operation Dynamo; among those who would never return home were 75 men of No. 98 Squadron, R.A.F., who died when H.M.T. *Lancastria* was bombed and sunk off the French port of St. Nazaire by Ju. 88s of Kampfgeschwader 30 on the afternoon of 17 June 1940. Many of those who weren't drowned within the holds when the ship went down were killed when 'German aircraft began strafing survivors in the water and dropped flares into the floating oil' (*The Sinking of the "Lancastria": Britain's greatest maritime disaster and Churchill's cover-up*, refers).

On 18 June 1940, Smythe was posted to No. 5 O.T.U. at Ashton Down. It was here that he received further training as an Air Gunner, firstly on Blenheims and latterly, from 30 June 1940 on the Boulton Paul Defiant interceptor aircraft. Known affectionately by its aircrew as 'The Daffy', the Defiant looked similar to a Hurricane and used the same Rolls Royce Merlin engine, but there the similarities ended. With an air speed more than 100 miles per hour slower than a Me. 109, and with no forward firing guns, rather a reliance upon an electrically operated 'ball turret' located behind the pilot, it was exceptionally vulnerable in daylight to enemy fighters. Furthermore, the Defiant had a blind spot beneath the tail – from where enemy fighters could deliver the coup de grace.

Such weaknesses had been made clear in February 1940 when the Commanding Officer of No. 264 Squadron flew a Defiant on combat manoeuvres against Robert Stanford Tuck in a Spitfire; it soon became clear that against experienced opposition, the Defiant could only defend itself by circling and keeping its speed up, its abilities suited only to performing bomber-destroyer duties (Raymond Bowyer, refers).

Nevertheless, Smythe was posted to No. 264 Squadron at R.A.F. Duxford under the command of Squadron Leader Philip Hunter on 6 July 1940. He joined 'B' Flight on a sortie with Pilot Officer Hugh Percy on 13 July 1940, and flew an interception patrol in low cloud and heavy rain over Orford Ness two days later. On 19 July 1940, Percy and Smyth patrolled over Harwich; at about noon, just a few days after the commencement of the Battle of Britain, nine Defiants of No. 141 Squadron took off from Hawkinge on a routine patrol, most of them crewed by crewed by New Zealanders. Flying at 5,000 feet, they were 'bounced' by a vastly superior force of Me. 109s who came out of the sun. Of the nine Defiants, four crashed into the Channel killing their eight crew, a fifth crashed into the White Cliffs of Dover and a sixth crashed trying to return to base. The scale of the mauling led to media coverage being hushed-up for the sake of national security and morale, but secret reports described it as a 'massacre'. As a result, all 1,000 Defiant aircraft were later transferred from day to night-flying duty. This may explain No. 141 Squadron's Latin motto 'Caedimus Noctu' (We Slay by Night), which gained relevance not at formation on 1 January 1918 and during home service in the latter stages of the Great War, but following the events that day.

On 23 July 1940, the Squadron moved to Kirton Lindsey where they received a visit by Winston Churchill and Marshal of the R.A.F, Sir Cyril Newall. The experienced aircrews furthermore used this time as an opportunity to perfect a technique called the 'Luftberry', which enabled them to repel the faster enemy fighters by conducting a complicated manoeuvre involving forming quickly into a circle and descending, so that the Messerschmitt's could not fly in front or beneath them. On 6 and 7 August 1940, Percy and Smythe conducted convoy patrols. On 11 August 1940 they were scrambled to intercept a Ju. 88 over Ringway, but could not catch up with the enemy bomber. Further convoy patrols followed, but with no contacts being made.

Transferred to Hornchurch on 21 August 1940, Smythe flew on a patrol over R.A.F. Manston three days later, just 30 minutes after the airfield had been on the receiving end of a substantial raid by Ju, 88s and Me 109s. A series of individual combats were taking place overhead, but despite their eagerness Smythe was made to remark in his log book, 'Numerous He 113s attacked but they would not engage'. That morning No. 264 Squadron claimed three Ju. 88s destroyed, one damaged and one He. 113 destroyed, for the loss of four Defiants in action and a further two lost in a collision on take-off. After a hurried lunch the Squadron were ordered up to meet another attack, and it was on this occasion that the Commanding Officer, Squadron Leader Philip Hunter, D.S.O., was last seen chasing an enemy bomber out to sea (*The Few: The Story of the Battle of Britain in the Words of the Pilots*, refers).

Exactly why the Defiants of No. 264 Squadron were sent up in force on this day has never been fully explained, as it was only a month previously that No. 141 Squadron had been decimated, and by the end of the day No. 264 had lost six aircraft.

Similar heavy losses sustained whilst engaged on patrol duties forced Fighter Command to allocate No. 264 Squadron a purely night-fighter role from 27 August 1940, with the occasional cover of convoys in the Channel. Percy and Smythe flew their first operational night patrol on 7 September, being engaged for a number of days in patrolling the skies above Northolt at 15,000 feet. On 20 September, Percy and Smythe lost R/T contact 30 minutes into their patrol and became lost, only finding their way back to base 'by absolute fluke' (his Log Book, refers); they continued regular patrols, before Smythe was posted to the Central Gunner School at Warmwell from 12 December 1940-5 January 1941.

On 17 January 1941 Smythe returned to 'B' Flight with No. 264 Squadron, now operating out of Biggin Hill. Seving on his first night patrol in Defiant P 3313 with Flying Officer Percy on 15 February 1941, Smythe noted in his logbook 'chased invisible bandit half way across Channel'. On

23 February he added on a similar patrol, 'sat over Boulogne at 22,000 feet, getting patted by our bombers'. In March and April, Smythe and Percy flew regular night patrols from Biggin Hill and West Malling, Smythe noting in his log the 'bad Blitz on London'. In July 1941 they conducted a 'Turbinlite-Havoc' operation, where a Douglas Havoc night-fighter equipped with a searchlight in its nose attempted to illuminate the enemy bombers, hopefully to be shot down by the Defiants. Five more similar patrols were conducted in August.

It was whilst flying over Dungeness in Kent that Smythe experienced a close shave when his aircraft was mistakenly attacked by Spitfires on 5 April 1942. Promoted Flight Lieutenant on 14 May 1942, he transferred to No. 515 Squadron and was ordered on 26 September 1942 to R.A.F. Zeals in order to participate in any future attacks on the *Scharnhorst* and *Gneisenau* capital ships which were being repaired in the Baltic ports. Between January and July 1943 Smythe completed over 30 'Ops' with No. 515 Squadron and was then posted to No. 307 Ferry Training Unit at R.A.F. Finmere, Buckinghamshire.

Transferred to No. 223 Squadron on 20 January 1944, he later acted as Gunnery Leader operating Baltimore's from Celone, Italy. His logbook details 47 operations, the majority of them involving missions to bomb factories, railheads, a railway tunnel to the west of Praetola and road junctions. On 31 March 1944 he bombed the San Benedetto railway and on 7 April 1944 he attacked the Papigno hydro-electric plant. Later targets included gun positions near Ponte Corvino and the Wharf's at Ravenna – where his aircraft met heavy flak. On 12 August 1944, Smythe returned home from Pescara to Cairo and on to England via Malta, for a well-earned rest.

Smythe saw out the end of the War attached to No. 45 Group Transport Command at Dorval, Canada, where he served as Group Accidents' Investigator. He was released from the R.A.F. in March 1946, his log book recording a total of 1055 hours' flying time.

He married for a second time in April 1952, living with his wife Patricia Day at 59 Ladbroke Grove, London, W.11, and died in December 1999 at Sleaford, Lincolnshire.

To be sold with the following documentation and ephemera:

- (i) Original R.A.F. Observer's and Air Gunners Flying Log Book, detailing the recipient's full period of service from 27 April 1940-3 February 1946. This is worn at the spine and fragile, the first page recording 'Certificates of Qualification' being separate, but the log is complete and gives a good account of the recipient's service during the Second World War.
- (ii) The miniature dress medals worn by the recipient and swing mounted by *Spink & Son Ltd*, comprising: Distinguished Flying Cross, G.V.I.R.; 1939-45 Star, clasp, Battle of Britain; Atlantic Star; Italy Star; Defence and War Medals 1939-45.
- (iii) A Silver and blue enamel R.A.F. cufflink, together with contemporary R.A.F.V.R. pin badge and Air Gunner's embroidered brevet.
- (iv) A comprehensive copied research file, including original photographs of the recipient as a child and in R.A.F uniform; a number of fascinating photographs of the recipient about to enter the turret of his aircraft and further images of the recipient and his wife (approx. 16 photographs).



315

The important Caterpillar Club badge issued to Wing Commander T. F. 'Ginger' Neil, D.F.C. & Bar, A.F.C., A.E., a fighter Ace who flew no less than 141 combat missions in Hurricanes of No. 249 Squadron including during the Battle of Britain, and destroyed a total of 14 enemy aircraft during the Second World War

Caterpillar Club badge, gold with ruby eyes, engraved to reverse 'P/O. T. F. Neil. D.F.C. Pres. by Irving Co.', with original safety chain, *extremely fine*

£800-1,200



Thomas Francis 'Ginger' Neil was born on 14 July 1920 at Bootle, Merseyside, and educated at Eccles Grammar School. After taking his School Certificate in 1937 he took work at the District Bank in Gorton whilst training to be a pilot with the Royal Air Force Volunteer Reserve from 17 October 1938. Called up for full-time service at the outbreak of the Second World War, Neil was commissioned Pilot Officer and posted on 15 May 1940 to No. 249 Squadron based at Church Fenton and North Weald.

Baling out over the Garden of England - Caterpillar Club Member

Awarded the Distinguished Flying Cross on 8 October 1940, Neil faced a serious mishap on 7 November 1940 when he collided with the Hurricane flown by Wing Commander Francis Victor Beamish, D.S.O., A.F.C., losing the rear section of his aircraft. The exact circumstances were uniquely described by Neil in a television interview conducted in 2016:

'The aircraft became uncontrollable and this was at 18,000 feet... I think it was, and I didn't really get out of the aircraft until about 2,000 feet, so I spent a long time in the aeroplane trying to make sense of an aircraft that didn't have a tail and I eventually got out.

I landed in the top of a tree at a place called Walberswick in Kent, and when I came round I was surrounded by four sets of feet, two belonging to ladies and two belonging to men, and they were discussing whether I was on their side or the other side.

The two ladies thought I looked English and that kept me going so to speak. The two men thought I looked German and they wanted to hang me and, anyhow, two Army officers rushed up and prevented them from doing that... and that's the story how I continued to serve in the Air Force for twenty odd years.'

(Interviewer) 'What happened to Beamish's aircraft? Did he land OK?'

(Neil) 'Yes, yes, he was out and totally fearless.'

(Interviewer) 'I hope he bought you a beer!'

(Neil) 'Pardon?'

(Interviewer) 'I hope he bought you a beer...'

(Neil) 'No! He said he was sorry... He was a wonderful man, and they all thought I'd been killed and never seen again because I disappeared through cloud... until I turned up the same night.'

Beamish made a forced landing near Leeds Castle and was awarded the D.F.C. the next day (*London Gazette* 8 November 1940, refers). Neil was awarded a Bar to his D.F.C. on 26 November 1940 and

later fought during the Battle of Malta, shooting down a Macchi C.200 fighter on 12 June 1941. Appointed Officer Commanding No. 41 Squadron, Neil later became liaison officer to 100 Fighter Wing, U.S.A.F. and was awarded the Bronze Star Medal. Taking retirement from the R.A.F. in 1964, Neil settled in Norfolk where he became a director in the shoe industry.

Tom Neil died on 11 July 2018, just a handful of days short of his 97th birthday. In paying tribute to Neil, David Brocklehurst, M.B.E., Chairman and Historian at the Battle of Britain Museum Trust said:

‘We are greatly saddened by his death and our hearts go out to Tom’s family - we have lost a true friend. He was the epitome of a Battle of Britain pilot. It was a great honour to have known him.’

For reference to the interview referred to above, please see:
<https://youtu.be/PWcwqGokQck>

AWARDS FOR GALLANT OR DISTINGUISHED SERVICE



x316 Royal Humane Society, small bronze medal (Unsuccessful) (**Robert Kay, Nov: 29. 1904**), in *Elkington & Co.* case of issue, *nearly extremely fine*

£80-120

Case number 33,744:

‘At midnight on the 29th November, 1904, two men fell overboard from a fishing boat in the dock at North Shields. Robert Kay jumped in and attempted to rescue them, but failed, and they were drowned.’

Robert Kay was born around 1876 and lived at 63 Queen Street, Tynemouth, North Shields, with his wife Lavinia and three daughters. A fish trade labourer by trade, he was awarded the Royal Humane Society Medal - and this after having just recovered from a severe illness. A contemporary newspaper article, titled ‘A Shields Tragedy: Struggle on a Trawler,’ takes up the story:

'In the early hours of this morning, a tragic occurrence took place on board a steam fishing vessel lying at the Corporation Fish Quay, North Shields. It appears from a statement made by Thomas Marshall, watchman on board the steam trawler *John M. Smart*, his attention was called soon after midnight to a noise on board the steam liner *May Flower*, of North Shields. He heard the watchman of the latter vessel shouting that he had a man down in the hold, and asking if he (Marshall) had seen "David," meaning the Deputy Quay Master, who was on night duty. Shortly afterwards Marshall heard a struggle on board the *May Flower*, and then a splash. Looking over the side of the *John M. Smart*, Marshall saw a man struggling in the water. He made a search for the watchman of the *May Flower*, but could not find him, and a man named Robert Kay, of Queen Street, North Shields, who was also on board the *John M. Smart*, jumped overboard to attempt a rescue. He saw two men struggling, but was unable to assist them, and they were not seen again.

The names of the men were Hugh McKie, a widower, between 50 and 60 years of age, and Joseph Grant Roberts, 26, a single man.

The bodies of both men were recovered during the morning. A large crowd watched the grappling operations, and at mid-day Sidney Smith got hold of something heavy. As it was being drawn up, however, the weight suddenly became lighter, but the line was hauled in, and the body of McKie was found on the hooks. The grappling iron was dropped at the same spot by a man named Hollings, and directly afterwards the body of Roberts was also recovered. Both bodies bore traces of a violent death struggle, and it is supposed that the men had sunk clenched together. There was a livid mark on one of Roberts's wrists, and the faces of both men had a ghastly appearance.

The man Kay, who so gallantly jumped overboard to endeavour to save the lives of the men, had just recovered from a severe illness and is again confined to his bed owing to the shock of his cold plunge. Being still weak and seeing the men struggling together, he was afraid to go near them for fear of losing his own life.'

Sold with copied R.H.S. report, newspaper clipping and 1911 census extract.

317

A Great War M.B.E. pair awarded to Lieutenant-Commander T. A. E. J. Bosanquet, Royal Navy, decorated for protecting the natural harbour of Milford Haven - which acted as the assembly point of convoys to Gibraltar - from the activities of U-Boats off the coast of Pembrokeshire

Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st Type Breast Badge, silver, hallmarks for *Garrard & Co. Ltd*, London 1917, in its fitted case of issue; British War Medal 1914-20 (Lieut. T. A. E. J. Bosanquet. R.N.), *good very fine* (2)

£180-220

M.B.E. *London Gazette* 7 June 1918:

'Awarded for arduous work in charge of Patrol Boats in all weathers at Milford Haven.'

Thomas Albert Edward James Bosanquet was born on 9 November 1858 at Folkous Place, Stoke Damerel, Devon and joined the Royal Navy as Boy 2nd Class on 29 January 1874. He witnessed extensive service and steady promotion before transferring to the Coastguard in 1881. Bosanquet subsequently returned to the Royal Navy serving aboard *Impregnable*, *Achilles*, *Swiftsure* and *Defiance*, before promotion on 18 October 1887 to Petty Officer 1st Class aboard *Scout*. Appointed Acting Boatswain, Bosanquet was awarded his L.S. & G.C. Medal on 30 July 1890, his conduct regularly noted as 'exemplary'. Transferred to *Belleisle*, *Tamar*, *Ganges*, *Empress of India* and *Lion* on 1 July 1901, Bosanquet's service record continued to extol his strengths as a 'trustworthy' and 'hardworking & zealous'. In August 1911 he was posted to Gibraltar for duty on a return voyage to Colombo, before being sent to Pembroke Dockyard for service with the King's Harbour Master. However his health was on the wane and he spent 42 days at Plymouth hospital in 1905 with a gastric ulcer. He was later pensioned on 9 November 1913, before being called out of retirement to serve during the Great War.

Married to Irving Cecilia in 1882, Bosanquet retired to 7 Pole Terrace, Torpoint, where the couple raised their six children. He died at 100 Gwyther Street, Pembroke Dock, on 7 October 1929 from a stomach ulcer and associated complications; sold with copied service record.

318 The very fine Battle of Jutland Russian Saint George Medal for Bravery campaign group of seven awarded to Chief Petty Officer G. J. Hammond, Royal Navy

Africa General Service 1899-1956, E.VII.R., 1 clasp, Somaliland 1902-04 (G. J. Hammond, P.O. 2CL., H.M.S. Porpoise.); 1914-15 Star (161137. G. J. Hammond, C.P.O. R.N.); British War and Victory Medals (161137 G. J. Hammond. C.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R. (161137. G. J. Hammond, C.P.O. H.M.S. Monarch.); Italy, Messina Earthquake, 1908, rim privately engraved (G. J. Hammond P.O.I.); Russia, Empire, Order of St. George, Medal for Bravery, 4th Class, silver, reverse impressed, 'No. 1272840', mounted as worn, *very fine* (7)

£3,800-4,200

George John Hammond was born on 30 April 1875 at Shoreditch, London. A clerk by profession, he joined the Royal Navy and served as Boy 2nd Class at the Portland shore establishment *Boscawen* from 19 June 1891. Promoted Boy 1st Class on 17 November 1892 and Ordinary Seaman whilst aboard *Alexandra* on 30 April 1893, he saw further advancement aboard *Assistance* and *Camperdown*, being appointed Ships Corporal 1st Class at the 'stone frigate' *Excellent* on 9 October 1902. On 23 April 1903, Hammond joined *Porpoise* and took part in the operations on and off the coast of Somaliland against Muhammed bin Abdullah which lasted from 18 January 1902-11 May 1904. The defeat of troops loyal to the Mullah on the Judballi plain by British Commander, General Charles Egerton, forced enemy forces to flee to Majeerteen country on the Horn of Africa, and enabled *Porpoise* to return home, 237 of the crew qualifying for the clasp Somaliland 1902-04.

Promoted Petty Officer 1st Class on 1 December 1905 at *Victory I*, Hammond was posted on 25 May 1907 to the battleship *Exmouth* which at that time served as flagship to the Mediterranean Fleet. It was whilst serving with *Exmouth* that Hammond is confirmed as assisting with recovery efforts following the earthquake that struck Messina on 28 December 1908. Ultimately this involved digging people out of piles of rubble, the earthquake having devastated the Norman cathedral and trapped almost half the inhabitants of the city in their homes as they slept. The American consulate was reduced to 'a pile of rubble' (*Italy's Great Horror*, by J. H. Mowbray, refers), and American Consul Arthur S. Cheney and his wife, Laura, were killed. Similar tales were experienced by the French and British consuls: Ethel Ogston, wife of the British Vice-Consul, being killed instantly after being struck by a falling balcony as she attempted to escape through the streets with her family.

Returned home, Hammond was advanced Acting Chief Petty Officer on 1 November 1913 and served aboard the battleship *Monarch* from 7 April 1914, being aboard her at the outbreak of hostilities and as part of the 2nd Battle Squadron of the Grand Fleet, based at Scapa Flow. Having sailed forth in response to the German bombardment of Scarborough, Hartlepool and Whitby in December 1914, she then sortied in response to an attack by German ships on British light forces near Dogger Bank on 10 February 1916, but was recalled two days later when it became clear that no enemy vessels larger than a destroyer were involved. On the night of 25 March 1916, *Monarch* and the rest of the fleet sailed from Scapa Flow to support Beatty's battlecruisers and other forces raiding the Zeppelin base at Tondern. By the time that the Grand Fleet approached the area on 26 March, British and German forces had already disengaged and a strong gale threatened the light craft, so the fleet was ordered to return to base. On 21 April, a demonstration was conducted off Horn's Reef to distract the Germans whilst the Imperial Russian Navy re-laid defensive mines in the Baltic Sea. This was repeated from 2-4 May 1916 in an attempt to focus German eyes upon the North Sea and prevent further bombardments of the east coast.

Jutland - Russian reward

On 31 May 1916, *Monarch*, under the command of Captain George Borrett, was the sixth ship from the head of the battle line after deployment. During the first stage of the engagement, the ship fired three salvos of armour-piercing capped shells from her main guns at a group of five battleships at 18.32hrs, scoring one hit on the dreadnought S.M.S. *Konig* that knocked out a 15cm gun, temporarily disabled three boilers and started several fires. At 19.14hrs, *Monarch* engaged the battlecruiser S.M.S. *Lutzow* at a range of around 18,000 yards with five salvos of A.P.C. shells and claimed to straddle her with the last two salvos. Struck similarly by the *Orion*, the enemy vessel experienced a fair amount of flooding and heavy casualties. This was the last time that *Monarch* fired her guns during the battle, having expended a total of fifty-three 13.5-inch A.P.C. shells.

Hammond was awarded the Order of St. George Medal for Bravery, 4th Class, as 'conferred by the Russian Government on the following men of the Grand Fleet for services rendered in the Battle of Jutland' (ADM 116/1493, National Archives, refers). However, due to the fact that the Tsar had by then been deposed, the award could not be published in the *London Gazette*; Hammond would however have received the permission to accept and wear the ribbon of this decoration. He remained aboard *Monarch* for the duration of the war and was also still serving aboard her when awarded the L.S. & G.C. on 12 January 1919. Demobilised ashore on 20 February 1919, Hammond later enrolled into the Royal Fleet Reserve; sold with copied service record and research.

- 319 **A rare Great War M.M. group of three awarded to Lance-Corporal E. Holway, Royal Marine Light Infantry, who was decorated for bravery during the Battle for Aveluy Wood and was twice wounded on the Western Front**

Military Medal, G.V.R. (Ply-1093 S L.Cpl. E. Holway. 1/R.M.L.I.); British War and Victory Medals (Ply. 1093-S-Pte. E. Holway. R.M.L.I.), *good very fine* (3)

£700-900

M.M. *London Gazette* 6 August 1918.

Ernest Holway was born on 30 March 1891 at Halifax, the second son of Orsini and Winifred Holway of 7 Carlton Court. Having worked as an overlooker in a cloth mill, Holway enlisted at Manchester for the Plymouth Division, Royal Marine Light Infantry, on 14 September 1915. Posted to the 1st Battalion, Holway initially served with the Mesopotamia Expeditionary Force from 20 February-24 April 1916, before transferring to France and witnessing extensive service on the Western Front.

It was on 29 September 1916 that he suffered a gunshot wound to the left arm and on 26 October 1917 he received a second gunshot wound to the left hand. Recovered, Holway saw action in the Spring of 1918 in Aveluy Wood as the Allies attempted to repel Operation Michael. On 5 April 1918 his Battalion fought a desperate counter-attack in an attempt to regain control of the wood which held strategic value above the floodplain of the River Ancre, and it was here that he would earn his M.M. (*Their Majesties' Jollies, Medals Awarded to the Royal Marines*, refers).

Having survived further extensive fighting at Logeast Wood and on the railway line north of Achiet-le-Grand, Holway was demobilised on 4 February 1919. He returned home to Halifax where he died on 10 September 1949, leaving effects of £1454 6s. 5d. to his widow, Amy; sold with copied service record and research.

- 320 **An extremely rare Second World War O.B.E. group of seven awarded to Captain H. H. Golding, Merchant Navy, one of a handful of recipients of the Southern Railway Company's M.S.M - for his gallant deeds as Master of the S.S. Isle of Sark in St. Peter Port, Guernsey in June 1940, when his ship came under attack while embarking evacuees**

The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer's 2nd type Breast Badge, silver-gilt, in its *Royal Mint* case of issue; British War Medal 1914-20 (Hervy H. Golding); Mercantile Marine War Medal 1914-18 (Hervy H. Golding); 1939-45 Star; Atlantic Star, clasp, France and Germany; War Medal 1939-45; Southern Railway Company's Meritorious Service Medal, silver-gilt, the reverse officially engraved, 'H. H. Golding', in its fitted *Royal Mint* case of issue, *the Great War awards lightly polished, otherwise generally good very fine and better* (7)

£5,000-6,000

O.B.E. *London Gazette* 3 January 1945.

Southern Railway Company's M.S.M.:

'Delayed the departure of the S.S. *Isle of Sark* from Guernsey, during intense bombardment of the Island on 28 June 1940, in order that as many passengers as possible might be embarked.'

The Southern Railway Company's M.S.M. was instituted by the Company's directors soon after the outbreak of hostilities, 18 awards being presented at a ceremony held on 16 August 1940 and thereafter just six further awards.

Hervy Hardinge Golding was born in Tongham, near Farnham, Surrey in October 1887, and 'sailed out of Greenock as an apprentice aboard the *Samoena*, a three-masted ship, and for four years survived the life, sailing and the dreaded Southern Ocean, learning the skills that would one day enable him to join that exclusive society of men - the Cape Horners' (*The Evening Echo*, Bournemouth, 22 June 1974 refers).

Having passed his 2nd Mate's examination in London in November 1908 and his 1st Mate's examination in Hong Kong in November 1910, Golding was next employed in vessels of the British Steam Navigation Company and Seang Line, trading routes from Rangoon to China. In April 1914, he entered the service of the London & South Western Railway fleet as a 2nd Officer in the *Bertha* (afterwards merged with the London, Brighton & South Coast Railway, and the South Eastern & Chatham Railway companies to form the Southern Railway Company).

Actively employed in the Mercantile Marine in the Great War, he was employed on the Southampton-Le Havre run, latterly in the *Normannia* and *Hantonnia*. He stayed in the Company's employ for the remainder of his career, his otherwise peaceful voyages to France and the Channel Islands coming to an abrupt end on the renewal of hostilities.





The Evacuation of Guernsey - June 1940

On the renewal of hostilities, Golding was in command of the *Isle of Jersey*, shortly to be refitted as a hospital carrier, but in early 1940 he was given command of the *Isle of Sark*, which appointment led to his part in the evacuation of the Channel Islands. The ship's matter-of-fact official log entry for 28 June 1940 states:

'6.55 p.m., St. Peter Port, Guernsey: At time and place stated, while passengers were beginning to embark, enemy planes appeared and commenced a bombing and machine-gun action on harbour and shipping. A wireless transmission message was transmitted and acknowledged. The attack was maintained for an hour, during which no damage was done to the ship. Vessel sailed for Southampton at 10.15 p.m. according to schedule.'

A more extensive account of events that evening at St. Peter Port was later published in the *Great Western Railway Magazine*:

'On 28 June 1940 enemy bombers attacked in earnest. About 7 o'clock in the evening a number came over, flying at about 3,000 feet. Diving lower, they then machine-gunned the jetty and its vicinity, and bombed the harbour very intensely. As it was low tide, the area under the jetty provided reasonably good shelter for those who were able to get there, but casualties were nevertheless considerable. Three of the Company's staff were among the wounded who were taken to a hospital in the Island.

The jetty itself was soon ablaze with burning lorries, and at the end of the raid the scene was an inferno, and passage from any one point to another was not an easy matter. It is now clear to the Company's staff that it was high time to leave. There were three vessels in the harbour, which had been kept in steam in readiness for just such an emergency. They each had some guns for defensive action, and had succeeded in keeping hostile aircraft far enough away to prevent any direct hits. The vessels sailed for England at 9.30 p.m. the same evening, the Company's staff, as had already been stated, being on the last boat to leave. Of the 49 Great Western and Southern Railway joint staff at Guernsey, 38 sailed to England, three are known to have been left behind wounded, and eight remain unaccounted for. Most of the wives and families of the men had sailed for England at an earlier date. It is understood that the island of Guernsey was occupied by German troops on Sunday 30 June.'

And a glowing portrait of Golding's calmness under fire was later published in the *Bournemouth Daily Echo*, from which the following extract has been taken:

'The ship had some near misses and there were very heavy casualties among the people on the quay. A large number of lorries caught fire. The bombing and machine-gunning went on for about an hour. The quay was a shambles with 50 killed, 200 wounded and over 100 lorries burning.'



Many of the women and children passengers were unaccompanied by men, and with the large number of people on the ship and on the quay a panic with grave consequences might easily have commenced.

Captain Golding issued orders from the bridge and then walked along the decks keeping everybody as calm as possible. His presence was felt immediately wherever he went, and in my judgment he was largely responsible for the steadiness of the crew, the passengers and the people on the quayside.

As soon as he felt the people aboard were steady, he walked across the quayside to telephone to the Naval Authorities, then returned calmly to his bridge, although concentrated machine-gunning and bombing were going on.

When the bombing had finished, he had to make important decisions. How many people he would take aboard from the number who were clamouring to come; the best time to leave in view of the fact that he would be unescorted and so on. It must also be remembered that he had a very tired crew. They had been working at top pressure for many weeks.

Captain Golding remained on duty the whole of the day as he had on every other day when in Guernsey. During the bombing and afterwards, he was absolutely calm and imperturbable, and tireless in stimulating and encouraging his crew.'

The *Isle of Sark* was in fact the final ship to depart St. Peter Port before the German occupation, with 647 passengers embarked, and but for the light A.A. and Lewis gun fire she put up at the attacking Heinkel IIIs, casualties may well have been higher. On Golding's recommendation, Able Seaman G. Mace, also received the Company's M.S.M. for manning the ship's gun on the same occasion.

Having been actively employed elsewhere, Golding was not able to attend the first investiture of the Company's M.S.M. in August 1940, but shortly afterwards he received his award at Southampton from the 'Docks and Port Manager, in the presence of many officials and staff - the gathering also included the Flag Officer i./c. Naval Operations, Southampton, the Garrison Commander and the Principal Sea Transport Officer' (*Southern Railway's Journal*, refers).

Golding returned to his old command, the *Isle of Jersey*, in December 1940, by now a fully fitted-out hospital carrier attached to the Home Fleet at Scapa Flow and in which capacity he remained in command until the War's end. During the Normandy landings, the *Isle of Jersey* steamed south and served off Gold and Juno Beaches, bringing home nearly 2000 patients in a matter of weeks. He was awarded the O.B.E. and returned in triumph to St. Peter Port in October 1945.

Golding finally retired in late 1947, after 33 years with the Southern Railway Fleet, latterly having served as Commodore of the company's Southampton Section - and having completed 4,800 Channel crossings. He died in December 1982, aged 94 years.

To be sold with the following impressive archive of related memorabilia:

(i) Documentation:

Ordinary Apprentice's Certificate of Indenture, dated 9 September 1904, for 4 years to the John Clink Line at Greenock.

A privately compiled ship's log covering the recipient's time in the *Samoena* circa 1906-08, large cloth bound volume with leather spine.

A quantity of competency reports (or "Flimsies") in respect of the recipient's pre-Great War service out in the Far East in ships of the British Steam Navigation Company and Seang Line, circa 1910-13, together with a run of related discharge certificates.

Certificate of Competency as Master of a Foreign Going Ship, Board of Trade, dated 18 July 1913.

Board of Trade correspondence relating to the award of the recipient's British War and Mercantile Marine Medals 1914-18, including forwarding letter dated 4 May 1921; together with Ministry of Transport forwarding certificate for his 1939-45 campaign awards.

A series of privately compiled ship log books (15), with details of individual voyages, many with Southern Railway label to front cover bearing the recipient's name and relevant dates, and covering the periods January 1918 to December 1922; January 1923 to December 1928; 22 June 1927 to 31 August 1929; 2 September 1929 to 23 October 1930; 23 October 1930 to 2 July 1932; 4 July 1932 to 29 May 1934; 29 May 1934 to 3 August 1935; 3 August 1935 to 22 July 1936; 23 July 1936 to 9 August 1937; 10 August 1937 to 11 June 1939 (re. Isle of Jersey); January 1939 to December 1936; 3 November 1937 to 15 April 1939; 12 June 1939 to July 1946; a separate folder entitled Isle of Jersey - Account of All Movements 24 August 1939 to 11 July 1945; 20 July 1946 to 11 September 1947; and another up to September 1947, but with earlier entries from January 1937; together with Golding's Guernsey and Jersey Pilot's log books and notes.

Golding's official Dock Permit (No. 21067), for permission to enter Southern Railway Company's docks at Southampton, dated 8 May 1940; and three letters of appreciation from passengers he brought out of St. Peter Port a few weeks later, citing his calmness under fire and the steady conduct of his crew.

A fascinating scrap album, with numerous newspaper reports, many dealing with events at St. Peter's Port in June 1940, together with some official reports and correspondence, the latter including a letter from the Manager of Southern Railway congratulating Golding on his courage and resource, and Ministry of War Transport letter of notification regarding the award of his O.B.E.



The recipient's original O.B.E. warrant, dated 1 January 1945, framed and glazed.

The recipient's Imperial Merchant Service Guild membership certificate, brown leather folder with gilt title.

His Minister of Shipping Continuous Certificate of Discharge (R218098).

A hand-illuminated retirement certificate, the upper inscription reading, 'We the undersigned Ships Officers of the Marine Department of the Southern Railway at Southampton hereby place on record our esteem and good wishes to Captain H. H. Golding, O.B.E., on his retirement from the service after 43 years at sea and wish him a long and happy enjoyment of his well earned rest', with 50 signatures (some faded), 30cm. by 26cm., framed; together with an assortment of related retirement telegrams and letters.

A box containing as large quantity of "Cape Horners" documentation, membership and otherwise.

A file containing assorted letters of condolence and cards (approximately 25); and much further documentation, including pocket diaries, marriage certificate, wills, insurance policies and further family-related papers.

(ii) Photographs:

An image of the Officers and Apprentices of the *Samoena*, circa 1907, 37cm. by 32cm., framed and glazed; another from same period, or slightly later, by local photographer Chueng Kulan, Amoy, 43cm. by 36cm., framed and glazed; and a pair of smaller group images from his days in the *Glengogle* in the Far East, both framed; an image of the Isle of Jersey, the mount captioned, 'H.M. Hospital Ship "Isle of Jersey". Refitted by The Grangemouth Dockyard Co. Ltd, October 1941', 30.5cm. by 25cm., framed and glazed; a display of 14 wartime images, mainly of Isle of Jersey interest, framed and glazed, and two further images of Golding, his ship's officers and matrons from the same period, framed and glazed.

Photograph albums (8), with several hundred images in total, covering his time in the Far East, 1911-13, with excellent ship views and captioned crew images; inter-war service and various "family" travel and holiday scenes in the U.K. and abroad, together with a postcard album.

A large selection of other photographs, dating from the late Victorian era through to the 1950s (approximately 400 images), quite a few on card mounts, many of nautical interest but others of family subject matter, the former including numerous scenes from the *Isle of Jersey* in the 1939-45 War.

(iii) Pictures:

A watercolour of 'H.M.H.C. "*Isle of Jersey*" at sea', initialled 'J. D. A.' and dated 1945, 30.5cm. by 20cm., framed and glazed.

A water colour depicting a ship in distress approaching rocks, unsigned, 19cm. by 13.5cm., framed and glazed.

(iv) Nautical Memorabilia:

Captain Golding's sea chest, the exterior green painted, the plain wooden interior with two large and one smaller raised compartments, and the inside of the lid with hand-painted signal flags, rope handles, 87cm. by 43cm. by 39cm.

A portable ship's compass, by *Mahier, Le Havre*, in wooden, part-glazed carrying case.

A telescope, by *Ross, London* (No. 47449), retailed by Murray, Calcutta, leather grip.

Captain Field's improved parallel rule, antique boxwood, brass hinges; together with a whistle, pocket compass and stop-watch.

A selection of ship's pennants and flags (5), including large yellow flag emblazoned with an Imperial Chinese dragon, this latter, as described in an accompanying newspaper article, 'flown from the foremast of his last deep sea command, plying the China Seas and visiting ports all over the Far East'.



A portable signal kit, by *Woolf, Southampton*, with individual pockets containing 20 pennants, and lower pockets for burgee, signal book and ensign, the whole contained in a folding brown canvas case, with ties; together with a smaller kit of nine pennants in a white linen container.

A selection of items relevant to the “Cape Horners”, including brass and enamelled car bumper badge, a glass ashtray, two blazer patches and two lapel badges; Merchant Navy “MN” lapel badge and two similar tie-pins; the recipient’s silver identity bracelet, inscribed ‘ENN221818 H. H. Golding, Ewshott, Brockenhurst’, together with his bullion embroidered cap badge, three similar company badges, and a large quantity of Merchant Navy uniform buttons.

A bag containing several expended .303 shell cases and a piece of shrapnel, these latter souvenirs of events at St. Peter Port in 1940.

A bullion and embroidered uniform epaulette of Queen Alexandra’s Royal Naval Nursing Service, mounted on card, with “H.M.H.C. *Isle of Jersey*” inscribed above, and accompanied by five signatures of nursing staff who served in her, dated 1944-45, framed and glazed.

A presentation silver salver, hallmarks for Birmingham 1940, with central inscription, ‘To the Captain, September 1947’, with ten engraved autographs around, 24.5cm.



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Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C. and Bar Group of Medals to Group Captain John “Cat’s Eyes” Cunningham Sold for £384,000

- x321 A fine M.B.E. group of seven awarded to Commissioned Engineer S. L. Leech, Royal Navy, who was mentioned in despatches for keeping H.M.S. *Vimy* operational during her desperate ramming action against German U-Boats in February 1943



The Most Excellent Order of the British Empire (M.B.E.), Member's breast Badge; British War Medal 1914-20 (M.14957 S.L. Leech. B.Art. R.N.); 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45, with M.I.D. oak leaf, mounted as worn, *very fine* (7)

£300-400

M.B.E. *London Gazette* 11 June 1942.

M.I.D. *London Gazette* 18 May 1943. The original recommendation states:

'For outstanding resource and devotion to duty when the ship was damaged in a night ramming action with U.162. Thanks to his organisation and taking charge, a clear picture of the state of affairs below was formed with the minimum of delay, and the ship was able to proceed safely.'

Sydney Lewis Leech volunteered in July 1915, and was posted to H.M.S. *Fisgard*. He undertook repair work in the mechanical training establishment, but was unsuccessful in obtaining a transfer to a fighting ship. He served aboard *Victory I* from 31 July 1918. His British War Medal was sent to 16 Milton Park Avenue, Portsmouth. During the Second World War he served as Commissioned Engineer aboard the V-Class destroyer *Vimy*, which took part in Operation Dynamo. Despite being attacked by 20 Heinkel bombers on 28 May 1940, *Vimy* evacuated some 3,000 troops from the beaches of Dunkirk. Leech was awarded an M.B.E. for his services in June 1942. On 4 February 1943, *Vimy* was escorting Convoy S.C. 118 across the Atlantic when the convoy was attacked off Iceland by *Pfeil* and *Haudagen* U-boat groups. *Vimy* rammed and destroyed the U-boat *U.187*, incurring severe damage below the waterline. Leech took control of the situation and kept *Vimy* afloat. That same night, *Vimy* carried out depth charge attacks on another U-boat, *U.262*. Leech received a mention in despatches for his role in this action. On 26 September 1949 he was placed on the Retired List; sold with copied research and service record.

322

A scarce Fleet Air Arm D.S.M. awarded to Petty Officer (Air) J. D. MacKechnie, Royal Navy, later Lieutenant (Air), who won his award flying Albacores with No. 826 Squadron in the Western Desert during 1942



Distinguished Service Medal, G.V.I.R. (FX.77186 J. D. MacKechnie. A/P.O. (Air)); 1939-45 Star; Africa Star, clasp North Africa 1942-43; Air Crew Europe Star; Defence and War Medals, *the first with officially re-impressed naming, otherwise good very fine* (6)

£1,600-2,000

D.S.M. *London Gazette* January 1943:

‘For gallantry and skill in flying operations in the Middle East.’ (No recommendation extant for the award)

John Duncan MacKechnie was born in September 1905 at Birmingham, a scion of the family of metal merchants and producers, of Rotton Park Street. MacKechnie served with distinction and would have flown in the Albacores of No. 826 Squadron. 826 was formed in 1940 and flew its first missions over Belgium during May 1940. In November 1940, the squadron embarked *Formidable*, which sailed for the Mediterranean via South Africa and the Red Sea, flying attacks against Massawa, Eritrea for good measure. They also flew in the Battle of Cape Matapan on 28 March 1941, damaging the Italian battleship *Vittorio Veneto*.

Its service in the Western Desert included a role as torpedo bombers and in illuminating targets for the Wellington Bombers, which it did to notable effect during the battles for El Alamein. Having been invested with the D.S.M. at Buckingham Palace on 20 July 1943, No. 826 was disbanded on 25 August. It was subsequently reformed in December and flew Barracuda’s from *Indefatigable* for Operations ‘Mascot’ and ‘Goodwood’ in the attacks on *Tirpitz*.



MacKechnie was subsequently commissioned into the Royal Navy and retired at the rank of Lieutenant (Air) on 21 January 1949, although he is stated as having reached Lieutenant-Commander in *Telegraphist Air Gunner*. He published the history of the family business in 1956 and died at Potters Bar on 20 November 1956; sold together with an invitation to attend his investiture, dedicated in ink ‘Petty Officer Airman J. D. MacKechnie, F.A.A., 20th July 1943.’ and copied research and extracts from *Telegraphist Air Gunner* by Ken Sims D.S.M.

x323 An unusual Second World War 'double issue' G.M. group of eight awarded to Lieutenant-Commander P. C. Grant, Royal Naval Volunteer Reserve, late Riverboat Emergency Services, who received an immediate award for his exceptional part in rendering safe an enemy mine discovered beneath a hospital ship in Dieppe Harbour

As the port's Bomb Safety Officer, he took command of the perilous operation, employing a crane to lift the 'C' Type from waist-high mud to the quayside. Just how perilous became all too clear, for he discovered 'a small obstruction of substance had clogged the inlet holes to the pressure plate': one false move would have blown him - and his comrades - to Kingdom come

Remaining actively engaged in bomb and mine disposal work after the war, he added an Admiralty commendation to his accolades in August 1947, when he made safe a 1000lb bomb which had been dredged up off Southampton



George Medal, G.V.I.R. (Lieut. Percy C. Grant. R.N.V.R.), together with its 'double issue', George Medal, G.V.I.R. (Lieut. Percy Grant, R.N.V.R.), mounted on original wearing pin and in *Royal Mint* case of issue, extremely fine; 1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Naval General Service 1915-62, 1 clasp, Bomb & Mine Clearance 1945-53 (Lt. Cdr. P. C. Grant. R.N.V.R.); Royal Naval Volunteer Reserve Officer's Decoration, reverse officially dated '1960', mounted as worn, excepting the second G.M., the clasp to the eighth being very scarce, *official corrections to the NGS, otherwise very fine* (9)

£6,000-8,000

G.M. *London Gazette* 13 March 1945:

'For gallantry and undaunted devotion to duty.'

Percy Charles Grant was born on 14 January 1909, the son of Algernon Grant, a cheesemonger residing at 7 Grove Crescent Road, Stratford, London. Having worked as a shop assistant and window dresser during the 1930's, Percy served with the Riverboat Emergency Services in London in 1939 before entering the Royal Naval Volunteer Reserve as Probationary Temporary Sub. Lieutenant on 26 April 1940.

Posted to the Harwich shore base Badger - whose minesweepers were prominent in early efforts to find and destroy German magnetic mines - he was promoted Temporary Lieutenant on 26 July 1940 and appointed to a number of trawlers and destroyers for 'special duty', namely to acquire knowledge of the newly introduced German magnetic mine. Detonated by the invisible magnetic signature of steel ships - even when tens of metres away - the results could be catastrophic, underwater explosions having the ability to break ships' keels and breach submarine hulls. Furthermore, once a single mine had detonated, the possibility of more mines discouraged movement in the area and tied down considerable manpower and material reserves.

On 1 August 1942 Grant was placed in command of the controlled minelayer *Snakefly* and sent in early 1943 to the Coastal Forces Motor Launch Base Eland based at Freetown, Sierra Leone. As a major embarkation point for Atlantic convoys, Freetown held considerable strategic value for the allies, hence *Snakefly* set about the important task of maintaining port security in association with five anti-submarine trawlers, 15 Harbour Defence Motor Launches and the controlled mining and loop vessel Corbrae. In the eyes of the British Cabinet, the security of shipping routes off the West Coast of Africa, in particular the large volume of reinforcements and supplies for India, the Middle East and Eastern Mediterranean - much of which at that time was still routed via the Cape - made Freetown a vital port and a link of first importance in allied sea communications. Failure to hold Freetown and maintain safe passage through its channels would mean the use of the undefended harbour at Takoradi as a convoy assembly point, and likely considerably higher naval and merchant losses.

His orders accomplished, Grant returned home to the naval dockyard at Chatham on 3 February 1944 and was sent to the land-based 'top secret' training establishment, H.M.S. *Volcano*, on 5 March 1944. Based at Holmrook Hall in Cumbria - a Victorian country house which played host to author Lewis Carroll in peacetime - it was said that local people were fed the ruse that the building was a 'rest home' for shipwrecked and distressed sailors. It was nothing of the sort, rather having been requisitioned by the Admiralty at the outbreak of hostilities and, being strategically located between the Royal Ordnance Factories of Drigg and Sellafield, it was the perfect site for the Royal Navy bomb and munitions training school. Grant spent three months at *Volcano* before being transferred to Naval Party No. 1686 for bomb and mine disposal duties on 16 June 1944.

G.M. - deep mud and a hospital ship

The events leading up to the award of the George Medal to Grant - and his colleague Sub. Lieutenant Ronald Mervyn Orr - occurred at Dieppe on 12 October 1944, when an enemy mine was discovered lodged beneath a hospital ship. Grant's modest account of proceedings stated:

'At 11.20 a.m., the Army divers reported an object protruding 18 inches out of the mud and resembling the shape of a bomb. At 11.50, Sub. Lieutenant Orr dived to find that the object was a "C" Type mine, which was lying at an angle of 60 degrees. The usual precaution of clearing the area was taken, and for three hours an endeavour was made to remove the primer - which had approximately two feet of mud over it. This mud caused great inconvenience in trying to remove this primer, and during the process, one of the threads got crossed which made further efforts of removal practically impossible under the conditions experienced. It was discovered that a wooden bung was used in place of a bomb fuse.

It was then decided to lift the mine by the aid of a crane loaned by the B.S.O. The crane-driver was informed of the job he was undertaking and he volunteered to lift the mine by his crane. Sub. Lieutenant Orr then dived and made fast the non-magnetic shackle to the lifting lug of the mine. By this time, all shipping was clear of the danger area, and the diving boat was sent away to a safe distance. The mine was then lifted onto the quayside and rendered safe by the following procedure: A wooden bung was removed first. This was used in place of the fuse. The primer was then removed. In the effort of unscrewing the primer beneath water, a thread got crossed and this caused some difficulty in removing. Having removed the primer, the detonator was then removed. The clock was removed last and found to be a Mk. IV set for six days and had not started. Upon further investigation of the clock, it was discovered that a small obstruction of substance had clogged the inlet holes to the pressure plate. The unit was removed by remote control and found to be magnetic.

By 16.00 hours, the mine had been rendered completely safe and removed to demolition site. The unit, clock and primer have been retained in the Bomb Safety Officer's Store.'

(Signed) C. P. Grant. Lieutenant, R.N.V.R., Bomb Safety Officer.

In the Recommendation for Operational Awards from the Naval Officer-in-Charge, Dieppe, to The Flag Officer, British Assault Area, Rouen, the full extent of Grant's role was made clearer:

'I was personally present during the whole of the incident and consider that Lieutenant Grant, R.N.V.R. and Sub. Lieutenant Orr, R.N.V.R., showed exceptional capability and great devotion to duty in the rendering safe of this mine. Sub. Lieutenant Orr was under water almost continuously from 1150 until 1400. He was working up to his waist in mud, and when he had finally completed his work, came to the surface in an exhausted condition.

Lieutenant Grant was responsible for the lifting of the mine on to the quay - a very difficult and delicate operation, and for the final removal of the primer and rendering safe of the mine. These two officers, with the entire party, have done exceptional work at Dieppe, and it is very largely due to their efforts that work in the Port has proceeded so smoothly. In view of this, and the particularly dangerous incident cited above, I recommend that some suitable recognition be made of their services.'

Recommended for an 'immediate' award on 28 November 1944, the award of the George Medal to both men was approved on 21 February 1945 and confirmed by the Chairman of the Selection Committee at Treasury Chambers, Great George Street, S.W.1., London.

Promoted Temporary Acting Lieutenant-Commander on 31 March 1945 and Lieutenant-Commander on 14 January 1947, Grant was sent to H.M.S. Pubeck, the bomb and mine disposal unit at Studland, Dorset. It was here that he and Lieutenant H. T. Forge, R.N.V.R., were formally Commended by the Commander-in-Chief, Portsmouth, Admiral Lord Fraser for a 'risky' bomb disposal operation conducted in Southampton Water. The official Commendation states:

'For their courage and initiative in dealing with a 1000 lb. German bomb which was discovered in a dredger at Southampton on 19 August 1947. Since the bomb was too dangerous to be removed from the dredger, owing to the proximity of other shipping, it was taken to sea. The action of these officers reflects great credit on the Navy.'

This heroic deed - which was conducted throughout the night - is further described in an article published by the *Cairns Post* on 22 August 1947:

'You may guess what a shock we had when we saw our catch', said a member of the dredger crew.

'A navy bomb disposal squad are now trying to remove the fuse from the bomb which has its nose in the air and its tail firmly in the bucket.'

Transferred to the Permanent R.N.V.R. (*London Gazette* 20 August 1953, refers), he continued to be involved in bomb and mine disposal work throughout the 1950s at a variety of south coast shore bases, being finally placed on the Retired List on 14 January 1964.

Having received his first George Medal at an investiture on 3 July 1945, it is likely that a second was issued soon thereafter which included his correct middle initial. The *London Gazette* confirms that he did indeed have this middle initial; sold with extensive copied service record, award recommendations and research.



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324 A very fine 'Royal Visit to South Africa 1947' R.V.M., post-War B.E.M. group of nine awarded to Quartermaster-Sergeant A. Rendell, Royal Marines

Rendell was fortunate to be taken prisoner after the disastrous raid on Tobruk on the night of 13-14 September 1942 - "Operation Agreement" - where he was a 3" Mortar Platoon Commander aboard H.M.S. *Sikh*; she found herself illuminated and swept by heavy enemy fire, the vessel was abandoned and Rendell found himself dodging shells and machine-gun fire from the Italian airforce before being fished out of the water by an E-Boat and taken into captivity

Having assisted a Belgian with intelligence pose as a Marine, Rendell was returned home in a prisoner exchange six months later in good time impart his experiences and return to active service in Burma before war's end



Royal Victorian Medal, G.V.I.R., silver, unnamed as issued; British Empire Medal, E.I.I.R. (Q.M.S. Albert Rendell, Ply.X.1448, R.M.); 1939-45 Star; Africa Star; Italy Star; Burma Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (Ply.X.1448 A. Rendell. Q.M.S. R.M.), *very fine and a most unusual combination* (10)

£800-1,000

R.V.M. *A.F.O.* 2392/47. Awarded for the Royal Tour to South Africa in H.M.S. *Vanguard*, Medal presented 25 June 1947.

B.E.M. *London Gazette* 13 June 1957. Presented by Major-General Fellowes on 16 October 1957.

Arthur Rendell was born on 23 November 1917 at Wolverhampton and was a draper upon his enlistment in the Royal Marines in November 1935. He was promoted Corporal on 21 January 1937 and Sergeant (Temporary) on 22 August 1941.

In the drink at Tobruk

The objective of this raid was to gain control of the harbour and to demolish the installations of a port which saved the Germans 260 miles of road transport. Prepared in the greatest secrecy - and timed to coincide with land operations undertaken by the L.R.D.G. - the main thrust of the assault fell to the men of the 11th Battalion, R.M., all of whom were embarked in *Zulu* and her fellow Tribal-class consort *Sikh* at Haifa. They had in addition attached elements from the R.A. and R.E. - both ships had Italian red and white diagonal identification stripes painted on their fo'c'sles, in addition to other minor modifications to try and confuse the enemy, but in the event such alterations proved utterly ineffective.

Having then received a good luck signal from Winston Churchill, the Tribals, escorted by the cruiser *Coventry* - also sunk in the raid - and two Hunt-class destroyers (*Croome* and *Hursley*), made their way towards Tobruk for "zero hour" on the night of the 13-14 September 1942 and, on nearing their destination, broke away from their escort and steamed due west at top speed until, at midnight, they altered course and turned south for the final run-in. At this moment 60 R.A.F. Wellingtons began a three hours' bombardment of the town and at 2 a.m. the code word "Nigger" was received, indicating that the L.R.D.G. had taken a coastal battery at the mouth of the harbour, thereby setting in motion the lowering of the first wave of assault craft from *Sikh* and *Zulu*. As it transpired, these were the only Marines disembarked, for the ferocity of the enemy's response by shore battery and small-arms was immense - in fact fewer than 100 Marines survived the terrible passage from ship to shore where, after numerous acts of gallantry, the survivors were taken prisoner.

Meanwhile, in their attempt to close the shore and try and rescue assorted men in heavily damaged assault craft, *Sikh* was caught in enemy searchlights and swept by a heavy fire, so much so that she was eventually stopped dead in the water, her guns and engines out of action. Rendell was in the water by this time. *Zulu* fared little better, taking three or four hits, but nonetheless made a bold attempt to get the seriously damaged *Sikh* in tow - owing to the scale of the enemy's fire, however, Commander White was compelled to abandon the task and sheer off for Alexandria, but not before closing with the shore to lay a smokescreen: not long afterwards the *Sikh* went down with a loss of two officers and 20 ratings.

Rendell found himself hauled up at the court of inquiry (*ADM 202/350* refers):

'I was a 3" Mortar Platoon Commander of the 11 Bn. I was in A.2 dumb lighter in the 1st Flight which left the ship and formed up at 0345hrs approximately. There was a heavy sea running and approximately ten minutes later [we] parted. Contact was lost with A.1 owing to the sea and darkness and A.3 was cast off so that we could use our paddles.

At 0415hrs, shore searchlights started to sweep the sea and passed over us many times. Shortly afterwards, shore batteries opened fire, presumably at H.M.S. "Sikh" which had been illuminated many times.

About 0445hrs, "Sikh" came between us and the shore and at approximately 0500hrs she was seen to be hit aft.

About 0510hrs "Sikh" hailed us to come alongside as she was waiting for us. Approximately 0520 we came alongside "Sikh" which immediately got underway. An officer and 2 men were left in the boat and were picked up later by the Italians. "Sikhs's" engines had now seized up.

At approximately 0610hrs the order was passed to place scuttling charges and destroy R.D. gear instantly. I passed the order on the men's deck to mount all automatic weapons on the upper deck for A.A. This order was carried out efficiently. Shortly afterwards, "Sikh" was hit and caught fire on the fo'ard and men's deck. Many men were killed and badly burned.

At 0710hrs the order 'Abandon Ship' was passed. The ship was being hit very frequently by this time.

At approximately 1100hrs I was picked up by a German 'E' Boat.'

Rendell was taken aboard and went behind enemy wire. He was eventually returned via a prisoner exchange on 21 March 1943. It was on 7 October that same year he was asked to present his experiences to fellow Marines. His recollections of the loss and his capture are particularly notable:

‘At 0720 the abandoned ship started to list to starboard - it was hopeless. The Captain was the last man to leave - 20 minutes after we had gone. We took everyone we could, even those who had been burnt though the salt water did not do them much good and many died.

The enemy continued to shell us until 0920hrs even after the ship had gone. I saw a Carley Float which recieved a direct hit and it just disappeared. I had a shell very near me - about 5 yards away - which exploded and I felt as if somebody had hit me below the belt.

After the ship had disappeared the Italian Air Force put in its appearance and began to machine-gun us in the water. About 11 o'clock having been in the water since 7.20 some E Boats started to leave Tobruk and came towards us. We were picked up. Warnings about security and other orders were shouted in the water. It was just the same when the Bismark was sunk. The only thing we can say is ‘I cannot say’. I was hooked up by my shorts and hoisted on board and left to dry out on the quarter deck of an E Boat. I was with all the other fellows, one being a Lt who was hit in the head - a piece of skull was missing - and then he was babbling away, therefore people started to sing so that the Germans could not hear him if he said anything secret. One of my opposite numbers took his shirt off and put it over the German Ensign - a very unwise thing to do. It was not over there for long, however.’

Having been taken into Tobruk and, most irritatingly, to a site destined for capture had the raid worked, Rendell was searched and questioned. His service watch had been damaged by shrapnel whilst in the water and his papers with the operational orders had also been destroyed whilst in the drink. He was returned to Britain in an exchange - albeit disappointed to be a one-for-one swap with Italians - he was handed a bottle of beer to warm his sprits.

Having seen further service in Burma, Rendell was appointed to *Vanguard* for the Royal Visit to South Africa in 1947 and recieved his L.S. & G.C. on 9 December 1950. His B.E.M. was awarded for his service to the Royal Marines Initial Training Centre and he finally took retirement on 25 November 1962, retiring to Exmouth; sold together with comprehensive copied research and recommendations and a copy of *Massacre at Tobruk*.

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325 *'I also require early information by means of spies whether or not Okuta has been occupied by the French, and whether an endeavour is being made by them to take possession of Nikki. You will engage spies and obtain such information as Lieutenant-Colonel Allen may wish to obtain from time to time ...'*

A confidential report from Government House, Lagos, dated 9 October 1897, addressed to Frank Rohrweger, Political Officer of the Lagos Hausa Force.

An intriguing C.M.G. pair awarded to Frank Rohrweger, a colonial magistrate who onetime acted as Governor - and Chief Justice - of Lagos

In late 1897, he was called to arms as Political Officer to the Lagos Hausa Force, accompanying an expedition into the hinterland to counter local French ambitions and, by means of spies - and sound judgment - averted a likely diplomatic incident in the 'Scramble for Africa'



The Most Distinguished Order of St. Michael and St. George (C.M.G.), Companion's neck badge, silver-gilt and enamel, converted from breast wear; East and West Africa 1887-1900, 1 clasp, 1897-98 (F. Rohrweger, Lagos Hausa Force), *suspension post a little bent, edge bruising, otherwise very fine* (2)

£800-1,000

C.M.G. *London Gazette* 2 January 1899:

'For services as Political Officer attached to the Forces in the Lagos Protectorate'.

Frank Rohrweger was born on 20 January 1859, the second son of Julius Charles Rohrweger of Uplands, Loughton, Essex; his German father had arrived in England in 1837, in order to pursue a career as a commodity broker in the City.

Young Frank was educated at Radley, where he became a prefect and excelled in rowing and fives, prior to studying law at Brasenose College, Oxford; he was called to the Bar, Inner Temple, in 1885.

The Lagos Hinterland

In 1894, Rohrweger was appointed a District Commissioner in Lagos, but two years later, on the recommendation of the Governor, Sir Gilbert Carter, he became the colony's first Police Magistrate:

'Mr. Rohrweger is a barrister of great experience and a man of considerable intelligence and general ability. He is undoubtedly better suited for the post than I might say any officer connected to my administration. There is a strong, I fear not very scrupulous local Bar at Lagos. Mr. Rohrweger has to prove himself quite capable of dealing with them.'

Rohrweger was to remain in the post of Police Magistrate until 1903, in addition to terms of acting as Colonial Secretary, Chief Justice and Governor in the interim; he stood in as acting Governor as early as 1896, pending the arrival of Sir Gilbert's successor.

If, meanwhile, his duties in dealing with unscrupulous local legal types had proved difficult, greater challenges lay ahead. For trouble was brewing in the hinterland on account of French interests in West Africa, so much so that a force of a hundred Lagos Hausas, under Captain Neal, was ordered to Abba Akuta in late 1897, its aim to discourage further French incursions into British-influenced territory.



Appointed Political Officer to Neal's force, Rohrweger received confidential orders from the colony's new Governor, Sir Henry McCallum - orders partly cited above. In summary, Rohrweger was presented with the onerous responsibility of avoiding an armed clash with French sympathisers in the region but to - if possible - still advance British interests. His ambiguous task is neatly summed-up in a message received by Captain Neal, direct from the Chief of Staff of the West India Regiment:

'You will be good enough to remain with your detachment until further orders, encamped outside the town of Bode in such situation as you may consider most desirable. Kissi is on no account to be occupied by force, especially if the French flag still be flying. But if the Political Officer [Rohrweger] can assure you that they have evacuated the town, and that the natives are willing to receive the English flag, you will then occupy it with a small force.'

At the end of December 1897, Lieutenant-Colonel D. M. Allen joined Neal and Rohrweger at Bode with reinforcements. Nonetheless, in respect of bringing the 'Prince of Bode' on board, final negotiations were left in Rohrweger's capable hands.

A glimpse of his activities in the hinterland at this time may be found in one of his confidential reports to Sir Henry McCallum:

'My last report will have informed you that the occupation of Berebere and Ilesha has been carried out exactly on the lines now indicated by your Excellency ... immediately on receipt of your letter, I despatched a messenger to Okuta through Ilesha, offering the King the same protection as has been given to Berebere and Ilesha. Assuming that we win the race to Okuta, a letter will be addressed to the French commander informing of the fact of our occupation. Colonel Allen, with a strong force of the West India Regiment and two 7-pounders, will follow us 24 hours later, and he will be at hand without actually entering Okuta. Every possibility will be taken to avoid the possibility of a collision with the French ...'

With the establishment of the West African Frontier Force in early 1898, operations in the hinterland were handed over to the unit's new Commandant Colonel. But Rohrweger's services had not gone unnoticed, Sir Henry McCallum placing his name atop a list of officers worthy of reward:

'Mr. Rohrweger - Police Magistrate - whom I appointed Political Officer has won the confidence of the natives amongst whom he appears to be popular. He has manifested great activity, walks well, is not afraid of exposure and hard work and has carried out the different missions ordered by me with great ability.'

He was duly appointed C.M.G.

Postscript

Rohrweger afterwards became British Resident in Abeokuta, West Africa, prior to retiring to Galle, Ceylon. He died there on 25 April 1920.

His career in Lagos had ground to a halt in 1903, following his succumbing to *delirium tremens*: the fate of too many good men subjected to the challenging conditions - and climate - of Empire; sold with an extensive file of copied research.



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x326 An Order of St. John group of five awarded to Chief Surgeon J. B. Wilkinson, St. John Ambulance Brigade, who served for 38 years as Medical Officer for Health in Oldham and took an active part in despatching ambulance men during the Boer War - Oldham had the distinction of contributing the largest number of men of any provincial town



(Part Lot)

The Order of St. John of Jerusalem, Knight of Grace's set of insignia, comprising neck Badge and breast Star, silver and enamel, maker's mark to reverse of Star; The Order of St. John of Jerusalem, Honorary Associate's Breast Badge, silver; St. John Medal for South Africa 1899-1902 (Chief Surg. J. B. Wilkinson. Oldham Corps.); Jubilee 1935; St. John Service Medal, clasp, 5 Years Service (Chief Surgeon J. B. Wilkinson, 10. July. 1908.), together with an Oldham Corporation Jubilee Celebration Medal, white metal, unnamed as issued, *light contact marks, very fine and better* (5)

£400-500

James Bates Wilkinson was born on 4 July 1857 at Godmanchester, Huntingdon, the eldest of eight children and son of a farmer. Educated at Huntingdon Grammar School, he won the senior mathematical prize in the sixth form before studying at the University of Edinburgh and Royal College of Surgeons, graduating Bachelor of Medicine and Master in Surgery in 1883 and Doctor of Medicine in 1885 after writing a dissertation on the 'Relation of Puerperal Fever to other Infectious Diseases'. He also took the first prize amongst his contemporaries in ear and throat diseases.

Initially working for the University of Edinburgh as Demonstrator in Pathology, Wilkinson subsequently went into private practice in London, Peterborough and Manchester. At Peterborough he was appointed Deputy Medical Officer for the town and the workhouse, after which he worked three further years of private practice in Harpurhey, Manchester. In 1887 Wilkinson relocated to Oldham where he acted as Deputy to Dr. Tattersall. At that time, Dr. Tattersall lived in a Council-owned building and in circumstances which Wilkinson found somewhat baffling:

'The Medical Officer of Health was, before my time, housed in a building which was considered insanitary. It is still his home, but has, at least, been freed of objectionable inhabitants.' Apart from routine work, infectious disease always required constant investigation, especially when smallpox was prevalent:

'The biggest outbreak I had to deal with started on a Wakes Monday afternoon when, fortunately, I had not gone for my holiday, as was usual. A doctor rang me up and asked me to see two of his patients who, he thought, had smallpox. I went and found the two had that disease and told the mother so and that they would have to be removed to hospital. She rather disputed the diagnosis and then said, "Well, there are some more next door." I visited these and found four more cases, and on telling the second mother, she too said, "There are some more next door." There I found three more cases. By inquiries, I traced a number of other cases, and by the Friday, I had 37 cases in hospital.'

In 1894 Wilkinson was granted the Diploma of Public Health of Victoria University. He became a Member of the B.M.A. and Fellow of the Institute of Sanitary Engineers, being later appointed President of the latter in 1901. In January 1898, Dr. Tattersall took on a similar role at Salford and Wilkinson was promoted Chief Medical Officer of Health for Oldham in his place. It was a role which he relished, the *Oldham Chronicle* noting:

‘He proved an able administrator and under his advice and supervision there were hospital and sewage works extensions, new destructors, and many other minor works. He instructed the town’s very successful welfare work for expectant mothers and babies and throughout his long career kept thoroughly up-to-date in the development of public health services, the result being seen in a much lower infant mortality rate and a reduction in the general death rate in the borough.’

A man with a professional and firm character, Wilkinson was later able to offer some interesting anecdotes to the Rotary Club of Oldham regarding dealing with patients who had contracted smallpox:

‘It was amusing to remember chasing a patient down King Street and then marching him off to hospital. Then there was an elderly Irish woman who refused to take a bath. She said she had never had one and she was sure it would kill her. The attendant, after failing to get the woman to undress, said she would send for me, when the woman said, “Well, if you are sending for him I’ll have the bath. I would rather face the devil than face him.”’

Wilkinson took an active part in sending out ambulance men to the Boer War and later became School Medical Officer for Oldham from 1906-1936. He was made an Honorary Associate of the Order of St. John on 25 April 1899 and was promoted to Knight of Grace on 21 October 1921. During the Great War he repeated his previous training endeavours for ambulance men and by 1930 had signed over 10,000 certificates and approved 13,000 awards in his capacity as Secretary for the Oldham branch of the St. John Ambulance Association. In later life, it appears that Wilkinson was perhaps a little unwilling to divulge his age to a rather zealous Mr Collins of London who was collecting information to form the basis of a report on Corporation Management. Always ‘most conscious’ to perform his duties, Wilkinson, by now an elderly gentleman, requested to know who was this man who wished to know his age? Drawing a very definite line between public and private affairs, the doctor insisted his age was for him to know and him alone. There the matter ended.

Wilkinson retired in 1936 and died on 22 February 1941. He bequeathed his home ‘Keri’, at Alderley Edge, to his daughter and rewarded the kindness of his daughter-in-law Winifred Wilkinson, by leaving her £400 debenture stock in Wilson’s Brewery Company. His obituary in the *Oldham Chronicle*, dated 1 March 1941 noted:

‘He will long be remembered as a courteous and gentlemanly public servant of the old school’.

x327

An Order of St. John group of three awarded to Mrs. Katherine F. Wilkinson, wife of Dr. James Bates Wilkinson

The Order of St. John of Jerusalem, Dame of Grace’s Badge, silver and enamel, on lady’s bow riband; The Order of St. John of Jerusalem, Serving Sister’s Badge, silver and enamel, on lady’s bow riband, together with the recipients Primrose League, Dame’s Badge, 2nd issue, gilt, maker’s name to reverse, with integral top riband bar, *good very fine* (3)

£60-80

Katherine Florence Wilkinson was born on 14 July 1858, the daughter of George Thackerary Esq., J.P., of Huntingdon, Cambridgeshire. She served as Lady Corps Superintendent of the Oldham St. John Ambulance Corps and was a member on the original committee of the Poor Children’s Holiday Association, which administered the Castleshaw Holiday home and provided holidays for children of the poor. A stall-holder at the Crimean and Indian Mutiny bazaar, she helped to raise funds to provide military funerals for veterans of both campaigns. Made an Honorary Serving Sister of the Order of St. John on 26 May 1916, she was promoted Dame of Grace on 18 July 1924, and died on 2 May 1929. Her funeral took place at Lindow Parish Church, a contemporary newspaper article noting:

‘Every mark of regret and respect was shown in the district, even at Lindow Cricket Club where a match was in progress and the members stopped play and stood at attention and lowered their flag to half mast until the cortege had passed.’

- x328 **An Order of St. John group of four awarded to Divisional Surgeon Dr. Gladys E. Wilkinson, St. John Ambulance Brigade**
- The Order of St. John of Jerusalem, Officer's Badge, small type, silver; Defence Medal 1939-45; Jubilee 1935; St. John Service Medal, with 4 additional award clasps (17978. D/Sgn. G. E. Wilkinson. Oldham Cen. Nsg. Div. No.4 Dist. S.J.A.B. 1938), *very fine and better* (4) £30-50
- Gladys Elizabeth Wilkinson**, the daughter of James Bates Wilkinson, was born on 21 April 1892 and graduated L.R.C.P. from the University of London in 1928. A Member of the Royal College of Surgeons, she served as Assistant Schools Medical Officer to Cheshire County Council and later became Assistant Medical Officer at St. Mary's Hospital, Manchester. Having served since 1912, she was made a Serving Sister of the Order of St. John on 18 November 1938 and promoted Officer 30 April 1946, later retiring to Oakwood House, 2 Oakwood Avenue, Wilmslow, Cheshire.
- Gladys died on 2 March 1981, her will bequeathing the sum of £100 to the Corps of St. John Ambulance Brigade, Oldham, in order to purchase a competitive shield or cup, thereafter to be known as the 'Wilkinson Memorial', and is buried at St. John's Church, Alderley Edge; sold with the recipient's St. John Ambulance War Service Badge, gilt and enamel, the reverse numbered '225', with 'East Lancashire' suspension bar, and a Royal Life Saving Society Proficiency Medal, bronze, the reverse engraved 'Gladys E. Wilkinson Oct. 1911', and a Children's League of Pity Medal, white metal, the reverse engraved 'Gladys Wilkinson'.
-
- 329 **An unattributed Order of St. John group of seven**
- The Order of St. John, Officer's Badge; 1939-45 Star; Africa Star, with '1st Army' clasp; Italy Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Service Medal of the Order of St. John, with five additional Award Bars, mounted in court style by *Spink & Son, King Street, extremely fine* (7) £40-50
-
- 330 **A Great War Egypt operations M.B.E. pair awarded to Captain W. Sutherland, Middlesex Regiment, attached Royal Air Force, late Royal Flying Corps**
- The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st type breast Badge, silver, hallmarks for London 1918; British War Medal 1914-20, with M.I.D. oak leaves (Capt. W. Sutherland. R.A.F.), *very fine and better* (2) £140-180
- M.B.E. *London Gazette* 3 June 1919 (Egypt).
- William Sutherland** was twice further mentioned in despatches for gallant conduct and distinguished service in Salonika and Egypt (*London Gazette* 28 November 1917 & 5 June 1919, refer). He served as a Kite Balloon Officer from 1 April 1918, and later acted as a Flight Lieutenant in the Stores Department; sold with copied research.
-
- 331 **Six: Staff Sergeant V. Crews, Indian Ordnance Department**
- Most Excellent Order of the British Empire, M.B.E. (Military), Member's 2nd type Breast Badge, silver; British War Medal 1914-20 (S-Sgt. V. Crews. I.U.L.); Defence and War Medals 1939-45; Jubilee 1935; Army L.S. & G.C., G.V.R. (S-Sgt. V. Crews. I.O.D.), the first in *Royal Mint* case of issue, minor contact marks, *very fine* (6) £140-180
- Mounted as worn with the Victory Medal 1914-19 awarded to Sub Conductor T. M. Johnson, I.O.D.; sold together with a matching group of miniature medals.

- x332 A fine 'Mesopotamia' Military Division O.B.E. group of seven awarded to Captain R. B. Neilson, Argyll and Sutherland Highlanders, late Royal Naval Division, who was thrice 'mentioned' and served as A.D.C. to the General Officer Commanding the Mesopotamian Expeditionary Force from 1917-1918



The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast Badge, silver-gilt; 1914-15 Star (2. Lieut. R. B. S. Neilson. A. & S. Highrs.); British War and Victory Medals, with M.I.D. oak leaves (Capt. R. B. S. Neilson.); Defence Medal 1939-45; Special Constabulary Long Service Medal, G.V.I.R. (Ronald B. S. Neilson); France, Republic Croix de Guerre 1914-18, with palm, mounted court-style, the Great War awards sometime lacquered, *very fine and better* (7)

£180-220

O.B.E. *London Gazette* 3 March 1919:

'For valuable service rendered in connection with Military Operations in Mesopotamia'.

French Croix de Guerre *London Gazette* 7 June 1919.

Ronald Braco Stenhouse Neilson was born on 22 September 1892 at Braco Castle, Ardoch, Perthshire, the son of John Neilson, an iron merchant of 16 Park Circus, Glasgow. He was educated at Harrow School from the Easter Term 1907, boarding at Mr Moss's House and following in the footsteps of his elder brother John Beaumont - who left in 1902 and became a chartered accountant in Glasgow, later Lieutenant-Colonel Commanding the 1/5th Battalion, Highland Light Infantry. Having represented the school in the Football XI, Neilson left Harrow in 1909 and worked in Glasgow as a ship broker.

Neilson attested for the Royal Naval Division as a Seaman on 7 September 1914, being posted to Benbow Battalion. On 26 December 1914 he applied for a commission in the 3rd Battalion, Argyll and Sutherland Highlanders, this being granted on 7 January 1915. He was subsequently posted overseas to Salonika and promoted Lieutenant on 19 November 1915. Furthermore he was thence appointed Aide-de-Camp to Major General Sir William Raine Marshall, Officer Commanding 27th Division, on 27 June 1916.

Neilson departed Salonika on 16 September 1916 aboard *Bohemian* bound for Alexandria. He was promoted Captain on 5 September 1916 and travelled via Port Said to Bombay. Transferred to Basrah via the troopship *Akbar*, he was appointed Aide-de-Camp to the Corps Commander of the 3rd Indian Army Corps on 23 October 1916 and later served for a second time as Aide-de-Camp to Major General Sir William Raine Marshall from 22 November 1917 following the untimely death of Lieutenant General Sir Stanley Maude at Basra aged 53 from cholera. Three times mentioned in despatches for services in Mesopotamia (*London Gazettes* 12 March 1918, 27 August 1918 & 30 April 1919, refer), Neilson proceeded home on leave to England on 25 December 1918 aboard the troopship *Egra* and relinquished his commission on 1 April 1920. He died at Winchester on 21 December 1961; sold with copied research and service records.

Sold by Order of a Direct Descendant

333

Family group:

The exceptional Great War M.C. groups of four awarded to the Watson brothers, both of whom trod near identical paths in education and military service, comrades in arms who served alongside one another in the 6th Battalion, East Lancashire Regiment

The younger brother, Captain T. P. Watson, ‘a brilliant and gallant Adjutant’ was killed in action leading his men across the Diala River at night under heavy enemy fire in March 1917, whilst the older brother, Lieutenant J. H. Watson survived the war

Military Cross, G.V.R. (Lieut. J. H. Watson. 6th. East Lanc: Regt. Mesopotamia. 17th.-18th. April 1916.), contemporarily engraved naming; 1914-15 Star (2.Lieut. J. H. Watson. E. Lan R.); British War and Victory Medal, latter with M.I.D. oakleaf (Lieut. J. H. Watson.), mounted as worn and contained within a *Spink & Son Ltd.* display case, *nearly extremely fine*

Military Cross, G.V.R. (Capt. T. P. Watson. 6th. East Lanc: Regt. Mesopotamia. 17th.-18th. April 1916.), contemporarily engraved naming; 1914-15 Star (Lieut. T. P. Watson. E. Lan: R.); British War and Victory Medal, latter with M.I.D. oakleaf (Capt. T. P. Watson.), *the B.W.M. erased, otherwise nearly extremely fine* (8)

£2,000-2,500

M.C. *London Gazette* 22 December 1916.

John Harrison Watson was born on 23 May 1889 at Breaston, the elder son of William John Watson and Alice Jane Watson, of The Hollies, Breaston, Derbyshire. Educated at Stancliffe Hall and Malvern College, he joined the Royal Naval Air Service (Armoured Cars) on 17 October 1914 and served as Petty Officer Mechanic at *Pembroke III* until 30 January 1915, his service papers noting previous experience working in a local garage and 3 years’ service with the Malvern Cadet Corps.

Subsequently nominated for a commission in the Army, Watson was appointed 2nd Lieutenant in the 6th Battalion, East Lancashire Regiment, it being noted that his brother was in the same Battalion. Interestingly, his references included the Clerk in Holy Orders at Breaston Rectory and Sydney Rhodes James, Headmaster of Malvern College from 1897-1914, records also noting his passing ‘fit’ for military service ‘if he provides himself with an extra set of upper dentures’.

Seeing service in England from January-June 1915, Watson completed a Machine Gun Course at Hayling Island in March 1915 and was appointed Machine Gun Officer. He subsequently sailed from Avonmouth with the 6th Battalion on 16 June 1915, landing at Alexandria then moving to Mudros in preparation for the Gallipoli Campaign. The infantry landed on Cape Helles over 6-16 July to relieve 29th Division. Returning to Mudros at the end of the month, the 6th Battalion then landed at Anzac Cove between 3-5 August, and it is likely that Watson saw action at the Battles of Sari Bair, Russell’s Top and Hill 60. Soon afterwards, following heavy losses, the 6th Battalion transferred from Anzac Cove to Suvla Bay, but were evacuated from the latter around 20 December 1915. After a week’s rest and recuperation, necessitated by exhaustion and extreme weather conditions, they moved to the Helles bridgehead and witnessed the last Turkish attacks at Helles on 7 January 1916. Evacuated to Port Said on the night of 8/9 January, Watson would spend the rest of the month and part of February with the 6th Battalion holding forward posts in the Suez Canal defences.

On 12 February 1916, the Battalion departed Port Said for Mesopotamia, disembarking and transferring to Basrah a few days later. Joining the Tigris Corps on 27 March the unit was heavily engaged in the attempts to relieve the besieged garrison at Kut-al-Amara, followed by actions including the capture of the Hai Salient, the capture of Dahra Bend and the passage of the Diyala - in pursuit of the enemy towards Baghdad. Baghdad eventually fell on 11 March 1917, the Lancashire Fusiliers website noting:

‘Thousands of Lancastrians fought their way to Baghdad in the Mesopotamian Campaign of World War I. From the three predecessor regiments of the Queen’s Lancashire Regiment alone, no less than 1,239 of them lie there still.’

For the 6th Battalion, the attempts to relieve Kut had proved somewhat disastrous. Thrown into the muddled failure, the Battalion witnessed over 700 casualties in five days of fighting. Coming so soon after the debacle at Gallipoli, incompetent leadership was dismissed and General Maude, the much respected Divisional G.O.C., was made Commander-in-Chief. It was said that Maude ‘brought sense to the shambles’, by insisting on devoting the next seven and a half months to training, improving lines of communication and acclimatising to the extreme weather. Even so, with temperatures



regularly exceeding 50 degrees, death and illness from heat-stroke were common and dysentery, malaria and other tropical diseases endemic. For Watson, the appointment of Maude and adoption of this new strategy came too late. Transferred to hospital sick on 3 May 1916, he was invalided to India. He was also mentioned in despatches (*London Gazette* 19 October 1916, refers), his service record additionally noting 'Kut relief Operations'.

Posted to Brigade Depot at Kuldana, followed by appointments at Campbellpore and Bangalore, Watson was promoted Lieutenant and awarded the Military Cross in December 1916. In December 1917, likely tired of service in India, Watson travelled to Egypt and joined the Royal Flying Corps Base Depot where he later began training with the Royal Air Force. Once again his health held him back and he was admitted to hospital in Cairo on 29 January 1918. Found 'unsuitable' for further training, Watson was posted back to India in November 1918, from where he embarked home on leave aboard H.M. Transport *Ekma* at Bombay on 18 January 1919.

In a handwritten letter to the Secretary at the War Office, dated 2 September 1919, Watson enquired whether he might be eligible for a Regular Commission in the Royal Army Service Corps Motor Transport after being demobilised from the East Lancashire Regiment at the end of May. He was unsuccessful. Watson instead moved with his wife to 'Sunninghill', Boundary Road, West Bridgford, a short distance from his mother's home. It was whilst living here that he had a number of run-ins with local magistrates involving the parking and driving of his motor-car, including a significant accident with a tandem that resulted in two people being 'thrown into the road' (*The Derby Daily Telegraph* 1 November 1938, refers). John Harrison Watson died on 6 February 1964; sold with copied *MIC*, officer service papers and private research.

M.C. *London Gazette* 22 December 1916.

Thomas Palmer Watson was born on 23 January 1891 at Breaston, the second son of William John Watson and Alice Jane Watson, of The Hollies, Breaston, Derbyshire. Educated at Stancliffe Hall and Malvern College from 1905 to 1910 - where he won an academic award for English verse, served as School Prefect, Head of House, Cadet Officer, and also represented the School in the Shooting VIII - he entered Sidney Sussex College, Cambridge, graduating B.A. (Hons) Classics in 1913. According to the *University Annual* for 1917, he was:

'Among the most popular men of his time, and was a good oar and tennis player'

Soon thereafter, Watson became a teacher at Forres School, Northwood, Middlesex. According to the Malvern College memorial website, one can see how his skills and qualities lent themselves to a career in teaching and pastoral care:

'His intellectual powers were of high quality; in addition to a decided taste for Classical and English Literature he had a special aptitude for music and painting. He thus had a variety of interests which made him an excellent companion, and his closest friends were attracted to him partly by a charm of manner and partly by singleness of aim and sincerity of purpose. He gave help to many who needed help, and in his home circle he was the mainstay of the house. At Cambridge he won the esteem of tutors and men alike.'

On the outbreak of the Great War, Watson re-attested for the Cambridge Officer Training Corps - having been a member whilst previously an undergraduate - and was commissioned 2nd Lieutenant in September 1914. He was posted to the 6th Battalion, East Lancashire Regiment, which had been raised at Preston the month previously as part of Kitchener's First New Army. Watson and his men went into training at Lucknow Barracks, Tidworth, spending the winter of 1914 in billets at Winchester.

It is likely that Watson followed a very similar path to his brother, being posted to Gallipoli during June 1915. However, on 9 August 1915 he was severely injured on the fourth day of the Battle of Sari Bair when British forces made a last attempt to break the stalemate and seize control of the peninsula in preparation for the final push to Constantinople. According to his Casualty Form, Watson received a bullet wound to the right neck and another to the left thigh. Evacuated, it would not be until 4 December 1915 that he was deemed fit enough to return to the Battalion, being promoted Temporary Captain eleven days later.

In February 1916 he travelled with his Regiment to Basrah with his brother, and the pair possibly fought alongside one another. Admitted to hospital sick on 7 June 1916, he spent over two weeks suffering from dysentery before re-joining as Adjutant and Temporary Captain in Command of 'A' Company. For his service in Mesopotamia, Watson was mentioned in despatches (*London Gazette* 19 October 1916, refers) and later awarded the Military Cross, both in identical editions to his brother.

Sadly, on 7 March 1917 his luck ran out when he was 'killed in action at the gates of Baghdad' (*Sidney College, Cambridge, Great War Members*, refers). He was likely awarded his second 'Mention' at around this time (*London Gazette* 15 August 1917, refers). Besides the strong imagery offered by Sidney College, the War Diary gives more detail:

'At 3pm 38th Bde ordered to cross Diala River at night. K.O.'s on left, E.L.'s on right. Heavy fire destroyed 3 boats in which K.O. attempted to cross and owing to the improbability of getting back across under heavy fire, the attempt was given up that night and E.L. ordered not to endeavour to cross.' (X) Officer killed (Capt. & Adj. T. P. Watson, M.C.), X Officer wounded (Lieut. H. G. Wood)'

According to a Memorandum held in his Officer Service Papers and dated 3 September 1917, Watson was initially buried in the vicinity of Diala Village, a map reference being offered. His body was later exhumed and reburied at Baghdad (North Gate) War Cemetery, his headstone bearing the inscription 'Gladly did I live and gladly die', as selected by his mother. A further poignant tribute was afforded by Colonel Davy in *The Malvernian*, C.O. of the 6th Battalion at Diala:

'He was beloved by every officer and man who came into contact with him; he devoted the whole of his life since he had been Adjutant to the welfare of every officer and man in the regiment. His rare unselfishness, devotion to duty, and his charming character made the handling of men with him an easy thing. His fine brain made all work easy to him, and his devotion to the Regiment seemed to make him tireless, and his great spirit overcame physical fatigue'

Sold with copied *MIC*, officer service papers and private research.

Offered together with an outstanding original archive of items appertaining to both brothers:

- (i) Two portrait photographs of J. H. Watson & T. P. Watson, in officer uniform, contemporarily framed, approx. 25 x 31cm.
- (ii) An appealing pastel caricature full-length portrait of T. P. Watson, in officer uniform, smoking a pipe, M.C. riband displayed, contemporarily framed, approx. 24.5x 62cm, signed 'HV' lower right-hand corner.

(iii) Two large soft-leather photograph albums compiled by J. H. Watson whilst stationed in India and later, in Egypt with the Royal Air Force. The first commences with an image of Bombay Harbour from the hospital ship *Assaye*, dated 23.5.16, and goes on to describe life in Naini Tal, including travels on the road to Murree and Kuldana, August 1916, local inhabitants and places of interest. The second commences at Choi, December 1916, before describing his 'Farewell to India' and Christmas Day 1917 aboard H.M.T. *Omrab*, including 'Hun and Turk Prisoners' celebrating. The album contains a number of portrait photographs, images of the Pyramids and some outstanding pictures of crashed aircraft at Amria in July 1918, and the 'end of D.H.6. No. 4. At Shalufa, October 1918'. Approximately 115 photographs, the majority neatly annotated with place and date.

(iv) Original M.I.D. Certificate to T/2nd Lt. J. H. Watson, East Lancashire Regiment, dated 24 August 1916, in contemporary frame; M.I.D. Certificate to Temp. Capt. T. P. Watson, M.C. (killed in action), East Lancashire Regiment, dated 10 April 1917, in contemporary frame.

(v) Nottingham & District Motor Cycling Club, small 9ct gold medal, engraved to obverse 'Nottm. & Dist. M.C.C.' and reverse 'Presented by J. E. Littlewood 1 Mile H'cp. Touring Singles. Won by J. H. Watson. July 30th 1910', in fitted case of issue by *John J. Perry, Nottingham*; Dunlop Jubilee International Motor Cycle Races, Donington, August 27 1938, silver medallion, in fitted case of issue by *W. J. Carroll, London*.

(vi) Cases of issue for Military Cross (2), and contemporary riband bars with M.I.D. oakleaves (2).

(vii) Miniature Dress Medal: a mounted group of four comprising Military Cross, G.V.R.; 1914-15 Star; British War and Victory Medal with M.I.D. oakleaf, unnamed as issued, contemporarily mounted on wearing pin, in *Spink and Son Ltd.* case; a further single Military Cross, G.V.R., with *Spink & Son Ltd.* wearing pin.

(viii) A collection of contemporary shoulder titles and badges to the East Lancashire Regiment (12), in brass and bronze, officer 'pips' (13), regimental cufflinks (4), and a large number of military buttons, approximately 40.

(ix) An 1897 pattern Infantry Officer's sword, G.V.R., by *S. & J. Kitchin, Sheffield*, of standard form, straight-bladed, three-quarter basket hilted sword, marked 'PROVED', unnumbered, engraved 'J. H. Watson' to inner basket, leather grip and scabbard, the knot lacking, light traces of rust here and there, otherwise very fine.



x334 A Great War M.C. group of five awarded to Captain L. St. G. Wilkinson, Manchester Regiment, attached Machine Gun Corps, who later served as Borough Engineer and Surveyor at Wallasey, Merseyside



Military Cross, G.V.R.; 1914-15 Star (Lieut. L. St. G. Wilkinson. Manch. R.); British War and Victory Medals (Capt. L. St. G. Wilkinson.); Jubilee 1935, *light contact marks, otherwise good very fine* (5)

£800-1,000

M.C. *London Gazette* 1 January 1918.

Lionel St. George Wilkinson was born on 29 March 1886 at 117 Rochdale Road, Harpurhey, the son of James Bates Wilkinson. Educated at Oldham Hulme Grammar School and Manchester University, he graduated BSc Engineering in 1907 and MSc in 1910. On gaining his first degree, Wilkinson entered the office of the Borough Engineer of Luton followed by three years as Assistant Waterworks Engineer at the Oldham Corporation Waterworks, Piethorne, near Rochdale.

Commissioned 2nd Lieutenant in the 1/10th Battalion, Manchester Regiment on 24 January 1911, he served in Egypt from 10 September 1914 and Gallipoli from 10 May 1915. Appointed Adjutant on 23 August 1915, Temporary Major on 19 April 1916 and Acting Major on 27 August 1916, Wilkinson subsequently transferred to the Sinai Desert and the Western Front from 7 April 1917-17 December 1917. Invalided home due to bronchitis, the Officer in Command of the Surgical Division of the 2nd Western General Hospital, Manchester, added a few more details to his medical notes:

‘I have to-day examined medically Capt. L. St. G. Wilkinson, 10th Manchester R. He has fine muscular tremors and other signs of nerve wear. I think he ought to have a term of duty behind the line to restore nerve tone and that he is not at present fit for general service.’

In consequence, Wilkinson ended the war holding the appointment of attached officer to No. 2 Machine Gun Corps Training Brigade, employed largely on clerical work. According to a contemporary newspaper article:

‘Throughout the last war Mr. Wilkinson served with the 42nd Division in France and the Dardanelles, and was awarded the Military Cross for distinguished work under fire. Only to intimate friends, however, could he be induced to recall his war-time experiences.’



Demobilised in 1919, he took employment as Borough and Water Engineer at Crewe, where among other works, he carried out the £60,000 Northern Outfall Sewer Scheme. Four years later Wilkinson was appointed Borough Engineer and Surveyor to the County Borough of Wallasey. Here he was instrumental in creating the New Brighton Promenade Scheme, which included the construction of the largest open-air bathing pool in the United Kingdom at that time. Costing over £1 million, Wilkinson was instrumental in transforming the 'seaside' aspect of the town:

'Perhaps it might with confidence be said that his greatest pride was in the New Brighton bathing pool, one of the finest in the world, for the design of which he was very largely responsible' (The obituary of L. St. J. Wilkinson, refers).

In 1941 at around the time of the death of his father, Wilkinson began to suffer from severe illness. He had a leg amputated at the Royal Hospital at Childwall and never fully recovered from the operation. A prominent Freemason and first President of the Wallasey Rotary Club, Wilkinson died on 19 February 1945. At his funeral a Guard of Honour was drawn from the Wallasey A.R.P. Rescue Service and his coffin was held aloft by service personnel. He left his home - 509 Portland Court, Wellington Road, Wallasey - and effects totalling £4572 18s., to his widow Winifred Emily Wilkinson.

Sold with copied service record and the following prize and Masonic medals:

- (i) Institution of Municipal and County Engineers Past President's Neck Badge, 9ct. gold, the obverse engraved 'Lionel St. George Wilkinson Past President'.
- (ii) Royal Masonic Benevolent Institution Badge 1925, silver-gilt and enamel (hallmarks for Birmingham, 1924), with top 'Steward' riband bar and sheaves of corn riband emblem.
- (iii) Three further extremely fine silver-gilt and enamel Masonic Badges.
- (iv) Manchester University Engineering Society Essay Competition Prize Medallion, silver (1906. Lionel St. G. Wilkinson. Present Student.).
- (v) Institution of Municipal and County Engineers Prize Medal, bronze, the reserve inscribed 'Lionel St. George Wilkinson for his paper on Ten Years Municipal Development in Wallasey 1935'.
- (vi) Mayor and Corporation of Wallasey, white metal plaque, commemorating the opening of the swimming baths.

335

A rare and important Great War 'East Africa' M.C. group of four awarded to Major E. C. Irwin, 20th Duke of Cambridge's Own Infantry, attached 40th Pathans, late 20th Punjabis, who was decorated for gallantry when in command of his Company during a sharp rearguard action at Kiyombo on 25 February 1917, during which he was wounded; he was later killed in action at the head of his men at the Battle of Narungombe in July 1917



Military Cross, G.V.R.; 1914-15 Star (Capt. E. C. Irwin. 20/D.C.O. Infy.); British War and Victory Medals (Major E. C. Irwin.), *light edge bruising to last, otherwise good very fine* (4)

£1,400-1,800

M.C. *London Gazette* 26 May 1917.

'For conspicuous gallantry and devotion to duty when in command of a patrol. He carried out a successful raid on a strong hostile position and accounted for twelve of the enemy.'

Eric Conway Irwin was born on 29 May 1882 in India, the second son of Lyndon Bolton Irwin and Florence Emily Winifred Walker of East Teignmouth, Devon. He followed in the military footsteps of his father who served as a Major in the Bengal Staff Corps, being commissioned on 8 May 1901 and appointed to the Indian Army on 15 November 1902. Promoted Captain, Irwin proceeded with the Duke of Cambridge's Own Infantry on active service with the Mesopotamia Expeditionary Force from 12 October 1914, being transferred to serve with the 40th Pathans in East Africa from 5 April 1916. The Regiment had previously fought with distinction during the Second Battle of Ypres where they suffered 320 casualties on 26 April 1915, followed by the Battles of Aubers Ridge and Loos. Being transferred to East Africa in December 1915, they were much in need of experienced leadership to replace the officers lost in the European Campaign, including the Commanding Officer, Lieutenant-Colonel F. R. Rennick, who fell near Hazebrouck on 26 April 1915, being shot through the head 150 yards south of Vanheule Farm - one of five C.O.'s who became casualties that afternoon in the Lahore Division (*Magnificent but not War: The Battle for Ypres, 1915*, refers).

Under the command of Lieutenant-Colonel J. W. Mitchell, the 40th Pathans landed at Mombasa and began to consolidate the individuals and drafts from 12 other regiments into an effective fighting force. On 9 April 1916 the Pathans moved across the border at Taveta and camped near Moshi on the lower slopes of Mount Kilimanjaro waiting for the seasonal rains to end. Likely joined by Irwin and 4 machine-guns originating from France, the men continued training and acclimatising to the harsh African conditions. At around this time disease started to take its toll, with men going sick from malaria and suffering from 'jigger fleas' which had the thoroughly unpleasant habit of burrowing their way under toenails; the men quickly learned that the solution was to rub their feet nightly with kerosene oil and listen to the advice of the Kavorondo tribesmen who acted as carriers.

Marching down the line of the German Usambara Railway, the Pathans made contact with enemy forces at Mombo on 9 June 1916. The German Schutztruppe - as the local army unit was named - sprang a series of vicious ambushes before beating a hasty retreat, destroying bridges and ripping up the railway track in their wake. Transferred to security duty around Handeni, the 40th Pathans marched from Bagamoyo on 31 August and fought in the successful operation to capture Dar-Es-Salaam.

Kilwa operations - M.C.

On 30 September 1916 the 40th Pathans concentrated on the coast at Kilwa. Here an issue of clothing was made and eagerly received as many Sepoys had been without boots for several weeks and others were wearing captured German uniforms. Ordered to conduct an intense patrolling programme, Subadar Mehrab Din captured a German and an Askari and shot a prowling lioness. Around the same time Irwin raided an enemy post at Samanga and was awarded the M.C. (*The 40th Pathans in Action In East Africa, January 1916-February 1918*, by Harry Fecitt, refers).

In December 1916 the British outpost at Kibata was besieged by a strong German force armed with artillery. The 40th Pathans and the Gold Coast Regiment marched up to Kitambe to threaten the enemy's right flank, the former occupying what became known as 'Gold Coast Hill' until 22 December amidst a maelstrom of enemy fire and the ever-present strength sapping disease and extreme weather. Two machine-gun porters were killed and two others wounded, with a further 15 Sepoys wounded in action. More worrying in terms of casualty figures were the 10 men on average per day who were evacuated due to malaria - made more prevalent by the stagnant pools of filthy water left over from the rainy season and the lack of sanitation for over 1,000 men.

Half-rations and game hunting

The Pathans remained in the vicinity of Kitambe for a couple of months, liaising closely with the Calcutta Volunteer Battery of 12-pounder guns and the 22nd Derajat Mountain Battery. However the supply system failed leaving the Sepoys on half-rations during this time; regimental game-hunting parties scoured the area but without much success, although Subedars Gul Zaman and Mehrab Din did sometimes bring meat home which supplemented the 12 ounces of atta and 2 ounces of dhal per day. The men had to cook and eat any meat at pace for the lack of refrigeration, storage and - more importantly - salt, meant that it rapidly 'turned' and had the potential to immobilise large numbers of men through diarrhoea and stomach complaints in a short period of time.

To add to the hardships, in February 1917 the rains returned and the collapse of the bridge over the swollen River Matandu at Chemera (on the line of communication) only added to the difficulty of supply. To complete the isolation at Kiyombo a small stream, dignified by the name of the Nampili River, which surrounded the camp on three sides, rose and overwhelmed all the wooden bridges leading therein, so the camp piquets could not be relieved nor could convoys pass in or go out.

Enemy attack at Kiyombo

On 25 February, realising the position to be less than satisfactory, Irwin determined to leave Kiyombo and march towards Kitambi where the Headquarters of the Division and the Brigade were located, with the aim of camping upon the porous sandy terrain and replenishing rations. He did not get far, being heavily attacked by a superior force of the enemy who had likely originated from Ungara, to the north-west of Njimbwe:

'Four times the enemy charged to within 10 paces of Irwin's trench. Captain Irwin was slightly wounded, Jemadar Khan was missing and Havildar Mir Dast, severely wounded, was captured by the enemy. He succeeded in escaping, and with a bullet through his liver, crawled for several days through the bush and rejoined the Regiment' (*The History of the 5th Battalion (Pathans), 14th Punjab Regiment, formerly 40th Pathans*, by Major R. S. Waters, O.B.E., refers).

Irwin extricated his Company and effected an orderly withdrawal on Ngarambi, losing a further 10 other ranks wounded and 7 missing. He later marched into Kitambi where the men spent the next month recuperating and resting. However, whilst the health of his men improved, the mobility of his unit was dramatically impaired by severe horse sickness. All the transport mules died, including those of the 22nd Deerjat Mountain Battery, along with all the British Officers' chargers. Amid fears of contaminated water supplies the men constructed large fires outside the zariba, sick mules being led to the vicinity, shot, and their carcasses burnt. Other problems involved the condition of the men's weapons. A draft of two Indian Officers and 170 Sepoys arrived from the 46th Punjabis in India, but the troops had not been issued with rifle oil since landing in East Africa; many of the rifle barrels were corroded because of the heavy rain and consequent mud. The lack of officers to check upon the men was made more acute with the loss on 28 March 1917 of 2nd Lieutenant John F. Gardener, 40th Pathans, who died at Kibata hospital of enteric fever. At that time the Pathans were down to only three fit British Officers including Irwin. Lines of Communication and the defence at Mitole.

In May 1917 the medical authorities declared the 40th Pathans as 60% unfit for service and the remaining men were placed on Lines of Communication security duties. The attrition of manpower from the fight at Rumbo had taken a heavy toll on the Regiment, but they still faced regular engagements with the enemy including an early morning skirmish at Mitole where 90 hostile troops

managed to crawl under the cover of ground mist and attack a Pathan lookout post. Captain Roland Richardson, 55th Coke's Rifles, attacked to the 40th Pathans, was awarded the M.C. for his gallant defence of the post and Naik Sahib Shah was decorated with the I.D.S.M. for the same action. Two months later, 200 rifles of the 40th Pathans under Major Irwin, M.C., supported by Captain R. Richardson, M.C., were placed in No. 3 Column under the overall command of Lieutenant-Colonel A. J. Taylor, D.S.O., of the South African Infantry. The column departed Wungwi on 5 July 1917 charged with capturing the important water holes at Narungombe. Joined by the 3/3rd King's African Rifles and a section from a Stokes mortar battery, the Column was further reinforced by two companies of the 8th Battalion, South African Infantry, on 17 July 1917. Touch was made with two further Columns under Orr and Ridgeway, and together the three columns totalling approximately 1,700 men hacked their way through the thorny bush towards the enemy position which faced north across the Narungombe road. Despite the impressive show of strength, the Germans had much to be buoyant about; their defences numbered 2,000 men, with 48 machine-guns and a battery of guns captured from the Portuguese. The relief of the land also offered a considerable advantage, their easterly flank protected by impenetrable bush and bamboo thickets and westerly flank resting upon impassable swampy ground.

Battle of Narungombe

At 0700 hours on 19 July 1917, the British launched a full-scale frontal attack on the enemy defences. No. 3 column attacked on the left flank, but was on the receiving end of a vigorous counter-attack. During the confusion a gap developed between the King's African Rifles and one of the South African Companies, and Lieutenant-Colonel Taylor gave Irwin orders to fill the gap. The Pathans soon found themselves in a large hollow that was commanded by an enemy machine gun, which was later reinforced by a second machine gun on the hasty withdrawal of a South African Company. At around this time Major Irwin was killed outright, whilst Captain Richardson was severely wounded. Being nearly surrounded, the men were rallied by Subedar Gul Zaman and were forced to dig in but the attack of the German 17th Field Company was relentless, the Pathans recording a 25% casualty rate. A particularly distressing feature of the day was the firing of the dry bush where most of the casualties had occurred, and it is feared that large numbers of badly wounded men must have perished in the flames.

The Germans withdrew from their trenches during the night and the remaining Pathans were able to slip away and return to Regimental Headquarters at Ssingino. For his bravery that day, Subedar Gul Zaman was decorated with the Indian Order of Merit, 2nd Class, the citation stating:

'For conspicuous gallantry, great coolness and energy under fire on the 19th July 1917. When all the British officers had become casualties, he rallied his men and took them out of action. He is an excellent hard-working officer and has done hard work throughout the war.'

Irwin's body was later retrieved from the burnt scrub and he is buried in the Dar-Es-Salaam War Cemetery, Tanzania; sold with copied *MIC*, research and extensive war diary entries.

Sources:

High Noon of Empire - the diary of Lieutenant-Colonel Henry Tyndall, edited by B. A. James.

History of the 5th Battalion (Pathans), 14th Punjab Regiment, formerly 40th Pathans, by Major R. S. Waters, O.B.E.

Reward of Valor: The Indian Order of Merit by Peter Duckers.

336

A scarce Great War M.C. group of four awarded to Major T. Anderson, 2nd Battalion, King's African Rifles, late Driver, East African Motor Transport Corps

Military Cross, G.V.R.; 1914-15 Star (2078 Dvr. T. Anderson. E. Afr. M. T. C.); British War and Victory Medals, with M.I.D. oak leaves (Capt. T. Anderson.), *good very fine*

£800-1,000

M.C. *London Gazette* 7 February 1919.

Thomas Anderson served initially in Africa with the East African Motor Transport Corps from 2 June 1915 (Theatre 4A - British East Africa, German East Africa, Rhodesia, Nyasaland and Uganda). Commissioned 2nd Lieutenant in the King's African Rifles from the General List, he subsequently served at the rank of Captain with the 2nd Battalion, King's African Rifles. Risen to the rank of Brigade Major by the end of hostilities, he added a 'mention' (*London Gazette* 7 March 1918, refers) to go with his M.C.; sold together with copied *MIC* and roll extracts.

- 337 A rare Great War 'East Africa operations' M.C. group of three awarded to Lieutenant D. B. Fox, Nigeria Regiment and Nigeria Railways, decorated and 'mentioned' for his part in the Battles of Mkalama and Mahiwa whilst with the 4th Battalion, who was repeatedly praised by Captain Downes in *With the Nigerians in German East Africa* and was severely wounded via a gunshot through the shoulder to boot



Military Cross, G.V.R.; British War and Victory Medals, M.I.D. oak leaves (Lieut. D. B. Fox.) *good very fine* (3)

£800-1,000

11 M.C.'s awarded to the West African Forces for the Great War.

M.C. *London Gazette* 27 July 1918. Citation published in *With the Nigerians...*

'Showed the greatest pluck and devotion to duty when in command of the vanguard on the 7th June 1917. He showed the greatest skill in handling his men, and in the fight that followed on this day did some most useful work with a machine gun. Again, at Mahiwa on the 15th October 1917, when his Company were making a reconnaissance, he handled his half-company with the greatest skill during the retirement, and displayed the greatest coolness and courage, setting a very fine example to his men. Later in the retirement, after he himself was wounded, he worked a Lewis gun under the most heavy fire with the greatest skill and so enabled a portion of his Company, that were almost surrounded, to retire.'

David Bernard Fox was commissioned Temporary Lieutenant in the 4th Battalion, Nigerian Overseas Expedition Brigade on 1 October 1916. He served with the Brigade in East Africa, 10 December 1916-17 November 1917. Having commanded an advanced guard of two sections at Mkalama on 7 June, Fox was severely wounded on 15 October via a gunshot wound through the shoulder during the action at Mahiwa. He had been in command of the rearguard of the scouts with No.16 Company on that occasion. Fox added a 'mention' (*London Gazette* 7 March 1918, refers) to go with his M.C. before reverting to employment with the Nigerian Railways in 1918. His Medals were issued via the Colonial List on 18 July 1922; sold together with copied research, including *MIC* and extracts from *With the Nigerians in German East Africa*, by Captain W. D. Downes, M.C. - which mentions Fox numerous times.

x338

A rare Great War Serbia operations M.C. group of six awarded to Captain E. V. Mason, Royal Artillery, late South Irish Horse



Military Cross, G.V.R., the reverse inscribed, 'Capt. E. Vance Mason, R.F.A., 'P' Ridge, Serbia, 19th Sept. 1918'; 1914-15 Star (1138 Cpl. E. V. Mason, S. Ir. H.); British War and Victory Medals (2 Lieut. E. V. Mason); France, Croix de Guerre, dated '1914-1916', with silver Star device upon riband; Russia, Order of St. Anne, Second Class neck Badge, with swords, by *Albert Kiebel, St. Petersburg*, 44mm, gold and enamel, manufacturer's marks on reverse, gold (56 zolotniki), adapted for breast wear, mounted as worn, *enamel reverse centre of the last chipped in places, otherwise good very fine*, housed within a *Goldsmiths & Silversmiths* leather case (6)

£1,800-2,200

M.C. *London Gazette* 1 February 1919:

'For gallant conduct and forcefulness and the valuable information sent back under circumstances of extreme danger. When acting as F.L.O. on 'P' Ridge on 19 September 1918, though wounded three times, and placed continuously under heavy enemy barrage, he continued to report information of vital importance, showing great courage and devotion to duty.'

Ernest Vance Mason was born in Boyle, County Roscommon in 1887 and joined the Belfast Banking Company in 1904. Working for them in Donegal, Omagh and College Green, he was lodging in House 9, Doonan, County Donegal by 1911 with the title of 'Bank Official'.

Mason enlisted in the South Irish Horse in Dublin in September 1914 and served in France with 'C' Squadron from 18 December 1915 - October 1916. Returned home he was commissioned 2nd Lieutenant in the Royal Field Artillery on 23 June 1917, and again witnessed active service in France and Flanders in August-September of the same year, when he sustained mustard gas poisoning at Ypres and was evacuated home.

Next actively employed on the Salonica front, Mason was, as cited above, thrice wounded in his M.C.-winning exploits on 'P' Ridge, Serbia on 19 September 1918, and remained employed in that theatre of war until March 1919. Mason was latterly embarked for South Russia and re-embarked at Novorossisk that August, being finally demobilised in May 1920. Upon the publishing of the *Northern Bank Roll of Honour* his last known address was 'Salonika'.

- 339 The outstanding 'Gallipoli Landings' D.C.M. group of four awarded to Sergeant F. Palmer, Royal Fusiliers, decorated and mentioned in Sir Ian Hamilton's dispatches for 'gallantry and marked ability' during operations at Cape Helles from 25 April 1915

As section commanders fell around him, Palmer took control of his Company's scattered remnants and led them forward to successfully capture Hill 114. From this position, the Royal Fusiliers were able to stall the Turkish advance on Hill 138, saving the British centre at a critical moment

Promoted to Sergeant, Palmer was assigned to his regiment's inexperienced 20th Battalion, which fought at the Battle of Arras. Leading from the front, Palmer was killed in action by German machine-gun fire during a night attack on 16 April 1916



Distinguished Conduct Medal, G.V.R. (15052 Pte. F. Palmer. 2/R. Fus.); 1914-15 Star (15052 Pte. F. Palmer. R. Fus.); British War and Victory Medals, with M.I.D. oak leaf (L-15052 Sgt. F. Palmer. R. Fus.), Bronze Memorial Plaque (Fred Palmer), *extremely fine*, beautifully displayed with his M.I.D. certificate signed by Winston Churchill, his personal copy of The New Testament, dried flower petals from a bouquet laid across his grave by his family in 1920, and fourteen original photographs, in a contemporary hinged cherrywood box with glazed compartments and inlay borders, 204mm x 345mm (4)

£2,800-3,200

D.C.M. *London Gazette* 3 July 1915:

'On 25th April, 1915, during operations at Cape Helles, for gallantry and marked ability in collecting men whose section leaders had been killed, and leading them in the attack.'

M.I.D. *London Gazette* 5 August 1915:

'For gallant and distinguished services in the Field.'



Fred Palmer was born at Clerkenwell, London in 1899, the fourth son of a St. Pancras bricklayer. The 1911 census records him living at 64 Collier Street, King's Cross. Following the outbreak of war he enlisted into the 2nd Battalion, Royal Fusiliers (City of London Regiment) when it returned to London from Calcutta in December 1914. Assigned to Brigadier-General S. W. Hare's 86th Brigade, 29th Division, this Battalion sailed for the Balkans theatre in March 1915 with a strength of 25 officers and 918 other ranks. Arriving at Tenedos at 4 a.m. on 24 April, it boarded H.M.S. *Euryalus* ready to land the next day. 86th Brigade landed at X, W and V Beaches on the Gallipoli Peninsula, suffering immediate casualties from Turkish rifle and machine-gun fire. Landing craft afforded no protection, and men drowned under the weight of their heavy packs. The Brigade Major was among the first casualties, the chain of command rapidly disintegrating as officers and NCOs fell. It was against this backdrop that Private Palmer earned his D.C.M., coolly taking command after the section leaders had been killed.

Upon landing, the Royal Fusiliers faced a belt of barbed wire 15 foot thick. Captain Geddes of the Royal Munster Rifles described it as: 'the most fearsome I saw on any front. Solid metal stakes riveted to plates sunk in the ground.' Men detailed as wire-cutters were mown down by Turkish fire, but the Royal Fusiliers never faltered. By 9 a.m. they were in possession of Hill 114 and the adjacent redoubts. This advanced position left them vulnerable, and they faced determined Turkish counter-attacks. At 10 a.m. the Essex Regiment shored up their right flank, but further reinforcements were unlikely after the disastrous fate of the *River Clyde*. The Brigade's War Diary (*WO 95/4310*) records the afternoon's operations:

'25 May, 2.20 p.m.: Royal Fusiliers were ordered to advance and press attack from Hill 114 in order to prevent the Turks bringing greater strength against Hill 138: they were told the situation and carried out the order. During the night 25th/26th there was very heavy firing and every man available was used for defence.'

The seizure of a strongpoint known as 'Old Fort' at 2.30 p.m. on 26 April did much to strengthen the Allied position, giving 86th Brigade time to bury its dead. On 27 May two French Battalions of the 175th Regiment came up in support. By 30 April, the effective strength of 2nd Battalion, Royal Fusiliers was just 12 officers and 481 other ranks. Turkish offensives threatened to overwhelm the position as Palmer and his comrades frantically dug trenches. The War Diary continues:

'1st May: An action began and increased in violence as the night progressed. Somewhat early in the night a spot difficult to defend, owing to our line being pierced by nullahs, was pushed and a number of the enemy succeeded in breaking through. A counter attack by the Royal Fusiliers was successful, and prisoners were taken. From information derived from prisoners who were willing to impart it, it



transpired that the attack was being made by 16,000 Regular Turkish troops, with 2,000 in reserve, their orders being to break the centre of the line at which point the 86th Infantry Brigade were located, that they were to attack all night and to sweep us back to the sea. This information was handed to Divisional Headquarters. The firing was very heavy and in spite of the very large reserve accumulated, ammunition was running short. The Brigade Major and Captain Rane (acting as Staff Captain) organised every man they could secure and relays of ammunition were sent up to the firing line.'

During this desperate and uneven struggle, which lasted three days, the Royal Fusiliers were under relentless sniper fire. For his gallantry on this occasion, Palmer was mentioned in Sir Ian Hamilton's dispatch (*London Gazette*, 5 August 1915) and subsequently promoted to Sergeant. The 2nd Battalion was evacuated to Egypt in January 1916, landing at Marseilles two months later for service on the Western Front. Palmer was assigned to the 20th (3rd Public Schools) Battalion, Royal Fusiliers, an extremely 'green' unit formed in September 1914 from the Public Schools and University Men's Force. The 20th Battalion was posted to Training Camp 12 for Special Training in Open Warfare, a programme devised prior to the Battle of Arras. Palmer's personal example and recent combat experience was clearly in great demand. The War Diary records horrific casualties among boys ill-used to handling grenades and new forms of explosives.

On 12 April, the 2nd Battalion Royal Fusiliers moved into the line at Boisleux-au-Mont, six miles south of Arras. After everything he had endured, Palmer was killed in action during a night attack on German trenches at 2.05 a.m. on 16 April 1916. He led his men to within 100 yards of the enemy positions before being mown down by enfilading machine-gun fire. The Germans had received prior warning of the British attack, which quickly lost momentum. The War Diary states: 'M.G. fire was too severe and the attack failed.'

Fred Palmer is buried in Grave No. IA 18 at the Heninel-Croisilles Road Cemetery, Pas de Calais. An astonishing 22,000 men of the Royal Fusiliers lost their lives in the Great War, a statistic enshrined on the regiment's moving War Memorial in Holborn, not far from Palmer's birthplace.

Sold with a comprehensive archive, including:

- (i) The recipient's original Memorial Scroll.
- (ii) A folder of research containing copied MIC, War Diaries, London Gazette entries, Commonwealth War Graves certificate and a copied photograph of the recipient.
- (iii) An Orange Order breast badge by *Dominion Regalia, 175 King Street, Ontario*, worn by an Orangeman of the Lodge at Cantley, Quebec, possibly a relative of F. Palmer, fitted with an ornate Williamite ribband buckle for wear, *extremely fine*

x340

A fine Great War 'Dardanelles' D.C.M. group of four awarded to Private H. F. Pickering, Hampshire Regiment, late Royal Warwickshire Regiment, who applied a tourniquet and saved the life of a man 'whilst bullets were flying like rain' around them



Distinguished Conduct Medal, G.V.R (11156 Pte. H. F. Pickering. R. War: R.); 1914-15 Star (— Pte. — R. War: R.); British War and Victory Medals, with copy M.I.D. oak leaves (11156 Pte. H. F. Pickering. R. War:R.), the second a partially erased replacement, edge bruising and contact marks throughout, *nearly very fine* (4)

£700-900

D.C.M. *London Gazette* 21 June 1916:

'For gallantry and devotion to duty. He stuck to his post when, of his party of three men, one was killed and another wounded.'

The Chasetown News offers more detail:

'He was on outpost duty in No Man's Land, where he, with eight comrades, had been sent to relieve nine others, who reported, "All in order and correct." Things were quiet for a spell, but in less than half-an-hour it began to liven up a bit, and in a short time six of the party were killed and two wounded, Private Pickering alone being untouched. He bandaged the two wounded comrades up, undoubtedly saving the life of one, as a bullet had smashed his arm close to the wrist, and the blood was spurting out. Private Pickering's knowledge of ambulance work thus proved very useful, for afterwards the doctor complimented him on the able manner in which he applied the tourniquet. It was impossible to leave the post without orders, and although the bullets were flying like rain all the time, he had to remain there for two and a half hours, with two wounded and six dead comrades. The commanding officer afterwards complimented him on not losing his head at a critical time.'

Henry Francis Pickering, a former resident of Union Street, Chasetown, served with the 9th Battalion, the Royal Warwickshire Regiment in the Dardanelles from 26 July 1915. Under Major W. A. Gordon, the Battalion advanced up Aghyl Dere on 6-7 August, and crossed Bauchop's Hill on 8 August 1915 to relieve the 9th Battalion, Worcestershire Regiment. Experiencing steady casualties, the crisis of the attack came on 8 and 9 August at Suvla Bay when the men assaulted Chunuk Bair at the southern end of the main ridge, and followed up with an attack on Koja Chemen. Three units - the 9th Battalion, Royal Warwickshire Regiment, the 6th Battalion, South Lancashire Regiment, and 6th Gurkha Rifles - reached the crest and looked down upon the waters of the Dardanelles, but the Turks rallied to a counter-attack and forced the attackers back to the lower slopes from which they started. One company of the Royal Warwickshire Regiment held on until all were surrounded, and it is believed, all perished.

The brief space when the men of the Royal Warwickshire Regiment looked down on the Midos Road was the nearest approach to decisive victory which the British in Gallipoli were to achieve (*The Great War: Gallipoli and Mesopotamia*, refers). The 9th Battalion were withdrawn to reserve on 10 August 1915 and remnants of individual units were slowly brought back up to strength with drafts from Lemnos. On 31 August the men moved to reserve trenches at Salt Lake near Suvla Bay, before spending the next three months entrenched around Chocolate Hill - where the monotony was finally broken on 26 November when a terrific rainstorm flooded the occupied trenches, drenched the men to the skin and brought a piercing frost with the wind shifting to the north.

At around this time Pickering began to face significant health problems. Upon examination by a doctor he was found to be seriously affected with jaundice and typhus enteric, being sent to base as a consequence. Evacuated to England, he was sent to hospital in Liverpool. Mentioned in despatches for services with the Royal Warwickshire Regiment (*London Gazette* 13 July 1916, refers), Pickering transferred to the 10th Battalion, Hampshire Regiment, and was discharged Class 'Z' on 22 March 1919; sold with copied MIC and research, including newspaper article from the *Chasetown News* giving details of Pickering and his brother who served with the Lancaster Regiment in France.

341 *'One year has passed and friends around me
Think the wound is almost healed;
But they little know the sorrow
Deep within our hearts concealed.'*

Penned by Albert Connor's heartbroken mother following his death in action on 15 October 1917.

The moving D.C.M. and Croix de Guerre group of four awarded to Sergeant A. W. Connor, Royal Berkshire Regiment, who was twice decorated for his stoic 36-hour defence of a vulnerable communication trench at Pilckem Ridge, only to be killed in action by a German shell on 15 October 1917



Distinguished Conduct Medal, G.V.R. (20230 L. Sjt. W. A. Connor. 2/R. Berks: R.); British War and Victory Medals 1914-19 (20230 A. Sjt. W. A. Connor. R. Berks. R.); **France**, Third Republic, Croix de Guerre, bronze, reverse dated 1914-1917, with bronze palm upon riband, *good very fine*, together with the recipient's bronze Memorial Plaque and a Royal Berkshire Regiment cap badge (5)

£1,400-1,800

D.C.M. *London Gazette* 22 October 1917:

'For conspicuous gallantry and devotion to duty when in charge of an advanced post. An enemy counter-attack drove back the troops on his flank, but he held on to his post, covering the withdrawal, and when outflanked fought his way back with his men and re-joined his battalion. He showed great fearlessness and initiative.'



Croix de Guerre *London Gazette* 14 July 1917.

Albert William Connor was born in Holborn in 1889, the second son of Jeremiah Connor of 110 Roslyn Road, Tottenham. He was educated at Broad Lane School, Tottenham. He was married with two daughters, Maudie and Elsie, when he enlisted into the 2nd Battalion, Royal Berkshire Regiment at Shoreditch in 1916. The Battalion took part in the Battle of Pilckem Ridge on 31 July-2 August 1917, and he was twice decorated for this action. The Regimental History records that he took command of a party holding an advanced post in a blocked communication trench. Seizing a Lewis gun, he held on for 36 hours 'under the most trying circumstances', allowing the rest of his Battalion to withdraw. He was quickly promoted to Lance-Sergeant.

Albert was killed in action during the Battle of Passchendaele on 15 October 1917, aged 28. His Company commander, Captain J. A. Lowe, wrote to his younger brother:

'In reply to your letter asking for particulars of the death of your brother [Albert], may I first say how sorry I was to lose him. He was an excellent N.C.O. and well-liked by all the company. He was killed by the bursting of a shell which hit the top of his dugout and buried him... He is buried in a cemetery about three miles behind our line.'

Albert's older brother Harry served with the 4th Battalion, Guards Machine Gun Regiment, and had already died of wounds on 28 July. Albert is buried in Grave III. B. 7, Prowse Point Military Cemetery. His older brother Harry is buried in Grave II. F. 56, Mendinghem Military Cemetery; sold with CWGC certificates, *London Gazette* entries and copied research.

- 342 **A Great War D.C.M. pair awarded to Corporal G. W. H. Wells, 172nd Tunnelling Company, Royal Engineers, late East Surrey Regiment**
- Distinguished Conduct Medal, G.V.R. (79743 Cpl. G. W. H. Wells. R.E.); Victory Medal 1914-19 (821 Cpl. G. W. H. Wells. E. Surr. R.), *very fine* (2) £500-600
- D.C.M. *London Gazette* 11 March 1920:
- ‘For good work and devotion to duty displayed on many occasions since March, 1915, during the period at Kemmel, The Bluff and Vimy. Especially for good work done during November, 1918, in removing mines in the neighbourhood of Saultain and Sebourg.’
- George W. H. Wells** served in France from 4 December 1914 as a Private in the East Surrey Regiment. On 30 September 1915 he transferred to 172nd Tunnelling Company, Royal Engineers, and served in operations around the mound known as ‘The Bluff’ which was created from a spoil heap during the digging of the Ypres-Comines canal before the war. The feature was repeatedly fought over in nine separate Allied and German attacks, British casualties from 19 December 1915 to June 1916 totalling 125,141 men, many of whom died following the detonations of mines and in the darkness of subterranean warfare.
- Promoted Corporal, Wells would have moved with his unit to Neuville St Vaast and Vimy in April 1916. In March 1918 the Company were put to work on a new defensive line on the Somme near Bray St. Christophe. It fought as emergency infantry near Villecholles and carried out a fighting retreat during the Spring Offensive. Wells was finally discharged Class ‘Z’ army reserve at Chatham in 1919 and likely returned home to Hendon, London; sold with copied research.
- 343 **A very fine ‘Orange Hill 1918’ D.C.M. awarded to Sergeant F. Duckworth, Canadian Mounted Rifles, who had previously suffered gunshot wounds to the head and knee**
- Distinguished Conduct Medal, G.V.R. (117232 Sjt. F. Duckworth. 2/Can: M.R.), polishing to high relief, *nearly very fine* £500-600
- D.C.M. *London Gazette* 11 March 1920:
- ‘For conspicuous gallantry and good work. On the 26th August 1918, near Orange Hill he, under very heavy fire took through to the objective, 2,500 yards distant, four Stokes’ guns with crews. On the way he together with several men, rushed a machine gun post, thereby saving many casualties.’
- Frank Duckworth** was born on 24 August 1887 at Blackburn, England, the son of Jane Duckworth. A rancher by profession, he attested at Calgary for the Canadian Expeditionary Force on 5 January 1915, his papers noting previous service with the Imperial Yeomanry. He initially served in England at Bramshott before landing in France on 29 January 1916 and being taken on strength with the 2nd Battalion, Canadian Mounted Rifles. Appointed Acting Corporal on 9 December 1916, Duckworth was wounded in action eleven days later suffering a gunshot wound to the head and left knee which necessitated transfer to No. 7 Canadian General Hospital at Etaples.
- He recovered and spent 10 days on leave in Paris, before being attached to the 8th Trench Mortar Battery and promoted Sergeant on 30 September 1917. Duckworth was subsequently awarded the D.C.M., one of 116 Medals and 2 Bars awarded during the war to the Regiment. He returned home to Canada aboard the S.S. *Olympic* on 12 March 1919, being discharged on 31 March 1919; sold with copied service papers and research.

344

A poignant M.M. group of five awarded to Lance-Sergeant F. Lee, The Welch Regiment; decorated for gallantry at Welsh Valley during the Somme Offensive, he was killed in action near Ypres on 12 March 1918



Military Medal, G.V.R. (1117 L. Cpl. F. Lee. 2/Welsh R.); 1914 Star (1117 Pte F. Lee. 2/Welsh R.); British War and Victory Medals (1117 Cpl. F. Lee. Welsh R.); **Russia**, Imperial, St. George Medal for Bravery, 4th Class, the reverse stamped 'No. 901662', this mounted Russian style, *extremely fine* (5)

£1,800-2,200

M.M. *London Gazette* 1 September 1916.

St. George Medal for Bravery (4th Class) *London Gazette* 15 February 1917.

Frederick Lee was born at Newport, Monmouthshire on 25 June 1894. Frederick was the second son of Anthony Lee, a dockyard worker who, according to a local newspaper report, had been fined 5s for drunk and disorderly behaviour two years previously (*Western Gazette*, 26 February 1892). The 1901 census gives his residence as 35 Mill Parade, Newport, and he was educated at Bolt Street Boys School. He enlisted into the 2nd Battalion, The Welch Regiment, disembarking at Le Havre on 13 September 1914. Over the next two months the Battalion defended trenches on the Beauline Ridge, Aisne. The Regimental History records that by 14 November, it had suffered 5 officers and 197 other ranks killed, 16 officers and over 400 other ranks wounded. One officer and 45 other ranks had been taken prisoner. A further 124 casualties were sustained before Christmas; only one of the Battalion's original officers remained unwounded.

No fewer than 32 Military Medals were awarded to the 2nd Battalion for prolonged fighting during the Somme Offensive. On 16 July 1916 it attacked 'Welsh Valley', a communication trench running north-east to the Switch Line. Proceeding to Albert, the Battalion relieved the 1st Gloucesters in the front line north-east of Pozieres on 25 July, suffering 399 casualties over a one-month period. Private Lee was awarded the M.M. for bravery in the field, also receiving promotion to Corporal. His award of the Russian St. George Medal for Bravery, 4th Class featured in the *North Wales Chronicle* (16 February 1917). The Regimental Medal Roll (AO 266) records that Lee was subsequently attached to 183 Tunnelling Company, Royal Engineers.

Fred Lee was killed in action near Ypres on 12 March 1918. He is buried in Grave I.C. II, Minty Farm Cemetery; sold with copied research and roll confirmation.

- 345 An important Great War 'Somme 1916' M.M. group of four awarded to Rifleman T. Green, King's Royal Rifle Corps, who was shot on four occasions and captured at Arras when knocked unconscious with the butt of an enemy rifle, he repeatedly carried out acts of sabotage deep behind enemy lines and was 'prepared to suffer' for conducting such actions - on one occasion offering up his finger in order to block and damage a machine manufacturing munitions; the damaged finger would thankfully recover but the machine met its maker

He famously climbed Reims Cathedral when it came under heavy shelling in April 1917 and whisked its ancient Standard to safety - with it being safely returned by his descendants in 1982; Green kept a personal account of his experiences which give a fascinating unpublished insight into life on the Western Front



Military Medal, G.V.R. (R-10845 Pte. T. Green. 8/K.R.R.C.); 1914-15 Star (R-10845 Pte. T. Green. K.R. Rif. C.); British War and Victory Medals (R-10845 Pte. T. Green. K.R. Rif. C.), minor contact marks, *very fine* (4)

£800-1,000

M.M. *London Gazette* 9 December 1916.

Thomas Green served in France with the 8th Battalion, King's Royal Rifle Corps from 21 July 1915. Having trained at Aldershot and Bordon, his Battalion landed at Boulogne in May 1915 and was thrust into the attack at Hooze on 16 June 1915, being part of the first Division to be attacked with flamethrowers. Joining them shortly thereafter, Green likely fought during the Second Attack on Bellewarde on 25 September 1915 and saw further action during the Battle of the Somme, his handwritten diary entries - compiled in 1926 - describing the scene at Delville Wood:

'At last the morning of the attack came, 15 September 1916, after two days of continuous bombardment by the Germans which caused us great casualties. At 4 o'clock we were told to fix bayonets to go over the top, that was after creeping well up to the German lines into an advanced trench.'

He then described how, when the whistle blew, they 'went over as one man'. The attack succeeded in taking the first line of enemy defences, but in attempting the second line the Battalion experienced many casualties:



'I myself being the only one left in my bombing squad. I found out that I must do my duty and carry on to my objective, which was a machine-gun and gun team of six men. I got to within 15 yards range and swung my bombs till they were all gone. I had to pluck up and attack single-handed, so I jumped out of the shell hole, ran to the gun emplacement with a round of ammunition in my breech. I shot the sentry dead, and as luck would have it the other five were down the dugout, so I bombed them with their own bombs.'

From 14 March-5 April 1917, the 8th Battalion took part in the retreat to the Hindenburg Line. Ceding territory which made up the old Somme battlefields, the Germans took up a new formidable defensive position running from Reims to Vimy. It was at Reims that Green would next distinguish himself.

Rescuing the Standard

For nearly a millennium, the City of Reims was synonymous with its towering Gothic Cathedral known as Notre-Dame. Not to be confused with the cathedral sharing the same name in Paris, the Reims church was the heart and soul of the region, its tallest towers rising 265 feet above the City's 50,000 residents, its resplendent halls used for the Coronation of nearly every French Monarch since the 13th Century.

When the fighting began in August 1914, the invading German army quickly overwhelmed the north-east part of France, including Reims, and transformed the Cathedral into an infirmary. They filled the building with 3,000 cots and 15,000 bales of dried grass to use as pallets - all of which remained inside the building when the Germans were forced on a rapid retreat following the First Battle of the Marne. On 18 September 1914 the first attack came on the Cathedral when 5 shells crashed into the structure. The next day a more devastating barrage took place:

'The projectiles, perhaps incendiary, set afire first the scaffold around the towers, and then the hay. No more inflammable tinder could have been devised, and no accelerant was required' (*The Smithsonian Magazine*, Jan Ziolkowski, refers).

'Lead from the burning roofs poured through the mouths of the church's stone gargoyles, windows exploded and the Smiling Angel statue that had stood near the front door for centuries lost its head' (*Reims Cathedral Burns*, Eric Sass, refers).

In April 1917, Reims Cathedral faced a second intense bombardment, likely the result of the building being continuously used by the French and British for artillery spotting. According to the recollections of George Green, the son of Thomas Green, his father was extremely concerned for the Standard of the Cathedral: 'The flag was being shelled by the Germans and dad didn't like the idea of it being destroyed. He was a very moral person. He climbed up and retrieved it.'

The flag was later returned to Reims by the Green family in 1982.

Struck unconscious and P.O.W.

On 3 May 1917 the Allies launched the opening assault of the Battle of Bullecourt. According to Green's personal diary entry, the attack commenced at 4 a.m. and orders were given to advance as far as possible, hoping that they would break through before the Germans could bring in reinforcements:

'A few men got through, including two officers, two men and myself, but at about 10 o'clock we were held up and had to send for reinforcements. The Germans attacked with heavy artillery and in great numbers. The two officers and myself were wounded and one of our men killed. My chum and myself fired as many rounds as possible into the Germans, because we thought it would be certain death if we were caught, so we were making as many casualties as possible.'

With all their efforts concentrated in front, Green and his friend were unaware that they had been outflanked and the Germans were now behind them. Taken by surprise, he was struck unconscious with a rifle butt, and when he came to found himself in the middle of a Battery of German guns:

'Still quite dazed and not knowing what had happened, I saw my chum and he told me he had carried me four or five miles, hoping that if I did not recover I should stand a good chance of being buried respectfully.'

Sabotage and Hunger Pangs

Marched for 4 days on a pound of bread made from saw dust and potato peelings, Green arrived at Lille and endured three weeks' punishment, packed 150 men to a 'dungeon'. Ventilation was poor, they were not allowed to wash or shave, and received only a few morsels of food:

'Men were dying every day. Lice was plentiful, as were scabies and body corns through lying on hard floors. The only words from the guards were "English swine", often accompanied by a blow from a rifle butt. The men were weak, hardly able to stand. They had the wild look of trapped animals. Their eyes were sunken in their sockets, and their beards made them look like old men, instead of young men in their prime' (*The Mansfield Advertiser*, refers).

Transferred to Brussels, Green was spat at by a German girl - whom he cursed. After a four-hour march to Dulman, the prisoners were stripped of their clothing, boots and belongings and put into a hut with about 200 others and nothing to eat:

'Three days past by and still no food. The pangs of hunger were eating me to death. A fire hose was turned on us, and wearing only paper clothing, most of us were left in our birthday suits, with no sympathy from the square heads.'

Given a breadcrumb and injected against fever, Green was transported to work in a tin factory at Wermelskirchen. It was here that he attempted various acts of sabotage:

'After a few months I went to work in the factory on a machine which, in my opinion, was making some kind of munitions, so I put my finger under it. I then put a piece of iron in it and broke that, putting the machine out of action.'

I received a good hiding from the guard, but had my finger dressed. That put an end to that job. The next job was helping with the electric light. I set the plant on fire, and had a court martial over a vat of acid in which they threatened several times to throw me.'

Transferred to a calf farm, Green's antics continued; he should have fed a calf milk twice a day, but drank the milk himself:

'The poor calf died, poor me was in trouble again. The military came and passed a sentence. I think it must have been to stop my Red Cross Parcels because I received very few.'

Transferred to a potato farm, Green ended his war being a thorn in the side of the Germans to the very end:

'...I couldn't do anything that I thought would assist them to make good, so I was prepared to suffer.'

Having also managed to escape from camp and being recaptured within a whisker of freedom, Green's deteriorating health finally caught up with him. He died in 1930 at Swanwick, his son attributing his early demise to the ill-treatment meted out as a guest of the Germans. Shot four times,

George Green later recalled how as a child he used to play with the bullets. Thomas Green was given a full military funeral, a hero in the eyes of his family and the people of Swanwick, Derbyshire.

Sold with copied *MIC*, research, a copy of the local *Mansfield Newspaper* bearing a photograph of the recipient and detailed account of his Great War experiences, dated 17 September 1993, and his detailed, handwritten diary, which commences on 22 January 1918 - as written in pencil at Friedricksfeld, Bie Wesel, Rhienland. Approximately 50 pages (2,500 words) of war recollections and other musings, written between 1918 and approximately 1926.

x346 **A Great War M.M. group of four awarded to Corporal H. Anderson, Royal Scots Regiment, who was decorated for bravery on the Western Front**

Military Medal, G.V.R. (9292 Cpl. H. Anderson. 13/R. Scots.); 1914 Star (9292 Pte. H. Anderson. 2/R. Scots.); British War and Victory Medals (9292 Cpl. H. Anderson. R. Scots.), *the third erased, nearly very fine* (4)

£240-280

M.M. *London Gazette* 16 October 1917.

Hugh Anderson, a native of Inverness, served in France from 11 August 1914 with the 2nd Battalion, The Royal Scots. Promoted Corporal, he was awarded the Military Medal serving with the 13th Battalion in France. Raised at Edinburgh in September 1914, the 13th was the last of the Royal Scots Battalions to arrive in the Somme area in 1916, receiving heavy casualties in capturing Martinpuich and the feature known as 'Push Trench'. Remaining on the Somme during the winter of 1916-17, the Battalion fought during the Battle of Arras and was heavily engaged south of the River Scarpe when attempting to secure the village of Blagny; further entitled to clasp and roses.

For more information please see:
<http://www.theroyalscots.co.uk/823-2/>

347 **A Great War M.M. group of three awarded to Private W. T. Rowe, Rifle Brigade, late 2/5th Battalion, London Regiment**

Military Medal, G.V.R. (304455 Pte. W. T. Rowe. 5/Lond: R.); British War and Victory Medal (304455 Pte. W. T. Rowe. 5-Lond. R.), *minor contact marks, very fine* (3)

£240-280

M.M. *London Gazette* 24 January 1919.

Wallis Thomas Rowe served with the 2/5th Battalion, London Regiment which was formed in September 1914 and attached to 174th Brigade, 58th (London) Division. The Battalion landed in France on 25 January 1917 and took part in the fighting on the Hindenburg Line and at the Third Battle of Ypres, before being disbanded at Moreuil on 6 February 1918. Rowe subsequently transferred to the Rifle Brigade, his place of residence noted as Brixton, London; sold with copied *MIC*.

348 **A very fine Great War 'Vimy Ridge 1917' M.M. awarded to Sergeant W. P. Joyce, Royal West Kent Regiment, when he took command of 'A' Company, 1st Battalion fighting in collaboration with the Canadian Corps**

Military Medal, G.V.R. (1415 Sjt: W. P. Joyce. 1/R.W. Kent R.), *very fine*

£280-320

M.M. *London Gazette* 18 July 1917:

'On 9th April 1917, in the attack on Vimy Ridge, commanded his platoon with very great skill and initiative. By his judgement he saved many casualties when his platoon was under machine-gun fire, and set a fine example. He did very good work during the fighting on the Somme.'

William Phillip Joyce was born in April 1891 at Essex, the son of Joseph Thomas Joyce and Sarah Ann Lock. He attested for the 3rd Battalion, Royal West Kent Regiment, on 3 September 1914 and served as a Lance-Corporal in France from 1 May 1915. Transferred to the 1st Battalion and promoted Sergeant on 13 April 1917, Joyce was decorated for leading 'A' Company at Vimy Ridge whilst under the Canadian Corps. He was subsequently severely wounded in the arm and discharged on account of his injury on 9 October 1918, being awarded Silver War Badge 'B22816'. He subsequently returned home to his wife Annie and 3-year-old daughter, then living at 40 Ravencroft Road, Victoria Dock, London; sold with copied service papers and research.

349 **A Great War M.M. awarded to Private C. E. Pook, Machine Gun Corps**

Military Medal, G.V.R. (81569 Pte. C. E. Pook. 191/Coy. M.G.C.), *nearly extremely fine*
 M.M. *Edinburgh Gazette* 22 October 1917.

£240-280

Charles Ernest Pook was born in 1877 and lived at 47 Henry Street, Vauxhall. A pickle fireman by profession, he attested for the Machine Gun Corps on 31 January 1916 and saw service in France from 11 February 1917-22 February 1919. Within months of travelling overseas, he was admitted to hospital at Etaples suffering from diarrhoea, his condition noted as dangerously ill. Recovered, he served with distinction on the Western Front and was awarded the Military Medal. Demobilised on 24 March 1919, Pook returned home to his wife Jennie Amelia and five children, being awarded a 20% disability award due to rheumatism attributed to war service; sold with copied service record and *MIC*.

350 **A Great War M.M. group of three awarded to Lance-Corporal M. W. Jones, Rifle Brigade, who likely shared in the costly action at Inverness Copse in August 1917 and later went 'in the bag' during the withdrawal from the Canal de Saint-Quentin; released at the cessation of hostilities, his proud record of service was damaged in the 1930's when found guilty of corruption and imprisoned whilst with the Metropolitan Police**

Military Medal, G.V.R. (S-30915 L.Cpl. M. W. Jones. 9/Rif. Bde:); British War and Victory Medals (S-30915 Cpl. M. W. Jones. Rif. Brig.), *very fine and better* (3)
 M.M. *London Gazette* 2 November 1917.

£400-500

Malcolm Watts Jones was born on 26 June 1891 at Wordsley, Stourbridge, in the West Midlands. He served in France with the 9th Battalion, Rifle Brigade, and was likely present on the morning on 23 August 1917 when the Battalion relieved the 8th Battalion, King's Royal Rifle Corps, in the line adjacent to Dickebusch:

'The relief was not really completed before the enemy made a counter-attack about dawn which accounted for a good deal of intermingling of the two Battalions. Three times during the morning the troops in front were driven out of Inverness Copse. A conference was held between C.O.'s and it was decided that with the troops at hand, who had suffered heavy casualties, it was impossible to turn the enemy out of his trench. The Battalion was relieved at 3.30 a.m., 25 August, and proceeded to the Ecole in Ypres, and later, to Wippenhoek' (*The Rifle Brigade Chronicle*, refers).

Having survived this encounter, Jones faced a similar German onslaught during the Spring Offensive of 1918. Following a relatively quiet tour of trench duty at Montescourt, the Battalion transferred to Flave le Martel. On 23 March they moved once again to Jussy and it was here that they faced a significant enemy attack, the Battalion left flank being 'found to be in the air as it retired to Cugny'. Casualties were extensive; the Commanding Officer, Lieutenant-Colonel The Hon. Alfred Aubrey Tennyson, was killed in action, whilst 285 other ranks were wounded and missing.

Initially believed killed in action, Jones was later confirmed unwounded and held as a prisoner of war at Friedrichsfeld Camp, approximately 60 miles north of Cologne. The camp had a reputation as one of the 'better' P.O.W. camps in Germany, and the 35,000 men held even had space for physical activity and the growing of vegetables.

Released and repatriated at the cessation of hostilities, Jones joined the Metropolitan Police, married and set about raising a family. However, in October 1931, he was summoned at Marylebone Police Court under the Prevention of Corruption Act, 1906, under allegations of attempting to corrupt a younger officer to accept bribes in the context of street betting. According to the *Yorkshire Post & Leeds Intelligencer*, 21 October 1931, Jones told Sergeant Hogg of "F" Division:

'You are a man of the world. If you care to fall into line, and do as I tell you, you will not only be able to have a return on your charges, but a return to yourself at the end of the week.'

On 18 September 1931, Hogg and Reid were standing at a street corner when a police patrol car driven by Jones pulled up. Jones said to Hogg:

'Do as I tell you. If you don't work for these people it is only a waste of time, and you will only run your legs off and get nothing. I am still willing to help you.'

Defending counsel stated that Jones was due to retire on a pension of £170 a year in six months' time. He had three children at this time. In passing sentence, the Recorder said that Jones had been

found guilty after a long, patient and careful trial. He was delighted to know that the jury agreed that there was not one word of truth in the allegations that Jones had instructed his counsel to make against Sergeant Hogg. That officer had 'done a great deal in raising the character and estimation of the police' (*The Scotsman*, 4 February 1932, refers).

Jones was sentenced to 18 months' imprisonment, the Recorder passing note that he was a 'discredit' to the force who had endeavoured to corrupt a 'decent' young officer; sold with copied research.

351 **A Great War M.M. awarded to Private L. W. Andrews, 2/5th Battalion, London Regiment**

Military Medal, G.V.R. (301094 Pte. L. W. Andrews. 2/5 Lond: R.), *very fine*

£180-220

M.M. *London Gazette* 11 December 1917.

Leslie W. Andrews was decorated for bravery on the Western Front, his Battalion being heavily engaged in the Battles of Bullecourt, Gravenstafel and Passchendaele. A resident of Ilford, he was commissioned into the Reserve of Officers on 6 February 1919; sold with copied *MIC*.

352 **A Great War M.M. awarded to Private R. Cooper, Royal Army Medical Corps**

Military Medal, G.V.R. (437470 Pte. R. Cooper. 2/2 S.Mid: F.A. R.A.M.C.), *minor edge knocks, very fine*

£160-200

M.M. *London Gazette* 8 August 1918.

R. Cooper was awarded the M.M. for services in France with the 2/2nd South Midland Field Ambulance, Royal Army Medical Corps. The unit formed part of the 61st (2nd South Midland) Division which fought on the Somme on 19 July 1916 at the Battle of Fromelles and later took part in the Third Battle of Ypres and advance to the Hindenburg Line.

353 *Family group:*

A fine Great War M.M. awarded to Sergeant E. C. Page, Queen's Own (Royal West Kent) Regiment, who was five times wounded during the Great War, being decorated for leadership and an 'absolute contempt of danger' during the Hundred Days Offensive

Military Medal, G.V.R. (G-485 Sjt. E. C. Page. 1/R.W. Kent. R.), *light contact marks, very fine*

£400-500

M.M. *London Gazette* 11 February 1919. The citation states:

'Acting as Sergeant-Major of his Company, after his Company Commander was wounded and the objective was taken, he assisted in reorganising the Company. Throughout the whole operation, he showed great coolness and the greatest bravery under heavy machine-gun fire. This N.C.O. had been wounded five times during the Campaign and had always shown great coolness and absolute contempt for danger.'

Ernest Charles Page was born on 9 August 1895 at Swanley, near Sevenoaks, Kent. A grocer's assistant by trade, Page attested at Woolwich for the Queen's Own (Royal West Kent) Regiment on 29 August 1914, being attached to the 6th Battalion on 2 September 1914. Landing with his Regiment at Boulogne on 1 June 1915, he fought at the Battle of Loos - where the British and French tried to break through German defences in Artois and Champagne and restore a war of movement - and was likely witness to the first use of poison gas by the British Army on 25 September 1915. The attempt proved a disaster, the chlorine - codenamed Red Star - lingering in no-man's land and blowing back on the British trenches in places (*Chemical Warfare in World War I: The American Experience 1917-18*, refers).

Posted to 'D' Company on 5 November 1915, Page transferred to the 3rd Battalion on 30 December 1915 and the 1st Battalion on 19 May 1916, being promoted Lance-Corporal on 18 September 1916. The Battalion were heavily engaged during the Attacks on High Wood, The Battle of Guillemont, the Battle of Flers-Courcelette, the Battle of Morval and the Battle of Le Transloy. From October 1916 to March 1917 the men were stationed in Festubert, before later transferring to Italy and taking up positions along the River Piave. Recalled to the Western Front in order to stem the German Spring Offensive, the Battalion fought doggedly during the Battle of the Lys from 7-29 April, 1918, attempting to maintain possession of the ruins of Ypres and hold back the German push towards the Channel ports. Promoted Corporal on 22 May 1917 and Acting Sergeant on 3 November 1917, Page was decorated for bravery in the field at Bapaume and Gouzeaucourt.



Battalion casualties were heavy, three officers being killed and six wounded, 59 other ranks killed and 118 wounded, and a further 10 men slightly wounded who remained on duty. In addition, 37 men were missing at the roll-call, of whom 35 later turned up at hospital wounded, having failed the pass through the Regimental Air Post (*The Battalion History, Invicta*, refers); sold with copied *M.I.C.* and research, Royal West Kent cap badge and shoulder titles (2), and miniature dress 1914-15 Star and Victory Medal.

Leading Aircraftman R. H. Page, Royal Air Force

War Medal 1939-45, unnamed as issued, in O.H.M.S. transmission box addressed to 'R. H. Page, Esq., 1 Orchard Avenue, Dartford, Kent', with medal entitlement certificate and slip '1618577 LAC', *good very fine*

Sold with contemporary R.A.F. brass cap badge and small silver and enamel 'Wings' sweetheart brooch.

Mrs. I. L. Page, formerly Froud, Auxiliary Territorial Service, Royal Signals

War Medal 1939-45, unnamed as issued, in O.H.M.S. transmission box, addressed to 'Mrs R. N. (*sic*) Page, 1, Orchard Avenue, Dartford, Kent', with medal entitlement certificate, *good very fine* (3)

Ivy Lilian Froud served with the A.T.S., Royal Signals, in support of the work of Bletchley Park during the Second World War. Posted to Kedleston Hall from October 1942-November 1944, and Forest Moor from November 1944-May 1945, she was likely involved in tracking enemy radio networks up and down the dial, carefully logging every letter or figure. These messages were then sent back to 'Station X' at Bletchley Park where they were deciphered, translated and fitted together like a giant jigsaw puzzle.

In June 2009 the *Daily Telegraph* announced that surviving staff who worked in such secret conditions would be eligible for a commemorative badge. David Miliband, Foreign Secretary, said veterans of Bletchley Park and its outlying stations would be awarded the badge as a 'fitting recognition of their loyal service'.

Sold with copied research confirming service; a copy of *Bletchley Park, Home of the Codebreakers* - bearing the signatures of 2 Forest Moor outstation workers - and a copy of *Spymaster, The Secret life of Kendrick* by Helen Fry; the recipient's 'Bletchley Park Outstation Veteran' commemorative badge in box of issue, A.T.S. shoulder title and Royal Corps of Signals cap badge.

354

A most unusual Great War M.M. and Naval Good Shooting Medal group of four awarded to Sergeant H. Lundie, Royal Garrison Artillery, late Royal Navy



Military Medal, G.V.R. (284907 Cpl.-A. Sjt. - H. Lundie. R.G.A.); British War and Victory Medals (SR-9907 Sjt. H. Lundie. R.A.); Naval Good Shooting Medal, E.VII.R. (192104 H. Lundie, P.O.2 Cl. H.M.S. Hardy. 1907 12 Pr.Q.F.), light contact marks to last, *very fine and better* (4)

£600-800

M.M. *London Gazette* 14 May 1919.

Henry Lundie was born on 7 February 1881 at Sculcoates, Yorkshire, the son of William Lundie. A general labourer and paint works boy by trade, he joined the Royal Navy on 7 February 1889 and was posted to *Caledonia* as Boy 2nd Class on 3 November 1900. Transferred to *Agincourt*, *Hannibal* and *Ramillies*, Lundie was later awarded the Naval Good Shooting Medal in 1907 aboard the destroyer *Hardy* which was armed with one 12-pounder gun, five 6-pounder guns and two torpedo tubes. He served out his 12-year period of enlistment aboard the cruiser *St. George*, before being discharged on 7 February 1911.

Lundie served during the Great War with No. 236 Siege Battery, Royal Garrison Artillery, which was equipped with heavy howitzers capable of firing 290lb shells at two rounds per minute. The Battery had been raised at Cardiff in August 1916 and was largely composed of men from South Wales. It served in France from 29 January 1917 and was employed in destroying enemy artillery and putting destructive fire down on pillbox strongpoints, dumps, stores, roads and railways behind enemy lines. Having returning to civilian life, Lundie died at Holderness, East Yorkshire in October 1972; sold with copied Royal Navy service record, *MIC* and research.

355

A Great War M.M. awarded to Corporal D. Hutchinson, 4th Canadian Infantry, Canadian Expeditionary Force

Military Medal, G.V.R. (19083 Pte. D. Hutchinson. 4/Can: Inf.), toned, *very fine*

£200-240

M.M. *London Gazette* 9 December 1916. The citation states:

‘For conspicuous bravery on the night of the 19th/20th September 1916 in the trenches. When all the crew of one of the Lewis Guns had been wounded or killed during an enemy counter-attack, Pte. Hutchinson took charge of the same and by keeping it in action during a critical period, assisted materially in dispersing the enemy.’

David Hutchinson was born on 22 March 1891 at Bready, County Tyrone, Northern Ireland. A labourer by trade, he attested at Valcartier for the Canadian Expeditionary Force on 22 September 1914, and was posted to the 9th Canadian Infantry. Transferred to the 4th Battalion on 31 January 1915, he endured bouts of tonsillitis and influenza after landing at St. Nazaire on 11 February 1915. Taken on Strength ‘Class A’ on 17 February 1916, he was appointed Lance-Corporal on 8 October

1916, promoted Corporal two weeks later, and was awarded the Military Medal. The War Diary entry for the 4th Battalion, Canadian Infantry, adds a little more detail regarding events on the night of 19/20 September 1916:

‘At 7.30 p.m. the enemy attacked our line in the vicinity of the Quarry and succeeded in obtaining a footing in one trench. He succeeded in capturing one Lewis Gun, the whole crew of which were casualties. ‘B’ Company which was in reserve, was immediately ordered to make a counter-attack. On reaching the Quarry the attacking party found the enemy had evacuated our trench. The trench was immediately reoccupied by us and dispositions reorganised.’

Having survived the encounter, Hutchinson was wounded in action on 13 April 1917, receiving a gunshot wound to the scalp. He was admitted to the 2nd Australian General Hospital at Wimereux and subsequently transferred to the Town Hall Military Hospital at Wallasey to recover. Discharged on 25 June 1917, his wound fully healed, he was posted to the 3rd Reserve Battalion and later returned home to Halifax in August 1919; sold with copied service papers and research.

356 **A Great War M.M. group of three awarded to Lance-Corporal J. S. Forrest, 19th Battalion, Central Ontario Regiment, who was twice wounded whilst on the Western Front**

Military Medal, G.V.R. (745065 Pte. J. S. Forrest. 19/Bn: 1/C. Ont: R.); British War and Victory Medals (745065 L.Cpl. J. S. Forrest. 19-Can. Inf.), *very fine* (3)

£200-240

M.M. *London Gazette* 21 January 1919.

James Samuel Forrest was born on 8 February 1884 at Renfrew, Ontario, the son of James Halliday Forrest of Parry Sound, Ontario. A railroad bridge builder by profession, Forrest attested for the Canadian Expeditionary Force at Uxbridge, Ontario, on 30 December 1915, and was posted to the 116th Battalion, Canadian Infantry. Disembarking from the S.S. *Olympic* on 31 July 1916, Forrest was transferred to the 19th Battalion on 5 October 1916 and was wounded on 16 August 1917 suffering from a gunshot wound to the head. He was sent to the 1st South African General Hospital at Abbeville and returned to his unit shortly thereafter.

On 25 August 1917, Forrest received a shrapnel wound to the right thigh and hand which required evacuation to England and a term of convalescence in Bristol. The wounds gradually healed and he returned to his unit in time for the German Spring Offensive and final advance towards the Hindenburg Line. In September 1918, the Battalion weathered three intense German attacks:

‘The enemy made 3 very determined counter-attacks on the position held by the Battalion. All were repulsed with the enemy suffering heavy casualties. The Battalion had 2 officers and 19 other ranks killed. 4 officers and 105 other ranks wounded and gassed’ (*The War Diary of the 19th Battalion, Canadian Infantry, September 1918*, refers).

Sold with copied service record.

357 **A Great War M.M. pair awarded to Lieutenant, late Sergeant D. C. Rolland, 19th Battalion, Canadian Expeditionary Force**

Military Medal, G.V.R. (55326 Sjt: D. C. Rolland. 19/Can: Inf: Bn:); British War Medal 1914-20 (Lieut. D. C. Rolland.), *minor contact marks, nearly very fine* (2)

£240-280

M.M. *Edinburgh Gazette* 26 December 1916. The citation states:

‘For conspicuous bravery and devotion to duty while acting Company Sergeant Major, his company occupied three posts which he repeatedly visited at great personal risk and by his example encouraged his men in most trying circumstances.’

David Campbell Rolland was born on 15 April 1885 at Glasgow, Scotland, the son of Agnes Rolland of 55 Brookmount Road, Toronto. A bookkeeper by profession, Rolland saw previous service with the 48th Highlanders and 9 years with the 5th Battalion, Scottish Rifles, before attesting for the Canadian Expeditionary Force at Toronto on 10 November 1914.

The 19th (Central Ontario) Battalion was originally raised at Exhibition Park, Toronto, on 6 November 1914. As part of the 4th Infantry Brigade, the men were posted to West Sandling Camp, Shorncliffe, England, on 23 May 1915 and served in France from 14 September 1915, being heavily engaged at the Battle of Flers-Courcelette, the Battle of Thiepval and the Battle of Le Transloy. Present at Vimy Ridge, Hill 70 and the Battle of Passchendaele, the intensity of the engagements are graphically described in the diary entries of Private John Mould of the 19th Battalion:

‘Unmerciful shells were sent over in dozens and within a very short time the ground all around us looked to all appearances like a newly ploughed field. How we escaped without being cut up is one of the things I am not able to explain.’

Commissioned Lieutenant, Rolland was one of 118 officers and some 5,000 other ranks who passed through the 19th Battalion during the conflict. Of these men, 3,076 became casualties, including 737 killed in action of all ranks. Commenting on this remarkable turnover, veteran R. H. Neil later declared:

‘The Battalion had changed over in personnel almost four and one half times but one thing had not changed - it was the same old 19th’ (*A History of the 19th Battalion, C.E.F.*, by Dr. David Campbell, refers).

Whilst Neil’s sentiment is understandable, much had changed since the Battalion first formed up. Experience and training had transformed its personnel from amateur volunteers into battle-hardened professionals, due heavily to the imparting of skills, knowledge and unit culture by veteran officers such as Rolland and other ranks who served long enough to pass on their expertise; sold with copied service papers.

358 **The Great War M.M. group of three awarded to Private H. D. Maxwell, 20th (1st Central Ontario) Canadian Infantry, Canadian Expeditionary Force**

Military Medal, G.V.R. (916701 Pte. H. D. Maxwell. 20/Bn: 1/C.Ont: R.); British War and Victory Medals (916701 Pte. H. D. Maxwell. 20-Can. Inf.), *very fine* (3)

£240-280

M.M. *London Gazette* 11 February 1919.

Herbert Daniel Maxwell was born on 30 April 1883 at Pengtang, Ontario, the son of Hannah Maxwell. A carpenter by trade, he attested at Toronto for the Canadian Expeditionary Force on 18 April 1916 and arrived at Liverpool on 7 April 1917. Posted to the 20th Battalion at Witley Camp, Maxwell served in France from 1 March 1918-6 April 1919, before returning to Canada on 13 May 1919 and being discharged 11 days later. He died on 13 November 1960; sold with copied service papers.

359 **A Great War M.M. awarded to Corporal R. H. Elliott, East Ontario Regiment, Canadian Expeditionary Force, who was later discharged on account of a wound suffered in action**

Military Medal, G.V.R. (63613 Cpl. R. H. Elliott. 2/E.Ont: R.), traces of lacquer, *very fine*

£180-220

M.M. *London Gazette* 21 January 1919.

Robert Herman Elliott was born on 19 February 1892 at Hungerford, Tweed, Ontario, the son of James and Elizabeth Elliott. A mail clerk by occupation, Elliott attested for the Canadian Expeditionary Force at Tweed on 29 December 1915, joining the 155th Battalion and arriving in England aboard the S.S. *Northland* on 28 October 1916. Taken on strength at Bramshott on 9 December 1916, Elliott served with the 1st Battalion, East Ontario Regiment, from 6 August 1917, joining the 2nd Battalion three months later. Appointed Lance Corporal on 18 March 1918, he was wounded in action on 9 August 1918 suffering a shrapnel wound which necessitated transfer to hospital at Le Treport and on to No. 4 Canadian General Hospital at Basingstoke:

‘3” gaping wound upper right arm, 6” below shoulder on the deltoid. Clean and healthy. No bone.’

An x-ray noted a number of small pieces of metal scattered around the upper end of the shaft of the right humerus and it was only on 25 October 1918 that Elliott was discharged fit for duty. He returned home to Tweed soon thereafter, being discharged at Kingston on 24 January 1919; sold with copied service record.

360 **The Great War M.M. group of three awarded to Sergeant W. G. W. Stokes, 38th (Royal Ottawa) Canadian Infantry, Canadian Expeditionary Force**

Military Medal, G.V.R. (410629 Sjt: W. G. W. Stokes. 38/Can: Inf.); British War and Victory Medals (410629 Sgt. W. G. W. Stokes 38 Bn.), the Pair with officially re-impressed naming, claw damaged on B.W.M., *very fine* (3)

£200-240

M.M. *London Gazette* 17 September 1917. The citation states:

‘Near Avion - For conspicuous gallantry and devotion to duty during the attack on 28th June 1917, when this N.C.O. showed the most untiring energy and cheerful spirit. In the four days of the advance he encouraged his men and set them a splendid example in the manner in which he carried out his duties. He showed not the slightest hesitation in taking up any necessary position under the heaviest shell fire and by his courage greatly facilitated the work of his Company.’

Walter George William Stokes was born on 12 February 1891 at Bristol, England, the son of Jonathan and Mary Jane Stokes of Maesteg Glen, South Wales. A groom by trade, he attested at Ottawa for the 38th Battalion, Canadian Expeditionary Force, on 29 March 1915, and embarked aboard the S.S. *Grampian* from Bermuda to Plymouth on 9 June 1916. Appointed Acting Lance-Corporal, Stokes was taken on strength at Havre on 6 October 1916 and left for the 4th Entrenching Battalion on 29 October, joining his unit 3 days later on the Western Front.

Promoted Sergeant on 15 April 1917 and awarded the M.M. shortly thereafter, Stokes requested a transfer to the 15th Battalion, Canadian Infantry, which was granted. However his hitherto unblemished military record came to an end on 18 September 1918 when he was convicted by Field General Court Martial of absenting himself without leave, remaining absent for 2 days until being apprehended by the Military Police at Erin on 30 August 1918. As a decorated soldier the sentence confirmed by Brigadier-General G. S. Tuxford was light, being forfeiture of 2 days pay and a return to the front in the push to the Hindenburg Line.

On 27 September 1918, Stokes received a gunshot wound to the right arm. Having recovered, he was placed in confinement for a second time on 16 November 1918, on this occasion for overstaying his pass from 0630hrs on 8 November 1918 until reporting himself for duty on 15 November 1918. The sentence was more severe than previously, incorporating 15 days field punishment No. 2, coupled with 8 days forfeiture of pay. His mood would not have improved much on Christmas Day 1918, when he was flung from the open carriage of a moving train on the firm and unexpected application of the brakes, resulting in lacerations to the face. Discharged from hospital on 11 January 1919, Stokes eventually embarked home from Liverpool aboard H.M.T.S. *Canada* on 24 March 1919, being discharged at Toronto on 3 April 1919; sold with copied service papers.

361 **A Great War ‘Passchendaele 1917’ M.M. awarded to Corporal T. Smith, 50th Canadian Infantry, Canadian Expeditionary Force**

Military Medal, G.V.R. (447324 Pte. T. Smith. 50/Can: Inf:), *minor edge nick, good very fine*

£200-240

M.M. *London Gazette* 23 February 1918. The citation states:

‘Before Passchendaele, during operations October 21st - October 27th 1917. As battalion runner he repeatedly undertook the most dangerous trips carrying important messages with absolute disregard for his personal safety. His work was most praiseworthy.’

Thomas Smith was born on 12 October 1883 at Berry Hill, Gloucestershire. A stonecutter by occupation, he attested at Calgary for the Canadian Expeditionary Force and was posted to the 50th Battalion at Bramshott on 12 May 1916. Proceeding to France on 10 August 1916, Smith was admitted to hospital soon thereafter suffering from influenza. He re-joined his unit and served during the legendary battles around Passchendaele.

Posted to the Corps Pigeon School on 23 February 1918, Smith was promoted Corporal on 18 May 1918 and returned to England on 26 April 1919. Briefly taken on strength of No. 13 District Depot, he was discharged on 11 June 1919; sold with copied service papers and research.

- 362 **The Great War M.M. group of three awarded to Private E. W. Leach, 58th Canadian Infantry, Canadian Expeditionary Force**
- Military Medal, G.V.R. (249709 Pte. E. W. Leach. 58/Can: Inf.); British War and Victory Medals (249709 Pte. E. W. Leach. 58-Can. Inf.), *very fine* (3) £240-280
- M.M. *London Gazette* 13 March 1919.
- Ernest William Leach** was born on 19 March 1894 at Oshawa, Ontario, Canada, the son of Sarah Leach. A lineman by occupation, he attested at Toronto for the 208th Canadian Infantry on 5 June 1916, and disembarked at Liverpool from H.M.T. *Justicia* on 14 May 1917. Taken on strength with the 8th Reserve Battalion at Shorncliffe, Leach was transferred to the 58th Battalion at Sandling on 16 February 1918 and landed in France the next day. Serving on the Western Front from 23 February 1918, he was struck down by bronchitis in April. Sent to hospital, it appears the medical authorities were concerned that illness ran in the family, Leach having lost his father to typhoid fever and suffered from tonsillitis himself in 1917:
- ‘Man is poorly nourished, delicate appearance, teeth good.’
- Discharged 18 days later, Leach returned to his unit and embarked home to Canada aboard the S.S. *Celtic* on 7 May 1919, being released from service ten days later; sold with copied service record.
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- 363 **A Great War M.M. awarded to Sergeant R. H. Hirtle, 85th Nova Scotia Regiment, Canadian Expeditionary Force**
- Military Medal, G.V.R. (282411 Sjt. R. G. Hirtle. 85/N. Scotia R.), *lightly polished, nearly very fine* £180-220
- M.M. *London Gazette* 3 July 1919.
- Reginald George Hirtle** was born on 9 May 1897 at Bear River, Digby, Nova Scotia, the son of Katherine Hirtle. A labourer by occupation, he attested for the Canadian Expeditionary Force on 9 March 1916, and arrived at Liverpool aboard the S.S. *Olympic* on 18 October 1916. Posted initially to the 219th Battalion, he transferred to the 85th Nova Scotia Regiment at Witley on 28 December 1916 and was taken on strength in France on 11 March 1917.
- Hirtle was wounded in action on 7 September 1918 but remained on duty. He was promoted Sergeant a week later and was sent to the 1st Army rest camp on 21 September 1918. He rejoined his unit and proceeded to England on 29 April 1919, returning home to Canada on 31 May 1919; sold with copied service record and research.
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- 364 **The Great War ‘Cambrai 1918’ M.M. group of three awarded to Private E. R. Beacock, 102nd (2nd Central Ontario) Canadian Infantry, Canadian Expeditionary Force**
- Military Medal, G.V.R. (541440 Pte. E. R. Beacock. 102/Bn. 2/C.Ont. R.); British War and Victory Medals (541440 Pte. E. R. Beacock. 102-Can. Inf.), *minor contact marks, nearly very fine* (3) £240-280
- M.M. *London Gazette* 13 May 1919.
- Edgar Reginald Beacock** was born on 26 July 1896 at Myrtle, Ontario, the son of Bella Beacock of 544 Yonge Street, Toronto, Ontario, Canada. A student, Beacock attested at Toronto for the Divisional Cyclists, Canadian Expeditionary Force, on 25 January 1916. Posted to the 102nd Battalion, he likely served during the Battle of Canal du Nord from 27 September to 1 October 1918. The attack took place along the boundary between the British First Army and Third Army and was part of a sequence of assaults all along the Western Front, being designed to move across the northern extension of the Hindenburg Line and capture the city of Cambrai - which was a crucial German communication and supply hub.
- The battle penetrated the majority of enemy defences and enabled the next phase, known as the Second Battle of Cambrai from 8-10 October 1918. For his bravery during operations around of Cambrai, Beacock was awarded the Military Medal; sold with copied attestation papers and research.

- 365 **The Great War M.M. pair awarded to Private E. C. Brown, 102nd (2nd Central Ontario) Canadian Infantry, Canadian Expeditionary Force**
- Military Medal, G.V.R. (219931 Pte. E. C. Brown. 102/Can: Inf:); British War Medal 1914-20 (219931 Pte. E. C. Brown. 102-Can. Inf.), lightly polished, *nearly very fine and better* (2) £200-240
- M.M. *London Gazette* 12 March 1918. The citation states:
- ‘For conspicuous courage and devotion to duty on the night of November 12/13th 1917, in the front line at Passchendaele. This man is a company runner, but was temporarily off duty when he saw six men buried by shell explosions. He immediately seized a shovel and shouting for help started digging them out under intense shell fire. When they were exhumed he rendered First Aid and conducted them to the Dressing Station. This he did after a heavy day’s work and under continuous bombardment. To his quickness and initiative the 6 men owe their lives.’
- E. C. Brown** was wounded in action two days later on 15 November 1917; sold with copied research.
- 366 **A Great War M.M. awarded to Sergeant A. F. Gothard, 102nd Canadian Infantry, decorated for his actions under heavy fire and wounded on several occasions, one of which resulted in the amputation of the tip of a finger**
- Military Medal, G.V.R. (703043 Sjt: A. F. Gothard. 102/Can: Inf:), *nearly extremely fine* £240-280
- M.M. *London Gazette* 18 October 1917. The citation states:
- ‘For conspicuous courage and devotion to duty. When an observer was badly wounded, Sgt. Gothard proceeded to his aid under the most dangerous conditions. Sgt. Gothard climbed up a dangerous stairway and ladder to the wounded man, dressed his wounds, and succeeded in bringing him down to a place of safety, all the while being subjected to heavy shell fire.’
- Arthur Frederick Gothard** was born on 12 June 1877 at Barnsley, Yorkshire, England. A rancher by trade and resident of Bella Coola, British Columbia, Canada, he attested for the Canadian Expeditionary Force at Vancouver on 10 December 1915 and was posted to the 102nd Infantry Battalion. He sailed from Halifax aboard the S.S. *Empress of Britain* on 18 June 1916 and arrived at Liverpool ten days later, being sent to Bramshott Military Camp for training.
- Posted to France on 11 August 1916, Gothard was admitted to No. 11 Stationary Hospital at Rouen suffering from a contusion on 11 November which resulted in the amputation of the tip of the second finger on the left hand. Discharged on 27 October, he was promoted Sergeant on 19 April 1917 and decorated for gallantry at Lens soon after. He was admitted to hospital for a second time on 24 November 1917 as a result of severe burns to the left knee caused by a barrage of mustard gas shells at Passchendaele. The wound necessitated evacuation from Etaples to allow treatment at Shoreham, Chatham and Buxton, his medical notes stating secondary complications including pain in the back between shoulders, difficulty breathing and general weakness, including a shortness of breath and loss of voice associated with bronchitis.
- Following regular medical assessments at the Granville Canadian Special Hospital, Gothard embarked home for Canada from Liverpool on 22 September 1918 and was discharged on 18 December 1918 on account of being physically unfit for further service. He died on 29 May 1948; sold with copied service record and private research (*From B.C. to Baisieux - A Narrative History of the 102nd Canadian Infantry Battalion*, refers).
- 367 **The Great War M.M. pair awarded to Acting Company Sergeant-Major W. Jackson, 123rd Canadian Pioneer Battalion, attached Canadian Corps Tramway Construction Company, Canadian Expeditionary Force**
- Military Medal, G.V.R. (430803 Cpl. W. Jackson. 123/Can: Pnr: Bn:); Victory Medal 1914-19 (430803 A.C.S. Mjr. W. Jackson. Can. Pnr. Bn.), *very fine* (2) £240-280
- M.M. *London Gazette* 23 February 1918. The citation states:
- ‘November 10th 1917, this N.C.O. was in charge of tramway parties working at Abraham Heights near Gravenstafel. In spite of very severe hostile shelling this N.C.O. succeeded in finishing the task allotted for the day, in spite of the fact that working parties near him were forced to retire. This N.C.O. repaired six breaks on the line, thus kept up traffic enabling construction material to be brought up from the rear. This N.C.O. on many occasions has shown great courage and devotion to duty.’

William Jackson was born on 24 January 1885 at Manchester, England. A painter by trade, he attested for the Canadian Overseas Expeditionary Force at Victoria on 20 March 1915, serving with the Canadian Engineers and the 3rd Canadian Pioneer Battalion in France from 9 March 1916. Promoted Corporal on 30 September 1916, he was twice wounded but remained on duty on both occasions, before transferring to the Canadian Light Railway Construction Company on 23 November 1917 and being appointed Acting Company Sergeant-Major the following day. Awarded the M.M., Jackson survived the war and embarked home to Halifax aboard the *Lapland* on 1 August 1919, being demobilised on 19 August 1919; sold with copied service record.

368 **The Great War M.M. group of three awarded to Private N. Hensen, Canadian Army Medical Corps, Canadian Expeditionary Force, who was also gassed on the Western Front**



Military Medal, G.V.R. (524068 Pte. H. Henson. Can: A.M.C.); British War and Victory Medals (524068 Pte. H. Henson. C.A.M.C.), *very fine* (3)

£200-240

M.M. *London Gazette* 21 January 1919.

Herbert Hensen (or Henson) was born on 25 April 1880 at Northamptonshire, England, the son of Alice Hensen of 2417 Victoria Avenue, Brandon, Manitoba, Canada. A labourer by trade, he attested at Camp Hughes for the Canadian Expeditionary Force on 31 July 1916, his papers noting 13 months of service with the Manitoba Rangers. Posted to the Canadian Army Medical Corps, Henson arrived in England aboard the S.S. *Olympic* on 26 December 1916, being posted to France in February 1917 and attached to the 4th Field Ambulance on 10 March 1917.

Sentenced to 5 days field punishment No. 1 for being absent without leave on 2 February 1918, Henson was later wounded by a gas shell on 14 September 1918 and evacuated to hospital in Cardiff. He recovered and was discharged at Camp Hughes on 8 April 1919, returning home to his wife Alice and three children; sold with copied service record and C.A.M.C. War Diary.

369 **A Great War group of three awarded to Sergeant R. A. Shoults, 107th Canadian Pioneer Battalion, Canadian Engineers, Canadian Expeditionary Force**

Military Medal, G.V.R. (718437 Cpl. R. A. Shoults. 107/Can: Pnr: Bn:); British War and Victory Medals (718437 Sjt. R. A. Shoults. C.E.), *minor staining to obverse of third, very fine* (3)

£280-320

M.M. *London Gazette* 19 November 1917. The citation states:

‘This N.C.O. was employed for eight days previous to August 15th 1917 in patrolling and repairing train lines and during this time was under heavy shell fire several times daily. On August 15th, in charge of six men, he kept the track repaired thus enabling the wounded to be carried expeditiously to the dressing station, and this under the most severe shell fire.’

Roy Arthur Shoult was born on 26 December 1880 at Parkhill, Ontario, Canada, the son of William Shoult. A bookkeeper and contractor by profession, Shoult attested at Winnipeg for the 107th Pioneer Battalion, Canadian Expeditionary Force on 7 February 1916 and arrived at Liverpool on 25 September 1916. Promoted Acting Lance-Corporal at Witley on 14 February 1917, Shoult was knocked unconscious a month later when struck on the back of the head by a soldier using a short stubby stick. Such was the severity of the concussion that on admission to hospital at Bramshott, it was noted that he 'could not walk', and it took a number of days for him to recover and overcome headaches, dizziness and a feeling of nausea.

Proceeding to France on 28 March 1917, Shoult was appointed to the 2nd School of Mines at Houchin in June. Having returned to his unit, the Battalion War Diary entry for 15 August 1917 sheds light. The men were detailed to construct trenches across 'no-man's land' whilst under heavy hostile fire, 19 other ranks were killed with 39 wounded - but all remained on duty. Thirteen, including Shoult were presented with the M.M. at Barin on 20 January 1918 by the G.O.C. 1st Canadian Division.

Following 14 days of leave in England, Shoult returned to the front and was gassed on 26 July 1918. He recovered at No. 3 Canadian General Hospital, Boulogne, followed by a spell at St Martins rest camp, and later returned home to his wife Minnie on 6 May 1919, being discharged on 17 May 1919; sold with copied service record.

370 **The Great War M.M. group of three awarded to Sapper W. H. Balsdon, 1st Divisional Signal Company, Canadian Engineers, late Canadian Field Artillery, Canadian Expeditionary Force**



Military Medal, G.V.R. (158209 Sapr: W. H. Balsdon. Can: E.); British War and Victory Medals (158209 Gnr. W. H. Balsdon. C.F.A.), *good very fine* (3)

£200-240

M.M. *London Gazette* 11 February 1919.

William Henry Balsdon was born on 8 March 1893 in the Parish of St. Giles, Devon, England, the sister of Ivy Benoy of Toronto, Canada. A caretaker by occupation, he attested at Toronto for the 81st Battalion, Canadian Expeditionary Force on 7 September 1915, his papers noting 14 months of previous military service with the Duke of Cornwall's Light Infantry. Arriving in England aboard the S.S. *Olympic* on 6 May 1916, Balsdon was posted to Shorncliffe for training before being sent to France on 10 June 1916, attached to the 1st Divisional Trench Mortar Battery.

Transferred to the 1st Divisional Signal Company, Canadian Engineers, in September 1917, Balsdon received one of 9 M.M.'s to the unit in September 1918 (*The Battalion War Diary, 1st Divisional Signal Company, Canadian Engineers*, 30 September 1918, refers). He returned to Bramshott in March 1919 and was discharged on 14 May 1919, his proposed future residence noted as 'Underwood', St. Stephens, Launceston, Cornwall; sold with copied service record and extensive War Diary entries.

371 **A Great War M.M. awarded to Bombardier J. McLintock, Canadian Field Artillery, Canadian Expeditionary Force**

Military Medal, G.V.R. (183554 Bmbr: J. McLintock. Can: F.A.); British War and Victory Medals (183554 Bmbr. J. McLintock. C.F.A.), *good very fine* (3)

£160-200

M.M. *London Gazette* 1 July 1919.

John McLintock was born on 25 November 1893 at Barrhead, Scotland, the son of John McLintock of Cochrane, Alberta, Canada. A farmhand by trade, he attested for the Canadian Expeditionary Force at Calgary on 29 November 1915 and arrived at Liverpool aboard the S.S. *Olympic* on 8 June 1916. Posted variously to the 89th, 97th, 39th, and 6th Battalions, Canadian Field Artillery, McLintock was detached from his unit on 7 July 1917 to take part in a course of wireless instruction and later joined the 3rd Divisional Artillery Column in France. He was demobilised at Calgary on 25 May 1919 and died at Ottawa on 17 July 1977; sold with copied service record.

372 **A Great War M.M. awarded to Corporal J. H. Dodd, 2nd Divisional Ammunition Column, Canadian Field Artillery**

Military Medal, G.V.R. (534 Dvr: J. H. Dodd. 2/D.A.C. Can: F.A.), *very fine*

£200-240

M.M. *London Gazette* 17 September 1917. The citation states:

'For conspicuous gallantry and devotion to duty on the night of 24th/25th July 1917. This man was part of a detail delivering ammunition, when the enemy opened heavy fire on him, Dvr. Dodds' horse was killed and he was blown off his feet. This man assisted in clearing the dead animal out of the way and also in unloading the seven remaining wagons. His coolness and courage under fire was a splendid example to the rest of the men in the detail.'

James Henry Dodd was born on 19 December 1885 at Montreal, and lived with his wife Alice at 109 Benoit Street, Montreal, Canada. A teamster by profession, he enlisted in the Canadian Field Artillery on 29 December 1914, and was posted to the 2nd Divisional Ammunition Column. Landing in France on 16 September 1915 aboard the S.S. *Corinthian*, Dodd witnessed extensive service on the Western Front, and was decorated for delivering ammunition under heavy fire. According to the Battalion War Diary, 2 other ranks were wounded and a further man was wounded but remained on duty during the barrage.

Dodd was presented with the riband on 16 July 1917 by Brigadier-General Henri A. Panet in a unit parade at Hollow Square, near Souchez. Promoted Corporal on 24 August 1918, he returned home to Canada on 19 May 1919, being discharged at Montreal ten days later; sold with copied service record.

373 **The Great War M.M. group of three awarded to Sergeant R. McMillan, 3rd Divisional Train, Canadian Army Service Corps, Canadian Expeditionary Force**

Military Medal, G.V.R. (510187 Sjt: R. McMillan. Can: A.S.C.); British War and Victory Medals (510187 Sjt. R. McMillan. C.A.S.C.), *good very fine* (3)

£200-240

M.M. *London Gazette* 24 January 1919.

Robert McMillan was born on 3 November 1886 at Aberdeen, Scotland, the wife of Nellie McMillan of 337 Gerrard Street, Eastern Toronto, Ontario. A horse driver by occupation, he attested for the Canadian Expeditionary Force at Toronto on 10 September 1915, his medical report noting 'tattoo of dancing girl on left arm, and Scotch thistle'. Serving in France from January 1916, McMillan was promoted Lance-Corporal on 21 June 1916 and Acting Corporal on 31 July 1916, the War Diary for the 3rd Canadian Divisional Train in August 1918 noting, 'Making out applications for immediate awards for good work during recent operations' and recording his name the following month. Gradually however, his health began to fail him, made worse by enteric fever and the continual stress and tension associated with the war.

Around 4 September 1918, McMillan took sick on the way up the line, and was evacuated the next day. According to his medical notes, 'it came on in one night' and 'he didn't know he was paralysed until reaching Boulogne about Sept 10.'

Diagnosed with hemiplegia and suffering from a partial loss of power to the right arm and leg, McMillan was invalided to a Canadian Military Hospital in Orpington in November 1918 with the added complications of influenza and pneumonia. At this point McMillan was placed upon the seriously ill list, but after treatments of daily massage and faradism, his health gradually improved and he was invalided home to Canada on 23 May 1919, being discharged at Toronto on 29 August 1919. He died on 25 January 1965; sold with copied service record.

x374 **A scarce M.S.M. group of four to Regimental Quartermaster-Sergeant A. Young, 3rd Dragoon Guards**

1914 Star, with clasp (5471 Sjt A. Young, 3/D. Gds.); British War and Victory Medals 1914-19 (3DG-5471 W.O.Cl.2 A. Young, 3-D.Gds.); Meritorious Service Medal, G.V.R., 1st type (D-19942 R.Q.M.Sjt: A. Young, 3/D. Gds:), *good very fine, the last scarce to unit* (4)

£500-600

M.S.M. *London Gazette* 17 June 1918.

The only immediate M.S.M. awarded to the Regiment for the Great War.

Alexander Young was born at Lennox Town, Stirling in 1880. He attested for the 3rd (Prince of Wales's) Dragoon Guards at Glasgow on 27 September 1898. On 26 July 1904, while stationed at Canterbury, he married Edith Lawford, fathering one son, Alexander James. After serving in Egypt from 10 September 1912, he arrived in France on 31 October 1914. He held the rank of Regimental Quartermaster-Sergeant throughout the Great War. According to the regimental Honours and Awards Summary, his immediate M.S.M. is a unique award to the Regiment for that conflict. Young served in India from 18 November 1919, before being discharged on 6 December 1920. His conduct was described as 'Exemplary'; sold with copied *MIC*, *London Gazette* entry and service papers.

375 **The African Police M.S.M. awarded to Sergeant O. Opio, Kenya Police**



African Police Medal for Meritorious Service, G.V.R., 1st issue (Sergt. Ochola Opio, Kenya Police.), suspension re-affixed, traces of lacquer, *nearly very fine and scarce*

£500-600

African Police Medal for Meritorious Service *Kenya Gazette* (Government Notice No. 299) 20 May 1930:

'In recognition of long service, which has been marked by exceptional ability and merit.'

x376 The important C.B. group of eleven awarded to Major-General A. C. Munro, M.D., who served as Director of Medical Services in India during the Second World War, and was twice mentioned in dispatches; a bacteriologist of extraordinary genius, he became Honorary Physician to the King



(Part Lot)

The Most Honourable Order of the Bath (C.B.), Military Division, Companion's neck Badge, 55mm x 50mm, silver-gilt and enamel, with full neck ribband for wear, in *Garrard & Co.* fitted leather case of issue, *minor loss of red enamel in cauls of crowns, good very fine*; 1914 Star (Capt. A. C. Munro I.M.S.); British War and Victory Medals 1914-19, with M.I.D. oak leaf (Maj. A. C. Munro.); General Service 1918-62, 2 clasps, Kurdistan, Iraq (Major A. C. Munro.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (Lt-Col. A. C. Munro. I.M.S.); British War Medal 1939-45, with M.I.D. oak leaf; India Service Medal; Delhi Durbar 1911, unnamed as issued; Jubilee 1935; Coronation 1911, the medals mounted court-style as worn, *nearly extremely fine* (11)

£1,800-2,200

M.I.D. *London Gazette* 7 February 1919.

M.I.D. *London Gazette* 16 December 1943.

Archibald Campbell Munro was born on 16 January 1886, the son of Dr. A. C. Munro, county medical officer of Renfrewshire. He lived at Oakbank, Oakshaw, Paisley. Educated at Glasgow High School, he graduated from Glasgow University with an M.B., Ch.B. in 1908, gaining an M.D. in 1911. That year he joined the Indian Medical Service, quickly becoming a Captain. He returned to England for further study shortly before the Great War, graduating from Cambridge University with a Diploma in Tropical Medicine and Hygiene on 1 September 1914. He also attended a summer course at the London School of Hygiene and Tropical Medicine, passing with Distinction (90%) and coming top of his cohort. He served initially on the Western Front, but in 1916 was posted to Mesopotamia. In that theatre he performed special duties behind enemy lines, providing medical aid to local tribesmen in their struggle against the Turks. For these services he was mentioned in Lieutenant-General Sir William Raine Marshall's dispatches. His specialist knowledge of hygiene saw him appointed staff officer (hygiene) at Advanced Base and Assistant Director of Medical Services at General Headquarters.

After the Armistice he resumed his studies at Cambridge, taking the Diploma in Public Health in 1923 and gaining further qualifications in Sanitary Science, Hygiene and Bacteriology. He was then chosen to command the station hospital at Landikotal, on the North-West Frontier, as Senior Medical Officer. He was appointed Director of Medical Services throughout India in 1941. He held this role during the bleakest phase of the Japanese offensive, amid a critical shortage of medical supplies in India. He performed well in difficult circumstances, and was again mentioned in dispatches. On 31 August 1943 he chose to relinquish this post to make way for a younger man. Lord Wavell, the Commander-in-Chief in India, wrote in a letter to the War Office:

'I meant to write to you about Campbell Munro, late Director of Medical Services in India. I wish to explain to you the circumstances of his retirement, i.e. that he himself, with considerable public spirit, offered to retire at the end of two years tenure of Office to make room for a younger man. There was no pressure brought to bear on him in any way. I think I mentioned this to you when I saw you in India, but I meant to put it on record in writing to you; however, in the hurry of events that have happened since then I forgot about it and should like now to do so. Campbell Munro did a very good job of work in the two years he held the appointment during a very difficult period.'

In recognition of his services, Munro was made a Companion of the Bath. He was Honorary Physician to the King from 1939 to 1943. Twice married, he fathered one daughter by his first wife. He died in Haslar Hospital on 6 July 1961, aged 75.

Sold with a full archive, including:

- (i) The recipient's M.I.D. certificates for both World Wars.
- (ii) The recipient's University of Cambridge diploma certificates in Tropical Medicine and Hygiene (dated 1 September 1914) and Public Health (dated 18 October 1923), both vellum, signed by the Vice-Chancellor, with red wax seals; also his certificate from the London School of Hygiene and Tropical Medicine (dated 30 July 1914).
- (iii) A signed letter sent to the recipient by The Earl Wavell, thanking him for his service in India and enclosing a copy of the letter sent by Wavell to the War Office.



- (iv) Five academic prize medals, comprising: London School of Hygiene and Tropical Medicine Prize Medal (2), by *Wyon, 2 Langham Chambers*, silvered bronze, the reverses engraved 'A. C. Munro. 1913-1914.' and 'A. C. Munro. May-July 1914.'; Royal College of Surgeons Montefiore Bronze Medal by *A. Dubois, Paris* (illustrated), unnamed as issued; Army Medical School Prize for Military Medicine Bronze Medal, unnamed as issued; Glasgow High School Physics Department Bronze Medal, the rim engraved 'Archibaldus C. Munro, in Classe Physica, 1903.', *good very fine*, all in fitted leather cases of issue (some cases damaged)

Sold by Order of a Direct Descendant

x377

An outstanding 'Dunkirk 1940' Immediate D.C.M. group of ten awarded to Regimental Sergeant-Major W. J. 'Bill' Gilchrist, Irish Guards, later Norfolk Regiment

A pre-War soldier, Gilchrist was first on hand to serve with 'Harpoon Force', the quickly-assembled commando force that took the Dutch Royal Family, besides crates of gold and diamonds off just days before the country fell into German hands

He then distinguished himself in a fine action that held off the German advance to Dunkirk and resulted in the knocking out of an enemy tank - even refusing to leave his post having being wounded by three bullets that tore through his helmet and left him blind for three months

Recovered from his wounds, he then fought on 'Hellfire Corner' at the time of the Battle of Britain, before later fighting through Normandy, notably in sharing the Irish Guards famous stands on the 'Bridge too Far' at Nijmegen

Enlisting for more action with the Norfolk Regiment, Gilchrist won himself further laurels in Korea, escorted the Colours at the 1953 Coronation and acted coolly as a Troop Sergeant-Major during the loss of the *Empire Tide* in 1954



Distinguished Conduct Medal, G.V.I.R. (2717907 Sgt. W. J. Gilchrist. I.G.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Korea 1950-53, with M.I.D. oak leaf (2717907 W.O.Cl.I. W. J. Gilchrist. R. Norfolk.); U.N. Korea 1950-54; General Service 1918-62, 1 clasp, Cyprus (2717907 W.O.Cl.I. W. J. Gilchrist. D.C.M. R. Norfolk.); Coronation 1953; Army L.S. & G.C., E.I.I.R., Regular Army (2717907 W.O.Cl.I. W. J. Gilchrist. D.C.M. R. Norfolk.), mounted as worn, *minor official corrections to number and unit on sixth, otherwise good very fine* (10)

£4,000-5,000

D.C.M. *London Gazette* 22 October 1940. The original Recommendation - for an Immediate award - states:

'Boulogne 23rd May 1940.

Sgt Gilchrist was in personal charge of an anti-tank rifle which protected the rear of the Battalion during its withdrawal into Boulogne on the 23rd May. For two hours this NCO with a few men, succeeded in holding their post at a street corner, thus enabling the remainder of the Battalion to move on unmolested.

Although under extremely heavy machine gun fire he showed the greatest contempt of danger and continued to keep his anti-tank gun in action. He was instrumental in hitting and setting on fire an enemy tank, thus blocking a street down which the enemy was trying to move. Later in the action he himself was wounded but refused to leave his anti-tank rifle until it, and the Bren supporting it became jammed from over firing. Throughout the whole action Sgt Gilchrist showed courage and bravery of a very high order and set the finest example to the remainder of his platoon.'



William John Gilchrist was born in Ireland on 15 August 1915 and enlisted in the Irish Guards at Amagh on 16 January 1934. Having served at home and trained in Egypt, he crossed paths with Alexander of Tunis, serving as his Batman at one point. The onset of the Second World War would soon throw Gilchrist into the heat of the battle.

Harpoon Force

As the German blitzkrieg ravaged across Europe, old Kingdoms were been swept aside with impunity by the German army. The Dutch Royal family were next on the list and by late April 1940 their situation was on the brink. A 'Commando' style withdrawal was required. Major Haydon, Officer Commanding 2nd Battalion, Irish Guards was called to arms in order to raise a small combined force to bring the Royal Family to Britain so they might rule in exile.

Harpoon Force left off from Dover aboard *Hereward*. The invasion had taken everyone by surprise, so about a quarter of the men were on leave and couldn't be reached through phone or telegram. With the landing planned for Walcheren the wider aims were:

1. Secure it for use of the Royal Navy.
2. Rescue the Royal family.
3. Evacuate embassy staff and other British citizens.
4. Cover the escape route from The Hague to Walcheren.

Besides this the troops already in Holland were to try and secure any gold or diamonds and destroy as much as possible to damage anything the Germans might soon 'inherit'.

They reached the Hook of Holland at dawn on 13 May to find the place in flames and had just docked when Stukas began bombing their ship and strafing them for good measure. They also found that it wasn't just the enemy who were shooting at them. Some of the locals supported the invasion and began taking potshots at the battalion from several houses, forcing them to take cover.

The 'Micks' had to get to The Hague to escort the Dutch royal family, but it was hard going even when members of the Dutch resistance came to their aid. The Dutch also warned them not to accept candy or cigarettes from any local because they were likely poisoned by Nazi-sympathizers.

Since Haydon was given some leeway in his orders, he chose not to sacrifice anyone to The Hague. Walcheren was under siege, so securing it was hard enough. Besides the ship's guns, all his battalion had were a few 3-inch mortar guns, the standard issue Bren guns, some anti-tank guns, and two signal trucks.

By late morning, trucks began arriving from Amsterdam, but none carried the Royal Family. They instead brought diamond-filled crates which the sailors loaded onto the *Hereward*. To make room for more, they began unloading the ship's stores for the use of the resistance.

With the Germans still strafing them and still not a Dutch Royal in sight, Haydon finally gave the order to secure the roads between Walcheren and the docks. They hoped that some British nationals might make it out. Shortly after noon, a fleet of cars finally made it to the docks – the Royals were fashionably late! Haydon thus passed the work to Captain Thomas Halsey, of the *Malcolm*, but he came back with bad news:

'Nonsense! She left yesterday!'

Crossed wires meant that Queen Wilhelmina and her party were left standing on the dock, barred from boarding. It finally transpired that Princess Juliana had been evacuated the previous evening, so they eventually were given a berth. The problem was the Queen simply *refused* that the ship left. She was not going to leave her people without the Government, who finally arrived at 6pm that evening. The Germans had spent the afternoon taking pot-shots and bombing the docks to keep themselves amused. Harpoon Force finally weighed anchor and took their precious cargo off. It cost the lives of some 36 Guardsmen.

Going blind - D.C.M.

With Holland falling just two days after they returned home, the 2nd Battalion were soon sent off to France to attempt to stem the tide. Posted to Boulogne, Gilchrist was part of an important 6-man team that attempted to hold off the German attack. He displayed true character whilst winning his D.C.M. and suffered when three bullets ripped through his helmet. Having stayed at his post until the very last, Gilchrist was pulled from his gun and evacuated home. By the time he reached England, he had gone blind and spent some three months in a blind hospital learning braille, before waking one day to find his vision restored.

Further campaigns - A Bridge too Far

Returned to front-line action just three weeks later, Gilchrist found himself dug in on the Cliffs of Dover during the height of the Battle of Britain - he found home on 'Hellfire Corner'. With his award being Gazetted in late October, he was soon promoted to Regimental Sergeant-Major, a promotion that left him with the nickname 'That Bastard Mick'.

Gilchrist was of course present in the famous actions for the Irish Guards in Normandy and at the Lommel Bridge, Nijmegen - 'A Bridge too Far' - during September 1944. He served alongside the legendary Brigadier 'Joe' Vandeleur and clearly made quite an impression, for the pair corresponded for the rest of their lives. He most likely shared in the hair-raising action of 21 April 1945 that earned Guardsman Charlton the final Victoria Cross of the European War. A fellow 'Mick', Bill Ashley takes up the story:

'At around 06-00 our crew has finished breakfast but others had not when we heard those dreadful Moaning Minnies start up in the distance and we new that they were for us. We jumped into our tank in quick time and closed the hatches and waited. We were soon under a heavy barrage including artillery shells and our troop opened up on them and although our gunners were on target they put us under great pressure. The tank stank of cordite, but we were running short of ammunition and called for urgent supplies. Fortunately there was a lull, although the troop near Wistedt were up against elite German troops who were pressing home their advantage.

From one tank which got knocked out Guardsman Charlton took the Browning from the tank and faced the advancing German troops single handed and although he inflicted heavy casualties on the enemy he was severely wounded but moved his position and carried on shooting again inflicting many more losses on the enemy. He was removed by his mates and taken into a house for cover but was soon surrounded by the German troops and all were taken prisoner.

We were right down on ammo and to our surprise we saw three Bedford three tonners coming over the bridge and they turned into the orchard. They were from RASC transport. They were amazed when we told them that they had just come through Jerry lines and said that they had not been this close before. We soon had our ammunition on board and straight away Jerry who had managed to get up to the church started to let us have it. They had set up a machine gun post in the church and were creating havoc, but a well placed shot from our tank put a stop to that. Up until now we had been on the receiving end of the battle and you could see by the expressions on the faces of our men that the heavy bombardment we were under was causing some trouble both to ourselves and our infantry. However luck was on our side for the weather started to change and we could see blue sky appearing.

Next moment the wireless operator was calling "Charley I, Charley I could we have the our 'feathered friends' at map reference 'bla bla bla', Charley I over and out." All of a sudden the shelling stopped and we knew that the Typhoon's were about so we opened our hatches and looking up to the rear there they were. With the targets located they peeled off from their formation into a steep dive and we saw the rockets leave the planes. When they had finished their job it was our turn and when the order to advance came we set off past the church and saw that there were many casualties from both sides lying all around.

As we were leaving the village a lady came out in front of us with two children, she was very frightened and had a note in her hand which she was determined that we should see. My troop officer told me to see what she wanted and I got out to look at the note which had been written by one of my mates who had been taken prisoner with Guardsman Charlton and asked that we look after the this family as the lady had done everything possible to dress Charltons wounds and make him as comfortable as possible. She also insisted that I go inside the house where I found the badly wounded body of a German soldier and I assured her that everything would be all right.

We then pressed on while the 53rd Welsh Division took up our old positions. It was two days before we caught up with our pals who had been captured only to be told that Guardsman Charlton had died of his wounds.'

This was to be the final action of the War for the Irish Guards and Gilchrist was discharged in May 1946. He waited just a few months and re-enlisted in the Royal Norfolk Regiment on 22 October 1946.



Too many hills

Having been reduced to Corporal having changed ‘arms’ in the Army, Gilchrist was soon off to Germany with the Norfolks and had risen the rank of Regimental Sergeant-Major, 1st Battalion, by the end of the decade. By the time of the Korean War he again found himself in the thick of the action, but was re-united with an old friend when Alexander paid a visit to the field in June 1952. The *Sunday Dispatch* takes up the story:

‘As he went from hilltop to hilltop, Lord Alexander saw hundreds of men from Australia, New Zealand, Canada and the United Kingdom stripped to the waist in the hot sun. On one position he met an old friend, R.S.M. W. G. Gilchrist, D.C.M., of Stafford Avenue, Norwich, formerly of the Irish Guards - the Field Marshal’s old regiment - and now serving with the Norfolks. Lord Alexander asked the R.S.M. two questions:

“What do you think of National Servicemen?” and “How do you like Korea?”

The R.S.M. replied:

“National Servicemen are No.1, Sir. They are terrific. Korea? - Too many hills, Sir.’

Having reached the peak of plenty of hills by the end of that conflict, Gilchrist added a mention to his laurels for the period 1 July-31 December 1952 (*London Gazette* 24 April 1953, refers).

Queen and Country First!

Posted to Hong Kong and now with a young family in toe, Gilchrist found himself with the honour of taking the Regimental Colour back to Britain for the Coronation in 1953. He made it back in one piece but soon after fell very ill, with a Doctor at one point suggesting he might have just two weeks to live. Having sent this news back to Hong Kong, he got a reply that perhaps he got himself back to see his family to be with them. A typical R.S.M.’s reply followed by Telegram:

‘No! Queen and Country First!!!’

Thankfully he pulled through and did his duty.



Empire Windrush

1954 called for another move for the family, to return to Britain from Hong Kong. They found themselves loaded onto the *Empire Windrush*, with Gilchrist appointed Troopdeck Sergeant-Major. The vessel had famously previously carried so many families from the Caribbean to a new life in 1948. *Untold Lives* by the British Museum takes up the story:

‘In March 1954, the *Empire Windrush* was bringing 1,276 men, women and children back to the UK from Japan, Hong Kong, Singapore and Suez. Many were National Servicemen returning home to be demobbed.

On the morning of 28 March the ship was 20 miles off Algiers. At about 6.15am officers on the bridge heard a ‘whoof’ of air and, turning round, saw oily, black smoke pouring out of one of the ship’s funnels. Then ten foot high flames appeared. There was a fire in the engine room. Since the alarm bell system failed to work, stewards and catering staff were sent to arouse crew and passengers.

Some of the military officers thought it was a practical joke when they were awoken by stewards bursting into their cabins shouting ‘Get quickly to your emergency station!’. Captain Anderson turned over in his bunk and continued to wait for his morning cup of tea, but then became aware of a smell of burning. He threw on his overcoat and rushed on deck. Hot paint from the top of the funnel was setting light to the wooden decks. The ship’s power failed and there was no light, water, or telephone.

Evacuation procedures swung into action. Lifeboats and rafts were launched and ships were sent from Algiers. Everything proceeded in a disciplined manner. Within twenty minutes of the order to abandon ship, all 250 women and children had been placed in lifeboats, as well as 500 of the servicemen and the ship’s cat Tibby. One boat was damaged as it was being launched and later sank when full of survivors. Some of these were in the sea for two hours before being rescued. As the fire spread, the order was finally given – every man for himself. At about 7.15 am the last men left the ship, including the Captain.’

Gilchrist and his family were picked up by a large oil tanker and dropped at Algiers.

Final furlong

Two quiet years followed in England, before an attachment to the King's African Rifles (1957-58) gave Gilchrist two interesting subordinates during his time in Uganda - namely one Idi Amin and a young Crown Prince (later King) Hussein of Jordan. He received his L.S. & G.C. from Lieutenant-General Sir Roger Bower whilst on active service in Cyprus in May 1960 and retired on 30 April 1961. Looking back on his army life he said:

'I have no regrets. I'd do it all over again if I could.'

Retired to Australia, Gilchrist settled in Brisbane and set up a car business. Appointed a Magistrate of Queensland in August 1966, he donned uniform for the final time as a Security Officer during the 1982 Brisbane Commonwealth Games. Gilchrist returned to Korea upon the invitation of the South Korean President in 2000 and attended a Garden Party in honour of Korean Veterans, being presented to The Queen. Engaging in conversation with HM, it is said she endured the longest handshake of her reign. Gilchrist died in Brisbane just months later in September 2000 and his ashes were returned to Ireland to be interred at Castlederg.

Sold together with a complete original archive comprising:

- (i) A mounted group of ten commemorative medals, proudly worn by the recipient and a number with their relevant Certificates, comprising Dunkirk 1940 Medal; Confederation of Europe Medal; Albert Cross; Albert Medal; Normandy Campaign Medal; Battle for Britain Medal; 1939 Frontline Medal; Liberte Medal; Korean War 40th Anniversary Medal; Korean President's Medal.
- (ii) Soldier's Record and Pay Book; Regular Army Certificate of Service (3).
- (iii) A quantity of original photographs of the recipient throughout his career.
- (iv) A quantity of original documents and correspondence.
- (v) Troopdeck Sergeant-Major's cloth armband, as used during the loss of the *Empire Windrush*.
- (vi) Irish Guards 50th Anniversary Dinner, 18 March 1950, signed in ink by Alexander of Tunis.
- (vii) The recipient's leather satchel, used throughout his career.



378 *The turmoil was indescribable. Endless cascades of incendiaries were interspersed with torrents of high explosive bombs. Even the most savage convulsion of nature could convey no idea of the universal uproar and clamour. Every possible form of terror was present.*

Every second or two the town (sic) was shaken to its foundations. The air was a whirling frenzy; hot blasts swept the streets; the town was quickly becoming a sea of flame from which, in regular and horrible sequence, rose cascades of flying debris, red and yellow vapour, a swirling columns of smoke... a terrifying situation developed'

Southampton Blitz, the Unofficial Story, refers

An outstanding 'Southampton Blitz' 1940 G.M. group of seven awarded to Captain J. Keleher, Ordnance Survey Company, Royal Engineers, a veteran of the Western Front and North Russia who was decorated for his leadership of fire-fighting parties on three separate occasions during the most intense aerial bombardments to 'The Gateway to the World'; the glow of the raging firestorms could be seen from as far away as Cherbourg



George Medal, G.V.I.R. (Capt. Jack Keleher (106713) R.E.); British War and Victory Medals (341904 Spr. J. Keleher. R.E.); Defence and War Medals 1939-45; Coronation 1937; Army L.S. & G.C., G.V.R., Regular Army (1855342 W.O. Cl.II., J. Keleher. R.E.), *minor edge bruise to first, nearly very fine and better* (7)

£4,000-5,000

G.M. *London Gazette* 11 March 1941. The original recommendation states:

'During the air attack on Southampton on 23rd November, 1940, a number of high explosive and incendiary bombs fell in and around the Ordnance Survey Offices. Three incendiaries fell on or among buildings in the enclosure. Captain Keleher was in charge of the inlying picquet, and his prompt action resulted in all the bombs being dealt with before serious damage had been done.

On 30th November, 1940, another more severe attack was made on the town. The attack started with the dropping of flares, incendiary and high explosive bombs, many of which fell in and around the Ordnance Survey Offices, where Captain Keleher was again in charge. Numerous fires were started and Captain Keleher personally led the fire-fighting parties against these. Although high explosive and incendiary bombs continued to fall for several hours - three heavy bombs wrecking buildings, while at least six more high explosive bombs fell within fifty yards of the boundary fence - Captain Keleher continued to direct and lead the fire parties throughout the night.

The following night the attack was renewed, further high explosive and incendiary bombs falling round the offices - one building in which was wrecked and fired by a direct hit. Although he had been up all the previous night, Captain Keleher again led the fire parties in an attempt to save this building. Throughout the attacks he showed great gallantry, initiative, devotion to duty, and fine leadership.'

Jack Keleher was born on 23 July 1899 at Southampton, the son of William and Alice Keleher of 123 Firgrove Road, Freemantle, Southampton. Educated at Taunton School, Keleher attested for the Royal Engineers on 20 September 1916, giving his calling as Ordnance Surveyor Apprentice. He then served as a Sapper with the Army Reserve, being appointed Skilled Surveyor on 8 November 1917 and posted to the 19th (Field Survey) Company at Southampton on 3 April 1918. His skills were much in demand following the stalemate on the Western Front. It was therefore the ability to survey the ground to identify enemy positions which had become more important than ever. In later months, as the war reached its conclusion and the Allied armies pushed towards the Hindenburg Line, Commanders increasingly requested accurate maps of carefully concealed defences, gleaned from the analysis of photographs taken above the battlefields.

From 8 July 1919-9 October 1919, Keleher served with the Royal Engineers in North Russia where he was tasked with surveying the landscape of Murmansk and the Northern Peninsula. He returned home to England and was promoted Lance Corporal on 28 April 1923 and Corporal soon thereafter, having passed the Trade Test (Surveyor) Group 'A', Class I. In August 1925, Keleher departed Tilbury Docks aboard the S.S. *Mulbera* and spent the next 23 months serving with the Anglo-Italian Jubaland Boundary Commission in East Africa, where he learned Swahili. He returned home on 10 July 1927 and re-engaged on 11 September 1928 to complete 21 years' Army service, being promoted Sergeant on 1 May 1931 and awarded the L.S. & G.C. Medal on 1 April 1936. Permitted to continue beyond 21 years, Keleher was finally discharged for the purpose of being appointed to an emergency commission with the Royal Engineers on 10 November 1939.

Southampton Blitz

During the Second World War, 57 separate attacks were made on the City of Southampton which was within easy reach of Nazi-controlled airfields in northern France. The raids commenced with ineffective, almost casual attacks by small numbers of aircraft aiming at strategic targets, most notably the Supermarine Aircraft Factory at Woolston and the Docks. The attacks quickly grew in intensity as Hitler attempted to destroy Britain's manufacturing capability and break the morale and will of the British people.

The first bomb fell on the night of 19 June 1940 during a strike on the military depot at Marchwood. By mid-September, groups of bombers were concentrating with increased success on the shipyards and aircraft factories at the mouth of the Itchen, and on 6 November 1940 the arts block of the Civic Centre was struck by a direct hit. The 500lb high explosive bomb penetrated to the lower floors of the art gallery, killing 35 people, 14 of them children (Southampton at War: 1939-45, refers). On 23 November the Germans launched their first concentrated and sustained attack which attempted to flatten the heart of the City:

'Three incendiaries fell in the Enclosure, the location of these was accurately reported by the look-outs on Jubilee Block. The inlying picquet - Captain J. Keleher, Lieut. Murrell, 6 Sappers and 7 A.T. Boys, promptly dealt with the bombs, which did negligible damage' (The Official Report titled *The Air Attacks on Ordnance Survey*, refer).



The King inspects bomb damage

The enemy repeated the attack a week later, following up showers of incendiary bombs with a rain of high explosives. Emerging from No. 11 Shelter on the South Range, Captain Keleher and Lieutenant G. Kendall directed a picquet of 6 Sappers and 7 A.T. Boys throughout the night, the Official Report noting those whom they led, 'did exceedingly well' and 'showed a complete disregard of danger during a heavy bombardment'. Despite such bravery and fortitude, the A.R.P. control room, telephone exchange, and half of the manuscript store were destroyed.

The next evening at 1800hrs on 1 December 1940, the Luftwaffe could once again be heard over the City:

'The Jubilee Block received a direct hit which set fire to the Painter's shop and Paper Store. The R.E. picquet ensured that all doors were opened and rendered any assistance required to A.F.S.'

Hampered by a limited availability of water with which to fight the fire, the A.F.S. were unable to stem the flames and the building was lost. Remaining on duty and leading his party of 20 men throughout the night, Keleher's continuous gallantry and devotion to duty was recognised with the award of the George Medal.

Southampton was repeatedly targeted over the following months and years, the last significant raid being staged in June 1942. An estimated 475 tons of high explosive landed in total on the City, plus nearly 31,000 incendiary devices which destroyed and damaged over 40,000 homes. Approximately 630 people died during the Blitz with 898 seriously hurt and a further 979 slightly injured. Such losses led to a steady stream of people 'trekking' to the safety of the New Forest when the evening came.

In summing up the exodus and loss of spirit, the *Hodsoll Report* - compiled by Sir John Hodsoll, Inspector General of Civil Defence and declassified in the 1970's - was particularly scathing of the local authorities, especially the Mayor and Town Clerk whom he described as 'incompetent'. Despite visits by the Prime Minister and King George VI, investigators of public morale found that:

'...the excitement, elation and courage with which the townspeople had reacted to the actual bombing had been replaced by an obsession with air raids that was dangerously near a neurosis. Whereas Bristol was carrying on, Southampton seemed dead' (*The Hodsoll Report*, refers).



As a result, the human problems often fell to local personalities, including Keleher. Remaining at his post throughout the critical period, Keleher was eventually transferred on 14 October 1942 to Barton-on-Sea, Hampshire, as Officer Commanding, A.T. Boy's Wing, Ordnance Survey, being released from service on 2 November 1945; sold with copied service record, extensive research and paperback copies of *Southampton Blitz, the Unofficial Story* (Published by the Oral History Team, Southampton Local Studies' Section), and *The Southampton Blitz* (Anthony Brode).

379

A very fine Immediate 'Second Battle of El Alamein' M.M. awarded to Corporal P. T. Clare, 1/2nd Field Force Battalion, South African Infantry



Military Medal, G.V.I.R. (60158 T/Cpl. P. T. Clare. 1/ 2 F.F.B.), *good very fine*, on its original investiture pin

£600-800

M.M. *London Gazette* 31 December 1942. The original recommendation, for an Immediate award, confirmed by Montgomery states:

'Place. El Alamein.

For acts of bravery, personal initiative and resourcefulness in the face of enemy fire. On the night of 23/24 October 1942, Cpl. Clare led his section on an enemy strongpoint. The section came under heavy Mortar and M.G. fire and suffered heavy casualties, Cpl. Clare himself sustaining wounds to his legs. Despite the wounds, he rallied his men and led the advance under terrific M.G. and Mortar fire to within 50 yards of the enemy positions, where wire, booby-traps, and mines were encountered.

He went forward alone to locate the enemy weapon pits, but received a severe bullet wound in the chest. Undaunted, he rejoined his section, brought them into a firing position, and in his exhausted condition controlled them until ordered back by his Platoon Commander.

He reported back to his Company Commander, gave a full report of the position, and, in his weak and painful condition, insisted on taking, and actually took an important message to the Platoon Commander.

Throughout the action Cpl. Clare showed himself to be a courageous leader, and his fearless behaviour at a critical period in the face of heavy enemy fire was a tremendous inspiration to all his men.'

- 380 The superb 'North-West Europe 1944' Immediate M.M. group of five awarded to Lance-Corporal J. R. Giles, 2nd Battalion, Essex Regiment, for his remarkable acts 'behind the lines' during a hair-raising covert operation from D-Day +9 in Tilly-sur-Seulles, scene of some of the fiercest fighting during the battles for Normandy



Military Medal, G.V.I.R. (6019561 Pte. J. R. Giles. Essex R.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, *edge bruising to the first, very fine* (5)

£1,400-1,800

M.M. *London Gazette* 19 October 1944. The recommendation - originally for a D.C.M. - states:

'On 15 June 44' this OR together with one Officer and a L/Cpl was ordered to move forward at night from Buceel to Tilly and ascertain whether or not the enemy were still in occupation of this village.

The patrol set out at 2300hrs and on approaching the outskirts of Tilly they were fired on by an enemy LMG post. The NCO threw a 36 Grenade in amongst this post and apparently silenced it. Unknown to Giles the Officer and NCO had both been hit and began to withdraw, thinking that Giles, the 'getaway' man, would be behind, and eventually made their way back to our lines. Meanwhile Giles having hidden up misguided that the Officer and NCO had moved back again, resumed the advance. He reached the cemetery at Butte and waited until dawn. He then found that he was in the midst of the enemy's position. Altogether he lay up in the enemy lines for two nights and a day and a half, making careful note of the enemy dispositions.

On 17 June when the Battalion attacked Tilly he ran out in the face of enemy and fire with complete disregard for his own life to present his Company Commander with his vital information about the enemy's dispositions.'

John Robert Giles, a native of E16, London (Canning Town, Royal Docks, North Woolwich) worked for Siemens in civilian life. An extract from *Siemens's Magazine* takes up the story:

'Lance-Corporal Giles, 5ft1inch tall, and the shortest Lance-Corporal in the Essex Regiment has been awarded the Military Medal. If he has been a little taller he might never have known about it. John, who worked in the Paper Shop and Sheathing Department before joining the Army, set out one night last July with an officer and a sergeant to pass through the German lines to locate gun and machine-gun posts in Tilly. They arranged (gruesome choice) to meet if separated, in Tilly graveyard. Fired on by a German patrol, the others were both wounded, and John, having located the machine-gun posts reached the graveyard alone. Hiding till nightfall, the attempted to cross a bridge over which he had come the previous night, but German machine-gun fire caused him to dive into the

river, where he came among some reeds which only just hid him. Had he been taller he must have been spotted by the German gunner who continued to fire bursts into the water. Deciding to lie low for the night, John was awakened by the roar of artillery and found he had been asleep almost under the muzzles of six German big guns. He lay there for six hours until he heard what he describes as “the sweetest music he ever heard” - the rattle of the Bren guns of our own advancing troop. Making a dash towards them, again under fire from the machine-guns, he managed to reach his goal safely and reported the exact position of the German guns, which in a few minutes were blown out of action.’

Giles is additionally noted as having ‘...escaped, after capture’ in the Regimental History; sold together with extract from *Siemen’s Magazine*, June-July 1945.

381

An outstanding Immediate ‘Battle of Monte Cassino 1944’ M.M. group of six awarded to Private C. Gridgeman, Royal West Kent Regiment, late Queen’s (Royal West Surrey) Regiment, decorated for his part in single-handedly rushing, clearing and capturing an enemy machine-gun post, returning with 7 prisoners for the bag

The epic action for Monastery Hill came at a heavy cost for the 1st Battalion, who suffered 50 killed in action and a further 171 wounded - Gridgeman himself was wounded before War’s end



Military Medal, G.V.I.R. (6101351 Pte. C. Gridgeman. R. W. Kent R.); 1939-45 Star; Africa Star, clasp, 1st Army; Italy Star; Defence and War Medals 1939-45, *good very fine* (6)

£1,500-2,000

M.M. *London Gazette* 26 October 1944. The original recommendation for an Immediate award - at one point upgraded to a D.C.M. - states:

‘At 1400hrs on 13 May 1944 a Battalion attack took place and all Companys reached their objectives. “B” Company of which Private Gridgeman was a member secured Caso. Petraccone 851173 on the left.

The Company Commander sent Private Gridgeman forward to examine a suspected MG post in front of the objective. As he approached the post, Private Gridgeman was fired on. Despite this he continued to advance covered by his own fire. As he was within about 40 yards of his objective and still being fired upon, Private Gridgeman rushed the post single-handed and overran it. He returned to the Company with 7 prisoners having wiped out a strong MG post.

Private Gridgeman’s coolness and courage in the face of the enemy was an inspiration to all and his action undoubtedly saved many casualties in the Company.’

Cecil Gridgeman was born on 10 November 1912 at Liverpool and was a groom upon his enlistment in the Queen's (Royal West Surrey) Regiment on 24 July 1940. Serving at home with the 13th (Home Defence) Battalion, Gridgeman was transferred to the 1st Battalion Royal West Kent Regiment in November 1942. Soon after they served during the campaign in North Africa, for the final stages of the Tunisian campaign. Their assaults upon Peter's Corner and Cactus Farm gained them notoriety but accounted for some 300 of their number as casualties.

Back to strength by the spring of 1944, the combined force of the 1st, 5th and 6th Battalion found themselves in the thick of the fierce battle for Monastery Hill, which stands at some 1,700 feet. The point overlooks the whole of the Liri valley and gives a fine position in the defence of Rome. It made a perfect natural position for enemy troops to make their final stand. From the start of the year positions had been taken by the West Kents, namely Cassino Castle Hill by the 6th Battalion and Cassino Station by the 5th Battalion.

Gridgeman, serving in Major H. W. Hansen-Raae's 'B' Company would have come into the town of Cassino on 23 April, before their main action which took place on 13 May. Moving under cover of darkness from Monte Trocchio, they crossed the Gari River by an 'Amazon' Bailey bridge under heavy shell fire. From here they hitched a ride on the tanks of the Lothian and Border Horse before making Point 33 and their objectives. With 'A' Company under Captain Jeffery on their right, they took mortar and machine-gun fire on the advance through the corn fields up to Casa Petraccone, which was effectively taken. It was for his smart and fearless actions in the consolidation that Gridgeman won his M.M. (*The Queen's Own Royal West Kent Regiment 1920-1950*, Lieutenant-Colonel Chaplin, refers).



The fight was far from over however, for the next day they were back into action. Waking in a thick fog that reduced visibility to less than 10 yards, the 1st Battalion required several hours to reach Point 76. At times the Germans in Monte Verteché were yards away, and the fighting took place in the maze of houses, ditches and hedges which covered the countryside. By midnight, with the excellent support of the 2/4th Hampshire Regiment, the positions had been stormed and captured. It came at a heavy cost however, for Major Hansen-Raae had been killed, along with Captain Jeffrey, the CO of 'A' Company. By the time the 1st Battalion were afforded a well-earned rest on 20 May they had lost no less than 4 officers and 46 other ranks killed, with a further 9 officers and 162 other ranks wounded. The Battles for Monte Cassino must surely rank amongst the fiercest and close-fought actions to have taken place during the Second World War. James Holland suggested it should be remembered as the 'Italian Stalingrad'.

Rome fell on 4 June, but the action was far from over for Gridgeman and his comrades. He was wounded in action on 3 July (*Army Form B200d* refers), likely during the attempts to breach the Trasimene Line. The 1st Battalion continued to fight up through Italy and fought to break the Gothic Line, before being transferred to Greece where it was present during the Civil War.

Gridgeman was discharged on 7 April 1946 and died on 25 January 1980 at Rainhill Hospital, St. Helens, where he was a food process worker; sold together with copied Service Record and research.

An outstanding North West Europe 'Nijmegen Bridge 1944' Immediate M.M. group of five awarded to Lance Corporal W. L. Hawkins, Duke of Wellington's (West Riding) Regiment, who took on the 'suicidal task' of beating back several determined attacks by the fanatical 6th German Parachute Division at Haalderen in December 1944 - his 'brilliant stand' with a 2-inch mortar knocked out a Spandau with his first shot and sent the enemy into flight; having dashed back to cover he next jumped onto a Bren and killed another Spandau gunner who had continued to put up resistance - the action eventually secured some 110 prisoners for the regimental 'bag'

Military Medal, G.VI.R. (1078129 L. Cpl. W. L. Hawkins. D.W.R.), in its original named card and despatch box, complete with dedicated Buckingham Palace enclosure and torn postage envelope, to 'W. L. Hawkins, Esq. M.M., 71 Lesbourne Rd, Reigate, Surrey'; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45 Star, with the enclosure giving entitlement for '4-0.', in named card box of issue, *extremely fine, all but mint*

Three: **Sergeant W. F. Hawkins, Queen's (Royal West Surrey) Regiment**

1914-15 Star (G-5873 Pte. W. F. Hawkins. The Queen's R.); British War and Victory Medals (G-5873 Sgt. W. F. Hawkins. The Queen's R.), *good very fine* (8)

£2,400-2,800

M.M. *London Gazette* 5 April 1945, the recommendation for an Immediate award states:

'At Haalderen 7566 at 0300hrs on December 4th 1944 the Germans launched a strong attack on the 7 DWR positions with the intention of demolishing the Nijmegen Bridge. Two enemy companies penetrated the outer defences and were advancing across the flank of 13 Platoon, 'C' Company, which opened fire and caused significant casualties. The Germans then detached a force to silence the platoon which was by the fire of bazookas, spandaus, grenades and light mortars. After a number of men were killed and wounded, L/Cpl Hawkins volunteered to crawl out of the back of the house which the platoon was occupying and counter attack with his 2 inch mortar.

Although the ground was completely open and mostly under flood, L/Cpl Hawkins worked his way round the house until he could see the Germans, who were firing at the house from a distance of 50 yards. L/Cpl Hawkins fired his mortar at low angle at point blank range, and with his first shot silenced one spandau. Another spandau and bazooka then turned their fire on L/Cpl Hawkins who kept firing and eventually silenced another spandau. When he had fired all the ammunition he could carry, 12 rounds, L/Cpl Hawkins withdrew and the enemy ceased their fire.

The brilliant stand of this platoon completely demoralised the enemy, 110 of whom were taken prisoner within 100 yards of the platoon. It was only through this newly appointed junior NCO's initiative and supreme courage in taking on what seemed a suicidal task that the platoon was able to continue its resistance in face of greatly superior numbers.'

William Leslie Hawkins was born around 1910 and was educated along with his two brothers on Holmesdale Road, Reigate and had worked for twelve years as a Machine Minder at the Surrey Fine Art Press, Redhill before enlisting in the Duke of Wellington's (West Riding) Regiment (*Surrey Mirror* 9 February 1945, refers).

Serving with the 7th Battalion, Hawkins would likely have served in Iceland from 1940-42, before landing in Normandy on 12 June 1944, D Day +7. They gave valuable service in the fight for Caen, during the Second Battle of the Odon and during the battles to secure the channel ports, including La Havre. With disappointment and defeat at Arnhem, Hawkins and his comrades were stationed at Haalderen on the Nijmegen bridgehead during late November 1944. The start of December would trigger determined enemy attacks with the aim of blowing the bridge. In the early hours of 1 December, heavy artillery, mortar and spandau fire came in and it was clear a concentrated attack was in the offing. They would come face-to-face with the 6th German Parachute Division and units of the 16th Parachute Regiment. All the actions were fought at close quarters, with widespread flooding making conditions particularly appalling. During the early hours of 3 December, newly promoted, Hawkins volunteered and was sent into action. A military observer in the *Surrey Mirror* takes up the story:

"It was a most unpleasant order, both for me to give and for them to carry out." said a Platoon Commander, as he described how, when the house which was his platoon position, was completely surrounded by a strong Boche force which attacked during the night, he deemed it necessary to send a mortar detachment of two men into the area which was being swept with machine-gun fire.



“You see our platoon position was entirely surrounded and it became clear that unless something was done to prevent the enemy from coming closer the entire platoon would be wiped out, and the important position which we were holding would be taken, which would have had serious consequences for the battalion. I therefore decided that it was necessary in the greater number that these two men’s lives should be risked.

The main force of the enemy were in and around a house only a short distance away, and a Spandau set up in the doorway had us completely pinned down. I told the mortarmen, Lance-Corporal Hawkins and Private Cronley, to attempt to get into an orchard near to the house which we were in, and try to put the Spandau out of action with their mortar - I must confess I was very much afraid that I might never see them again.”

Lance-Corporal Hawkins was asked how he felt when he received the order to carry out this distinctly unpleasant task.

“Well, I can’t say that the idea appealed tremendously, but the job had to be done, so we got on with it. We crawled inch by inch using every bit of cover that was available, and there was precious little, until at last we reached the orchard. There we quickly set the mortar up and fired. Luckily our aim was good, and the first bomb scored a hit on the building. Immediately the Jerries started to stream out amidst the hail of mortar bombs, which we continued to put down. When all our ammunition was used up, we made a quick dash for the house, which we managed to reach in safety.

On getting back to the house, I relieved one of our Bren gunners and fired a burst at the Spandau gunner still firing from the doorway. At once the gun ceased firing; and later we found the Boche gunner dead beside his gun. Once the main force was broken up we had little trouble in clearing the rest out of our immediate area.”

Hawkins wrote to his parents, describing how the action was a matter of ‘kill or be killed - and that there was little pleasant in it.’ He would have finished the war fighting during the liberation of Arnhem, 12-16 April 1945. They had originally been intended to be utilised during Phase 3 of the attack but were called in for Phase 1 as the action unfolded to support the 2nd Battalion, South Wales Borderers, whose landing craft had drifted downstream as they were prepared for landing. On 14 April they faced a vast counterattack by the Dutch volunteers to the 34th SS Volunteer Grenadier Division Landstorm Nederland which was beaten off and occupied the zoo on 15 April. Finding a live polar bear, which was taken into their care, it was offered up to the Brigade Commander, who politely declined.

William F. Hawkins served with the 1st Battalion, Queen’s (Royal West Surrey) Regiment in France from 13 October 1915. During the course of the war he ‘suffered several wounds, and now, after working at Adam’s Stores, Reigate, for forty years, is suffering with a spinal affliction that he fears will prevent him from working again’ (*Surrey Mirror* 5 January 1945, refers). His three sons all served during the Second World War.

383

A remarkable group of twenty-three awarded to Major K. V. Tichy, Czech Forces, a veteran of both World Wars who was decorated by the British, French and Belgians through the course of his distinguished career - a Czechoslovakian Legionnaire in the Great War he is known to have worked with the Czech Resistance in Prague during the Second World War

Tichy was responsible for the destruction of a train in 1943 and given his position in the resistance it seems possible he had a hand in 'Operation Anthropoid' - the assassination of Reinhard Heydrich in Prague in June 1942



Czechoslovakia, Order of Charles IV, Medal for Loyal Service 1918-19; Order of Charles IV, Type II, Commanders Decoration, gilt and enamel; 1918 War Cross; Revolution Cross 1918; Volunteer Cross 1918-19; War Cross 1939 (3); Bravery Medal 1939; National Resistance Medal 1918-38, with device upon riband; Cross 1938; Prague Resistance 1939-45, clasp, Masarykovy Lany; Resistance Medal 1939-45; Liberated Political Prisoner Cross 1939-45; Vela Medal, silver; **United Kingdom**, Military Medal, G.V.R., unnamed as issued to foreign recipient's, upon original investiture brooch; **France**, Republic, Resistance Medal 1939-45; **Belgium**, Kingdom, Victory Medal 1914-18; Czech Commemorative War Awards (5), *generally very fine and better* (23)

£1,400-1,800

Sold together with five of Major Karel V. Tichy's insignia and rank Badges, besides a remarkable album containing the following documents, citations and award Certificates. These are offered with the following translations and identifications:

1. Czechoslovak War Cross 1939 for fighting in the liberation.

2. Document stating:

This is to confirm that I have personally given the order to Mr Karel V. Tichy, Head Director of Rehabilitation centre, now in Prague, Kral. Vinohrady, Stalinova 7, on 23 April 1945. Without any conditions and under no matter what circumstances he went to find out where the launching station of the railway bridge that had mines secreted underneath is located, on the tracks between Celakovice and Lysa and Labem over the river Labe and try to demolish this launching station.

Mr Karel V. Tichy, Head Director, announced to me on Tuesday 25 April 1945 that he managed locate this station and then afterwards he advised on 28 April 1945 (Friday morning) that this station had been destroyed. This took place under the strict supervision of German guards and they tried to at the last minute prevent criminals fleeing by shooting.

On the day when revolution started 5 May 1945, I and other officers and Narodni vybor in Celakovice saw that the station was destroyed and therefore there was no risk to the railway bridge.

I am confirming this upon request of Mr K. V. Tichy, as an evidence for this application to the Unit of National Revolution.

3. Homeland Security minister awarding a commemorative Medal of Second National Resistance.

4. 13/12/1946 (Confirmation)

On the day of 23 October 1942 at 23:30 on the track Celakovice -Mstetice on 9 3/4 km underneath a moving train No.816 blew up a mine. The explosion took place under the 8th coach of 3-1060 machine which had the floor and ceiling damaged. Although full of passengers, no one was injured. In two other carriages, windows were broken and the engine was damaged too. The operation was suspended from 23.30 until 2:35 am next day. Following the explosion there were trains delayed. The attack was originally planned for a tank train which had been cancelled.

5. Czechoslovak Legionnaire association - unit Pilsen - awarding a silver Commemorative Medal for serving his country by voluntarily joining the army in 1918-1919 - in 30th anniversary of those years and establishing the 4th regiment of 'Guard of Freedom' in Pilsen.

6. 13/12/1946 (Confirmation)

Headquarters of Unit of National Security in Celakovice confirms that it is known to them that in 1942 on the track Celakovice-Mstetice an attack on train No.816 took place on 24 April 1942 at 23:30 by using destructive means, that had considerable impact, confirmed by German authorities investigation.

HQ of Unit of National Security was advised that this destruction was carried out by Destruction Unit of partisan organization under General Dr Koutnak lead by Mr Karel Tichy. Signed HQ of Unit of National Security - Commandery Celakovice.

7. French award

8. Confirmation of Local National Committee Celakovice - that there was an attack on train 816 on 24 April 1942 at 23:30 on the route Celakovice - Mstetice, using explosives put under rails which caused massive explosion and damage of carriages. This partisan action was expect by a group under Head Director K. Tichy - personally involved as he announced on 25 April 1942 when Gestapo started arresting all railway officers and helped to cover the attack and managed to release all the arrested using lies and various interventions. Even the Head Railway officer at Celakovice was released without any conviction. (Signed) Celakovice 29 May 1945 - Colonel Josef Kvapil.

9. Head of Junak - awarding Junak Cross 'for the motherland' - silver level on 28 October 1945.

10. Polish - veteran association welcoming him and thanking as he joined - Warsaw 31 May 1950.

11. 11 April 1952 - Czechoslovak association for protection of peace - thanking him for his help to achieve their goals at their Congress and hoping for his support in future.

12. 28 October 1945 Command of Czechoslovak National Riflemen & Guards - awarding a commemorative badge for his service in 1938 during military emergency in the country.

13. Barricade-men Union 'Big Prague' - branch Prague 11 - on 9 May 1945 military HQ & national-revolutionary Committee award for fulfilling the tasks given to him during the Prague revolution between 5-8 May - commemorative Badge 1945.
14. Barricade-men Badge of Honor - awarded for fighting in Prague 5-9 May 1945 to save the city (issued 6 October 1946).
15. Czechoslovak correspondent group Mamut (Mammoth) awarding a commemorative Medal to Major Karel Tichy - Commander of Boehm Group for his reporting services in this group.
16. Liberational National Resistance 'White Rose' in Prague awarding a commemorative Badge for his service in liberation of Czech nation and his cooperation in National Resistance.
17. Association of Czechoslovak National Riflemen & Guards - awarding him with a title: First Captain of Association of Czechoslovak - for his input during occupation.
18. Weidmann Cross - 1. class/grade - issued by Weidmann Group of National Resistance in Pilsen, 27 June 1946 - for his service during occupation by Germans.
19. Weidmann Cross - 2. class/grade - issued by Weidmann Group of National Resistance in Pilsen, 27 June 1946 - for his service during occupation by Germans.
20. Gold Medal of Charles IV - for his loyal service - issued in 30th anniversary of the Czechoslovak Republic in 1948 (6 April 1948).
21. Honourable Applause awarded by 'Illegal resistance Group Josef-Josef' , Group Alex, group Bartos, Reporting Intelligence Group KAT (K Tichy was head of this group) and he was involved in fights on barricade in Prague 5-10 May 1945.
22. Military Ability Association - awarding a Gold Honourable Badge of Charles IV for his merit - 1 class/grade - 20 April 1949.
23. Military Ability Association - awarding a Gold Honourable Badge of Charles IV for his merit - Commander's 2 class/grade with a silver star - 20 April 1949.
24. Military Ability Association - awarding a Gold Honourable Badge of Charles IV for building military abilities - 16 April 1949.
25. Certificate - born 27 March 1895 in Novy Bydzov, living in Prague now, was member of ground-based forces of People's Army 'Vela' for Eastern Moravia and Silesia fulfilling his duty with honour and excellence.
26. Partizan Organization Vela - Decree - awarding him a silver medal for bravery on red-white ribbon 'Vela 1945' - 1 January 1947.
27. Partizan Organization Vela - Decree - awarding him a Silver Medal for Bravery on blue ribbon 'Vela 1945' - 1 January 1947.
28. Partizan Organization Vela - Decree - awarding him a silver Medal for Bravery on red ribbon 'Vela 1945' - 1 January 1947.
29. Committee of Commanders of Illegal Army Organization 1939-1945 of National revolutionary Army awarding a Commemorative Badge NRA for K. Tichy - member of Vela partizan group, in Brno 28 October 1945.
30. Partizan Winter Brigade, Commander of Vela Partizan Group - diploma with thanks.
31. Liberational National Resistance 'White Rose' in Prague awarding a commemorative Badge for his service in liberation of Czech nation and his cooperation in national resistance.
32. Badge of Honour from Committee of Soldiers and Workers , 28 October 1946.
33. Committee of National Revolution - Masaryk Lany branch - awarding a Commemorative Medal - 1. class - 28 October 1946.
34. Association of Fighters for Freedom - Honouring 1027 brigade hours in a 1st year of Gottwald 5-year plan.
35. Local Firebrigade awarding a diploma for help in fire protection - 2 March 1957.
36. Ditto - Firebrigade appreciation - 10 September 1957.

x384 **Pair: Acting Quartermaster Sergeant W. Mills, Coldstream Guards**

Queen's South Africa 1899-1902, 3 clasps, Belmont, Modder River, Driefontein (9648 Sejt. W. Mills, Cldstm: Gds.); Meritorious Service Medal, G.V.R. (B/9648 Sjt. A.C.Q.M.Sjt. - W. Mills. C. Gds.), *the first lightly polished and pitted, nearly very fine, the second good very fine* (2)

Queen's South Africa 1899-1902, 3 clasps, Belmont, Modder River, Driefontein (9648 Sejt. W. Mills, Cldstm: Gds.); Meritorious Service Medal, G.V.R. (B/9648 Sjt. A.C.Q.M.Sjt. - W. Mills. C. Gds.), *the first lightly polished and pitted, nearly very fine, the second good very fine* (2)

£300-400

M.S.M. *London Gazette* 3 June 1919:

'In recognition of valuable Service rendered in connection with the War.'

Walter Mills was born at Westminster in 1871. He enlisted into the 1st Battalion, Coldstream Guards on 11 November 1893, advancing to Lance-Corporal on 2 October 1894 and Sergeant on 1 December 1898. Stationed at Gibraltar from 10 March 1899, the Battalion embarked for service in South Africa on 27 October that year, arriving at Cape Town on 16 November. Led by Lieutenant-Colonel Codrington, it formed part of Major-General Colvile's 1st Guards Brigade. On 23 November, the Brigade attacked entrenched Boer positions at Belmont (Medal & clasp), assaulting a feature called 'Mount Blanc'. Colvile's subsequent report stated:

'The Battalion came under fire from 'Mount Blanc' at about 800 yards, and Lieutenant-Colonel Codrington, swinging his left round to meet this, became committed to a frontal attack on 'Mount Blanc', which his Battalion accomplished in a very brilliant manner with remarkably little loss. The Battalion's losses were 7 men killed and 1 officer and about 20 men wounded.'

At Modder River (clasp) five days later, the Battalion lay under heavy fire and suffered a further 20 men wounded. It saw heavy fighting at Magersfontein on 11 December, before returning to Cape Town. The Battalion then took part in Lord Roberts' great 'Flank March' into the Boer territory of Orange Free State, which started on 11 February 1900. After liberating Kimberley on 15 February, Roberts turned his attention to Bloemfontein, the Boer capital. A strong Boer force under Christiaan de Wet tried to stop Roberts' advance at Driefontein (clasp) on 10 March. The Boer defence held for several hours before finally breaking. The British force lost 82 killed and 342 wounded. The Battalion spent the rest of the war on garrison duty at Naauwpoort and De Aar.

Mills was discharged at Pirbright Camp on 24 July 1908, his papers describing him as 'a well educated, steady, sober and reliable man.' They also note his tattoos, namely a 'serpent-woman' on his right arm and a 'lighthouse' on his left. He settled at 19 Knoll Road, East Hill, Wandsworth, gaining civilian employment as a Porter. At the outbreak of the Great War, he attested for the 4th Battalion, Coldstream Guards at Windsor on 4 September 1914, becoming Company Quartermaster Sergeant at the Battalion's Depot on 15 March 1915. He transferred to the Reserve Household Battalion on 20 February 1917, and was demobilised on 6 March 1919; sold with copied roll confirmation and discharge papers.

x385 **A scarce annuity M.S.M. awarded to Warrant Officer Class I J. R. K. Campbell, Royal Scots Greys, late 1st Dragoon Guards**

Meritorious Service Medal, G.VI.R., 2nd type (389864 W.O.Cl.1. K. R. K. Campbell. The Greys.), last two letters of unit officially corrected, note incorrect initial, *extremely fine*

£70-90

John Robert Kidd Campbell was born at Burnley in 1895. He enlisted with the 1st Dragoon Guards on 31 January 1914, serving in France from 5 October 1915 to 16 September 1919. He transferred to the 2nd Dragoons (Royal Scots Greys) with the rank of Sergeant, becoming a Staff Sergeant-Major. He was commissioned a Lieutenant in 287 Company, Royal Pioneer Corps on 5 March 1941. He resigned his commission on 3 January 1944, and died at Flyde in 1963.

x386 Seven: Lieutenant-Colonel W. H. Grant, Royal Highlanders (Black Watch)



The Most Honourable Order of the British Empire (O.B.E.), 2nd type, Officer's breast Badge; British War and Victory Medals 1914-19 (2/Lieut. W. H. Grant); General Service 1918-62, 1 clasp, Palestine (Major. W. H. Grant. B.W.); Defence and War Medals 1939-45; **United States of America**, Legion of Merit, Officer's breast Badge (William H. Grant), *good very fine* (7)

£400-500

O.B.E. *London Gazette* 9 June 1949.

Legion of Merit *London Gazette* 16 January 1948.

William Hamilton Grant was born on 14 May 1899, receiving his education at Haileybury College. He served during the Great War as a 2nd Lieutenant with 'C' Company, 1st Battalion, Royal Highlanders, arriving in France on 30 July 1918. The Battalion spearheaded the crossing of the formidable Sambre Canal on 4 November that year, when elsewhere the German front was collapsing. Thick orchards and high hedges made command difficult, though a bridgehead was soon established. When 'C' Company attacked the nearby village of Mezieres, a German gun crew waved a white flag, feigning surrender. Having lured the hapless 'C' Company towards them, the crew opened fire, causing severe casualties. Lieutenant Grant was wounded during this dastardly incident (see *The Courier & Advertiser* (Fife Edition), 5 November 1918). Such dishonourable tactics backfired on the Germans; the infuriated Scotsmen soon cleared the position, taking 133 prisoners and capturing five guns. Grant's British War and Victory Medals were delivered to him at The Caledonian Club, St. James's Square.

Grant served in Palestine during the 1936-39 Arab Revolt (Medal & clasp). During the Second World War he was a Lieutenant-Colonel in The Black Watch, and on 23 May 1944 he was appointed British Liaison Officer to the United States Army, VIII (Eastern) District, United Kingdom Base. In this capacity he was awarded the American Legion of Merit. The original American recommendation, dated 10 May 1945, states:

'[Grant] has consistently performed outstanding services of invaluable aid to this Headquarters... his untiring efforts have contributed greatly to the procurement of materials, supplies and labour from British sources with the absolute minimum of delay and confusion. His assistance in this connection during the staging of airborne units in the District contributed materially to the successful completion of the District's mission in support of these operations. Lt-Col Grant has consistently maintained superior relations between British agencies and this Headquarters and has spared himself no trouble, at any time, to perform any task or grant any request ever made of him. His selfless devotion to his work here has, at all times, far and away exceeded that which would be expected as a normal performance of duty, resulting in the highest personal respect and esteem of all US personnel and ideally amicable and efficient relations with British agencies. His outstanding performance of duty reflects great credit upon himself and the Armed Forces of Great Britain and the Allies.'

Grant retired on 13 July 1949, with the honorary rank of Lieutenant-Colonel. He was awarded an O.B.E for his services; sold with copied *MIC* and Legion of Merit recommendation.

x387 **A Second World War B.E.M. group of three to Battery Quartermaster-Sergeant J. R. Stirrat, Royal Artillery**

British Empire Medal (Military), G.V.I.R., 1st type (1551612 B.Q.M.S. Joseph R. Stirrat. RA.), with card box of issue; Defence and War Medals, *nearly extremely fine* (3)

£100-140

B.E.M. *London Gazette* 10 April 1945.

Joseph Reid Stirrat was born in Scotland on 5 January 1915. He married Janet Robertson Sweeney in February 1938, and in the same year he attested for the 56th (Independent) Light Anti-Aircraft Battery, Royal Artillery. He earned the B.E.M. while serving with this unit during the Second World War. Discharged on 25 November 1945, he died in Scotland on 18 November 1979; sold with copied *London Gazette* entry.

388 *'He is a devil-may-care chap really, but he won't tell us how he won his award. I've tried to pump him all ways myself, without success'*

A relative being interviewed by the *Loughton, Chigwell, Woodford & Buckhurst Hill Gazette* in March 1947, refers

An interesting and well-documented Second War B.E.M. awarded to Sergeant W. J. 'Tan Tan' Montano, Royal Armoured Corps, late Royal Tank Corps, who discreetly served for 6 years as chauffeur and mechanic to Lieutenant-General Montagu 'Bronco' Brocas Burrows C.B., D.S.O., M.C., General Officer Commanding 9th Armoured Division, later 11th Armoured Division, who was appointed Head of the British Military Mission to the Soviet Union in 1944, and later served as Commander-in-Chief, West Africa Command, retiring in 1946



British Empire Medal, (Military) G.V.I.R. (7878834. Sgt. William J. Montano R.A.C.), officially impressed naming on pre-prepared ground, *nearly extremely fine*

£300-400

B.E.M. *London Gazette* 9 January 1946. The original recommendation by Lieutenant-General M. B. Burrows, states:

'Sgt. W. J. Montano has served with me since May 1940, firstly as driver and lastly as Sergeant in charge of motor transport at G.H.Q. West Africa Command. In the course of his service he was in charge of the motor transport of the British Military Mission in Moscow and had a number of Russian drivers under his command.'

Sergeant Montano is an excellent driver and mechanic and has invariably shown himself to be cheerful and willing and able both to command and to get on with his superiors and subordinates. I consider that his exemplary service merits the award of the B.E.M.’

William John Montano was born on 1 October 1908 at Buckhurst Hill, the son of retired sailor Edward George Montano and husband to Susannah R. Montano of 75 Alfred Road, Buckhurst Hill, London. A labourer by trade, he attested for the Royal Tank Corps on 31 December 1926 for a term of six years, followed by a further six years in the Army Reserve, being discharged at Barnet on 30 December 1938. Upon the outbreak of hostilities, he volunteered as Private in the Royal Armoured Corps and served as a member of Lieutenant-General M. B. Burrows’ personal staff from May 1940.

On 7 February 1944, Lieutenant-General M. B. Burrows succeeded Lieutenant-General Sir Giffard Le Quesne Martel as Head of the British Military Mission to the Soviet Union, amid a marked decline in co-operation between the two nations, likely influenced by the arrival of overtly anti-communist Head of the Royal Air Force Mission, Air Marshal Sir John Babington. As a trusted driver and mechanic, Montano served in Russia at a critical time, his charge tasked with re-establishing cordial relations and preparing for the opening of the second front. At the beginning of June, Burrows suggested establishing a special situation room in which the Soviet General Staff would be provided with secret intelligence on how Operation Overlord was developing; the British Chief of Staff agreed (*The Kremlin Letters: Stalin’s Wartime Correspondence with Churchill and Roosevelt*, refers).

In February 1945, Lieutenant-General M. B. Burrows was transferred to West Africa and Montano travelled with him. On 4 February 1945 he collected the G.O.C.-in-C’s car at Lagos before proceeding to Lome and arriving at G.H.Q. at 08.00 a.m. on 11 February 1945. According to a letter written by Montano to his wife on 6 August 1945, French Togoland was not for the unwary:

‘Last Tuesday at two o’clock I left H.Q. to travel by road with the Buick Humber and Jeep, arrived Lome in the evening. Wednesday set off from Lome to Lagos, on the way up the river is in flood and had a real job to get the cars safely on the native ferry.’

With water ‘up to the floor boards’ the journey became even more hazardous and at one stage he could ‘only guess the roads whereabouts’. Montano was forced to return to Headquarters, defeated by the weather and perilous conditions. A short while later he returned home to England where he was demobilised and took employment driving lorries in London. On 12 April 1946, Montano was contacted by Lieutenant-General Burrows, now retired, who clearly missed his former driver:

‘I am just purchasing a new car and want a Chauffeur and would very much like to have you because I know you, and I know that you can get on well with the rest of my Staff at “Oakendean”. My children are also often enquiring about “Tan Tan”!’

Sold with the following original documentation and ephemera:

(i) Buckingham Palace Award Certificate to ‘Sergeant William J. Montano, B.E.M., Royal Armoured Corps, 18 March 1947.’

(ii) Copied B.E.M. recommendation paperwork, damaged - flattened - B.E.M. ‘war issue’ card box of transmittal, together with notification letter from R.A.C. Records, dated 28 February 1946 and a later reference from Lieutenant-General M. B. Burrows, ret’d., dated 16 April 1951, reiterating war service and suggesting that Montano sometime accepted the role as family Chauffeur.

(iii) British Military Mission identity documentation, including Russian I.D. card with portrait photograph, a further letter with photograph advising his return to the U.K., Telegrams sent by the recipient to his wife from Moscow (3), letters and photographs (15), including snapshots of the recipient, native drivers, and various vehicles in Africa.

(iv) Regular Army Certificate of Service; Soldier’s Release Book, containing a further reference from Lieutenant-General Burrows, his military conduct described as ‘exemplary’; Soldier’s Service & Pay Book; War Department Driving Permit, dated 6 April 1943; six further G.B. civilian driving licence’s, one noting a fine of 50/- for driving with excessive speed on 3 June 1957, the last commencing 18 June 1974; Civilian Passport.

(v) Two pressed card identity tags named to ‘W. Montano, 7878834’.

389 **A 1944 Civil B.E.M. awarded to Inspector of Telephones J. Walmsley, Rosyth Dockyard**

British Empire Medal, (Civil) G.V.I.R. (James Walmsley), officially engraved naming upon a pre-prepared ground, *good very fine*

£70-100

B.E.M. *London Gazette* 10 June 1944.

James Walmsley served as Inspector of Telephones at H.M. Dockyard, Rosyth, Scotland.

x390 **A 1954 Civil B.E.M. awarded to Honorary Collector J. F. Wallace**

British Empire Medal (Civil Division), E.II.R. (James F. Wallace), in *Royal Mint* case of issue, *good very fine*

£60-80

B.E.M. *London Gazette* 1 January 1954.

James F. Wallace served as Honorary Collector for the Street Savings Group, Belfast.

391 **A 1954 Police M.S.M. group of five awarded to Sub-Inspector of Police C. Matacheta, Nyasaland Police**



1939-45 Star; Burma Star; War Medal 1939-45; Colonial Police Medal, E.II.R., 1st issue, for Meritorious Service (Sub-Insp. Clement Matacheta, Nyasaland Police.); Malawi Independence Medal 1964, unnamed as issued, *minor edge bruise to last two, good very fine* (5)

£180-220

Colonial Police M.S.M. *London Gazette* 10 June 1954.

Given the presence of the Burma Star to a native African recipient, further research may well shed light on the recipient's possible contribution to Orde Wingate's Chindit operations.

- 392 A scarce 'Mau-Mau 1956' B.E.M. awarded to Warrant Officer Platoon Commander M. Mutie, 23rd (Kenya) Battalion, King's African Rifles



British Empire Medal, (Military) E.I.I.R. (3R1023 W.O. Pl. Cdr. Mulandi Mutie. K.A.R.), *polished and worn, good fine*

£180-220

B.E.M. *London Gazette* 8 March 1957:

'In recognition of distinguished services in Kenya for the period 21st April to 20th October, 1956.'

The original recommendation, for operations in the Dentrul Province, states:

'This African Warrant Officer has served for seventeen years in the King's African Rifles, and has served throughout the Emergency in the field.

On numerous occasion, both in the forest and in the reserve he has commanded his platoon displaying a complete disregard for his own safety in dogged perseverance in leading his men against the terrorists. His very high standard of personal discipline and high sense of duty have been a constant inspiration to all ranks in his Company and in the Battalion.

From April to June he was on constant operations in the Aberdare Forest. By his dogged perseverance and determination he kept the morale of his platoon at such a high pitch that their efforts never flagged.

A strict disciplinarian, yet his loyalty and cheerfulness often in adverse and dangerous situations have earned him the respect of all with whom he has served.'

- 393 A Great War M.B.E. pair awarded to Captain W. Sutherland, Royal Air Force, late Royal Flying Corps and Middlesex Regiment

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st type breast badge, silver, hallmarks for London 1918; British War Medal 1914-20, with M.I.D. oak leaves (Capt. W. Sutherland. R.A.F.), *minor edge nicks to second, otherwise good very fine* (2)

£80-120

M.B.E. *London Gazette* 3 June 1919.

- 394 An M.B.E. group of five awarded to Lieutenant G. M. Clark, Royal Air Force

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type Breast Badge, silver-gilt; British War and Victory Medals (Lieut. G. M. Clark. R.A.F.); Defence and War Medals 1939-45, swing mounted on original ribbons, minor staining to third, *very fine* (5)

£140-180

Sold by Order of a Direct Descendant

- 395 A Great War pilot's M.C. group of six awarded to Group Captain L. T. N. Gould, Royal Air Force, late Royal Garrison Artillery and Royal Flying Corps, who having been wounded in action and had a confirmed 'kill', commanded No. 21 Squadron in France from July 1917 until September 1918



Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2 Lieut. L. T. N. Gould, R.G.A.); British War and Victory Medals (Major L. T. N. Gould, R.A.F.); Jubilee 1935; Coronation 1937, mounted as worn, together with later M.I.D. oak leaf, *very fine or better* (6)

£1,400-1,800

M.C. *London Gazette* 18 July 1917:

'He has done consistent, good and valuable work while co-operating with the artillery, often under most difficult conditions. He always sets a splendid example by his exceptional pluck and determination.

Lionel Thomas Nutcombe Gould was born in Alveston, near Stratford-on-Avon, on 22 November 1893 and was educated at Marlborough College.

Commissioned in the Royal Garrison Artillery direct from the Royal Military Academy Woolwich in December 1913, he was embarked for France with the Royal Garrison Artillery in February 1915. He was wounded on 4 July 1915.

Seconded to the Royal Flying Corps as an Observer later in the same year, he qualified as a pilot in March 1916 (Certificate No. 2623) and served initially with No. 23 Squadron. It was on 28 July, whilst flying FE2b '6974' and flying with 2nd Class Air Mechanic F. Collinson as his Observer, that Gould was wounded in the air by shrapnel whilst escorting a formation of bombers from No. 8 & 12 Squadron attempting to bomb the railway at Aubiny-au-Bac. Recovered from his wounds and in the air with No. 16 Squadron by 15 September, it was on that very same day he attacked no less than eleven enemy machines over Bapaume, being confirmed as having 'downed' one. He was awarded the M.C.



In July 1917, Gould assumed command of No. 21 Squadron, a unit described by General Trenchard as 'the best artillery squadron in France'. And he remained likewise employed until September 1918.

Gould's subsequent postings between the wars included tours of duty in Baghdad and India in the 1920s and, following his advancement to Wing Commander, he served at the Air Ministry in the early 30s. Having then commanded 502 (Ulster) Squadron, a heavy bomber unit based at R.A.F. Aldergrove, Belfast (1932-33), he was promoted to Group Captain and took command of the School of Naval Co-operation at Lee-on-Solent (1934-35).

He was at Coastal Command from 1936 and likewise employed on the renewal of hostilities in September 1939, services that gained him a mention in despatches (*London Gazette* 10 March 1940, refers). An appointment at R.A.F. Cranwell followed and in 1942 he moved to the flying training establishment at R.A.F. Penrhos; his son, Auriol Stephen Nutcombe Gould, was killed piloting a Hawker Typhoon of No. 197 Squadron in January 1943.

Placed on the Retired List at the war's end, the Group Captain died in tragic circumstances in January 1947, whilst visiting his brother, Commander J. C. Gould, R.N., at Radlett, Hertfordshire. He was found dead in a gas-filled room; it was suggested that a gas pipe had become disconnected as he tried to light the fire.

He was buried in Fulbeck Churchyard, Lincolnshire.

396 **An outstanding and very complete Great War M.C. group of three awarded to Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps and later Royal Air Force, a 'Brilliant Pilot and Very Fine Leader' who downed 3 enemy machines in fine style with No. 25 Squadron over the Western Front**

Having racked up an impressive 60 missions, his promise was lost in vain when Jardine went forth whilst outnumbered once again, being killed, presumed drowned, attempting to stave off an aerial armada of five Zeppelins off the coast of Great Yarmouth, his body was found washed up on a beach in Denmark some three weeks later

Military Cross. G.V.R., contemporarily engraved to the reverse, 'Captain D. G. B. Jardine Royal Air Force'; British War and Victory Medals (Capt. D. G. B. Jardine R.A.F.), together with his Great War Bronze Memorial Plaque (Douglas Graeme Burness Jardine), and Memorial Scroll dedicated to 'Capt. Douglas Graeme Burness Jardine, Royal Air Force', *nearly extremely fine* (3)

£2,500-3,000

M.C. *London Gazette* 22 April 1918:

'For conspicuous gallantry and devotion to duty in France on 14 August, 1917 to 29th January 1918. On two occasions when his formation was attacked by larger bodies of enemy scouts, he and his Observer sent one of the enemies down in flames and two others completely out of control. During a period of three months he carried out two exceptionally long reconnaissances, during which he took a large number of photographs containing most valuable information. His personal efforts and example are of the greatest value to the other Pilots of the Squadron.'



Douglas Graeme Burness Jardine was born on 9 July 1894 at Tamboers Kloof, Cape Town, South Africa, the eldest son of Major William Jardine - a founder member of the Cape Town Highlanders - and his wife, Mary Nott Burness. Aside from his voluntary military service, his father worked as a third-generation Trader and became a pioneer in the collection and study of Africana, especially books. A well-known bibliophile and antiquarian, he amassed three outstanding literary collections, portions of which may be seen today in the Library of Parliament and the William Fehr Collection which is held at The Castle, Cape Town.

Educated at the South African College School, Jardine lived at the family farmstead known as Brink's Inn, located in Sir Lowry's Pass, where he was surrounded by the 'finest early Cape furniture and paintings' (*The Jardine Collection of Africana*, Strauss & Co., 2014, refers). However, rather than further the family passion for collecting, Jardine was promoted Sergeant in the School Cadet Corps in 1912 and decided upon leaving school to sail for England to take up a Cadetship at the Royal Military College, Sandhurst. It was here that he recorded his first flight on 5 December 1915 - rising to an altitude of 700 feet in 11 minutes, flying in a Maurice Farman Longhorn MF.7 biplane at Farnborough Aerodrome.

Jardine graduated from Sandhurst on 8 February 1916, being commissioned 2nd Lieutenant and posted to the Highland Light Infantry soon thereafter. He immediately applied for transfer to the Royal Flying Corps and began training as a Pilot, being awarded Aviator Certificate No. 2551 on 9 March 1916 after just 6 hours and 30 minutes flying experience. Two weeks later he was sent to the Central Flying School at Upavon where he gained his R.F.C. Certificate (No. 1255) on 18 May 1916 after a total of 22 hours of solo flying, being posted soon thereafter to No. 54 Training Squadron, Royal Flying Corps.

On 27 May 1916, Jardine made his first cross-Channel crossing flying in a B.E.2d from Farnborough to St. Omer. Like the majority of new pilots at this time, he spent a number of months flying new and repaired aircraft to France, and damaged aircraft back to England. It was considered an effective way to learn control of the aircraft in varying conditions and to become familiar with the network of trenches that weaved their way north-west towards the English Channel. However, like many others, he was not exempt from accidents and severe weather; on 14 June 1916 his aircraft 'dived on landing and crashed' at Godstone, Surrey (Log Book, refers), and on 26 August 1916 he was forced to land in a field near Leigh, Kent, when his engine cut out. As the winter of 1916 loomed large, the bouts of inclement weather began to play their part in further accidents; on a planned flight from Peaslake to Farnborough on 18 November 1916, Jardine was forced to return to base owing to snowfall. Suffering from 'petrol trouble', he crash landed an R.E.8 on Christmas Eve and was forced to make a brisk landing in a B.E.12 with a 'dud engine' after a 5 minute flight on 23 January 1917 (ibid). Mechanical fragility manifested itself again on 18 April 1917 and 22 April 1917, on both occasions engine trouble forcing a return to base at Lympne and Farnborough.

From 28 June 1917, Jardine took part in a Fighting Course at Spitalgate in Lincolnshire led by Captain Leslie Peech Aizlewood, M.C., A.F.C., who had successfully 'bagged' 4 victories whilst serving with No. 32 Squadron, but whose service on the Western Front had been put on hold when shot down and wounded for a second time by German ace Werner Voss. Fortunately the gunshot wound to his right shoulder was not serious, but nevertheless, Aizlewood returned to England and was appointed Flying Instructor, tasked with undertaking a review of aerial tactics with a greater emphasis upon gunnery skills. According to Jardine, he conducted five separate flights on 1 July 1917 with Aizlewood, each concerning fighting practice, 'looping and spinning etc', before taking his Aerial Fighting Certificate, his total flying time being 197 Hours and 52 minutes.

Into the cauldron - power of three

On 10 July 1917, Jardine's desire to see front line action was granted when he was posted to a 'Fighting' Wing at Auchel in the Pas-de-Calais. No. 25 Squadron operated as a fighter-reconnaissance unit and had gathered considerable press coverage and acclaim when two Pilots from the Squadron, Corporal James Henry Waller and 2nd Lieutenant George Reynolds McCubbin shot down the German fighter 'ace' Max Immelmann in June 1916; at 2,000 feet the German's tail was seen to break away from the rest of his Fokker aircraft, likely the result of structural failure caused by bullet strikes to the propeller and fuselage and excessive subsequent vibration.

The following day Jardine conducted a circuit over Bethune at 6,200 feet in a D.H.4 with Lieutenant Bedford, and on 12 July 1917 he flew D.H.4 'Mars' on patrol, noting 'first time over the lines'. On 20 July 1917, whilst conducting a 2 hour long bombing sortie with Lieutenant Bliss, Jardine witnessed at 14,500 feet his first German patrol:

'Encountered about 6 enemy machines, chased 3 alone - but gun jammed at close quarters. Dived to 8,000 feet.' Thereafter followed a series of bombing and line patrols, including a 'strafe and joy ride' on 22 July 1917 and an attack on Aubers from 8,000 feet amidst anti-aircraft fire. On 14 August 1917, Jardine and his Observer, 2nd Lieutenant G. Bliss, attacked the German aerodrome at Dorignies in D.H.4 A7405. The circumstances are described in detail by Major C. S. Duffus, M.C., Commanding No. 25 Squadron, R.F.C.:

'After bombing Doregnies (sic) Aerodrome, formation of five D.H.4's encountered 20 Albatross Scouts, on their way back to the lines. A general running fight ensued, during which five enemy machines dived on Lieut. Jardine, while another attacked from underneath. 2/Lt. Bliss, his observer, by bursts of fire, kept off the hostile machines diving on the D.H.4, and was able to put a drum at close range, into the aircraft attacking from underneath. This machine immediately burst into flames and fell, spinning, southeast of Hénin-Liétard. The remaining machines followed the D.H.4 to the lines, firing the whole time.

2/Lt. Libby saw a machine going down emitting a quantity of white smoke, but was unable to watch same owing to attack by other enemy machines.'



Less than a month later on 4 September 1917, Jardine and his Observer faced a similar scrap at 15,000 feet just to the south of the commune of La Bassée in the Hauts-de-France region:

'When on patrol over La Bassée, a formation of 3 D.H.4's was attacked by 12 Albatross Scouts. Capt. Jardine dived on a hostile Scout which was attacking another of our machines. He fired 100 rounds into it at very close range and the Scout went down completely out of control. Meanwhile, Capt. Jardine's Observer was engaging an enemy Scout who had dived on their tail and after firing about 80 rounds into it, the machine took a steep dive, spun, and went down completely out of control. Three sections of 1st A.A. Group saw the combat and confirm one hostile machine fell completely out of control, in flames, at that time.'

On 8 October 1917, Jardine flew over Passchendaele, festooned in mud and the detritus of war. He simply noted, 'going over new line'. Two days later he conducted a late afternoon bombing mission deploying two 112lb bombs and landing in darkness 'by flares'. On 24 October 1917, Jardine, by now an experienced Pilot, took a 'new' Observer, Lieutenant Critchley, over the line on a 75 minute sortie at 7,000 feet. It was the first of many training flights which caught the eye of Major Duffus and contributed to his recommendation of Jardine for the M.C.:

'Captain Douglas Graeme Burness Jardine.
No. 25 Squadron, R.F.C.

I wish to recommend the above-named Officer for the Military Cross for courage, skill and devotion to duty. This Officer has been flying in this Country for more than eight months, during which time he has completed 215 hours in the air and taken part in the following successful operations:-

- 30 Bomb Raids and Patrols.
- 30 Solo Photographic Reconnaissances.

Capt. Jardine is a brilliant pilot and a very fine leader. He has led with great judgement and skill the majority of the raids and patrols in which he has taken part and has carried out many fine long-distance reconnaissances.'

Major C. S. Duffus, M.C., went on to list the events already mentioned together with further sorties including a reconnaissance to Brussels and Namur on 29 January 1918 and a reconnaissance of the railway line between Anor-Hirson-Busigny, where 54 photographs were taken on 26 February 1918. He added:

‘Capt. Jardine is a very gallant fighter and has done extremely well in aerial combat. He has destroyed 3 enemy machines.

He runs his Flight with the greatest success. He is very painstaking and energetic in the training of new Pilots and Observers in every branch of their work.’

Awarded the M.C., Jardine left France for the Home Establishment on 24 March 1918 and was granted 3 months’ leave to return home to Cape Town. He returned to England in July, joining No. 6 T.D.S. at Boscombe Down on 4 July 1918. Transferred to R.A.F. Yarmouth on 16 July 1918, he carried out a coastal patrol on 29 July 1918 in search of enemy sea planes and another on 31 July 1918 in search of hostile aircraft.

Journey’s end

On 5 August 1918, Jardine and his Observer, Lieutenant Edward Richard Munday, took off on a fighting reconnaissance on the occasion of an attempted Zeppelin Raid on England. That night, five enemy airships attempted to cross the North Sea, being intercepted by Royal Air Force aircraft who were working in close cooperation with the Royal Navy. A contemporary newspaper sets the scene:

‘Thousands of visitors at a seaside resort on the East Coast saw Zeppelins on the skyline and a fleet of aeroplanes ascending to engage them.

On seeing the aeroplanes, the airships turned to the north, and endeavoured to evade the pursuers in smoke clouds. An hour after the raiders appeared, gunfire was heard nearly 100 miles from where the chase began, and a great flame was observed far out to sea.’

In total, three airships were engaged by the pilots, one being shot down in flames and another damaged but able to return to base. Captain Jardine’s machine did not return and on 29 September 1918 his body was washed upon the beach at Vedersø on the Jutland Peninsula of Denmark. He was buried in the local churchyard the next day and it fell to his father to collect the M.C. decoration so well-earned at an investiture held at Government House, South Africa, on 26 March 1920. The body of his Canadian Observer was never found and he is commemorated on the Hollybrook Memorial, Southampton.

To be sold with an impressive original archive comprising:

(i) The original Pilot’s Flying Log Book, commencing with the ‘bumpy’ first flight at 700 feet on 5 December 1915 and concluding with the entry on 5 August 1918, in the hand of another person, noting ‘D.H.9 D5802 Lt. Munday (Passenger), at 21.10 hrs, Anti-Zeppelin patrol. Failed to Return.’

A beautifully annotated Log Book detailing his full R.F.C. and R.A.F. service during the Great War, which includes to the reverse 3 handwritten pages of notes made by Jardine likely during his time with Captain Aizlewood, M.C., A.F.C. These include detailed notes on ‘stunt flying’ and ‘Immelmans Turns’, followed by ‘Spinning’ in a Nieuport Scout.

(ii) A fine family photo album bearing photographs of children, the family home at Sir Lowry’s Pass, Naval and Merchant vessels in harbour at Cape Town and early photographs of local airmen in a prototype ‘hydro-aeroplane’. The album continues with photographs of the dreadnought H.M.S. *New Zealand*, before returning to portrait photographs of the recipient in both civilian and military attire. Approximately 50 photographs in good condition, the covers of the album - front and back - detached; further photographs of the recipient’s father in South Africa, together with parades and the Roll of Honour Memorial for the Southern Cross Lodge, Cape Town, displaying the name of Major William Jardine, Cape Corps.

(iii) A quantity of copied research, MIC, Recommendations and contemporary newspaper articles.

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An aviation relic taken by Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps

A ‘trophy’ section of canvas, approximately 23 x 20 centimetres, obverse with original green paint, inscribed to the reverse in pencil ‘Wing fabric of first German aeroplane to bomb London - Nov 1916. Machine landed and destroyed by me. Occurred near Boulogne’, *twice folded, paint flaking but stable, an unusual aviation relic*

£70-90

398 A remarkable Great War A.F.C. group of four awarded to Major H. F. Champion, Royal Flying Corps and Royal Air Force, late Rifle Brigade and South African Infantry

Having commenced his war fighting across German Southwest Africa, Champion obtained a commission and was swiftly whisked off to the Western Front

With a passion for aviation, he found himself cutting his teeth as an Observer with No. 20 Squadron on a dangerous mission over the trenches in February 1916 - being shot down with his Pilot and accounted as the Squadron's first loss

Following a bumpy crash-landing he ended up 'behind the wire' and restless - immediately plotting his escape after some careful planning and the below-par tailoring of a French officers tunic

Having somehow avoided detection in frightful conditions including being chased through snow-laden forests by wolfhounds and taking shelter in a woodcutters lodge, Champion and his comrade made it across the Swiss frontier and into the arms of a trusty local whose wife provided much milk and bread for the frozen adventurers - he also concealed them from a German patrol which lay in wait for their British quarry

It was some fifty-two days after his initial capture that Champion completed his 'home run', writing himself into the record books as just the second such officer to complete the feat



Air Force Cross, G.V.R.; 1914-15 Star (Pte. H. F. Champion 7th Infantry); British War Medal 1914-20 (Major H. F. Champion. R.A.F.); bi-lingual Victory Medal 1914-19, with M.I.D. oak leaves (2. Lieut H. F. Champion. R.F.C.), mounted as worn, *the third with officially re-impressed naming and loose upon claw, otherwise good very fine* (4)

£3,000-4,000

A.F.C. *London Gazette* 2 November 1918.



Hillary Francis Champion was born at Chislehurst, Kent on 27 March 1894. Educated at Eastbourne College, where he was a member of the Officer Training Corps, going out to South Africa in 1913 to Bloemfontein. Having joined the 1st Kimberley Regiment, he served in German Southwest Africa from 6 October 1914. Champion was subsequently demobilised from his unit and enlisted in the Rifle Brigade, being commissioned 2nd Lieutenant in the 6th Battalion and thence transferred to the Royal Flying Corps in November 1915.

Joining No. 20 Squadron on 17 January 1916, he was sent skyward in an FE2b on 29 February with 2nd Lieutenant A. Newbold on a mission over enemy lines. They found themselves shot up by a Fokker piloted by Vizefeldwebel Wass and heading to earth at great speed.

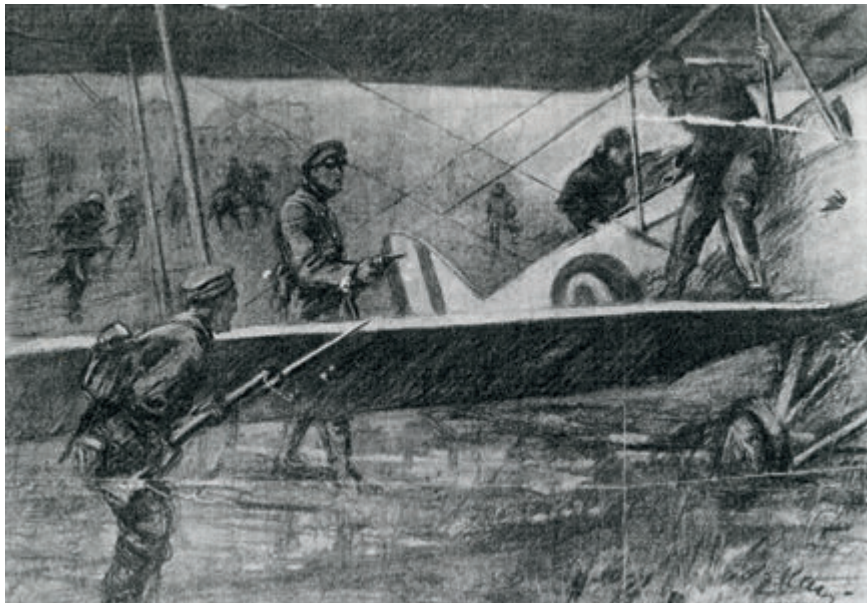
No explanation penned by the cataloguer could describe the incredible scenes quite as well as recalled Champion himself, thus they are quoted *verbatim* for your enjoyment and they make a terrific read:

‘I do not know why exactly I should have been persuaded by the Editor of *The Outspan* to tell this story of escape, except it be that adventures of escape seem to have suddenly become prominent in films which have been exhibited in South Africa recently and he probably imagined, therefore, that a story of escape, particularly concerning a South African, might be of some interest to thousands of people throughout the Union, who have lately seen films such as “The ‘W’ Plan”, “The Case of Sergeant Grischs”, of “Escape”, from the play of Galsworthy.

The story of my escape as a flying officer and prisoner of war is really the history of fifty-two days - from February 29th to April 21st - in the year 1916.

Still very vividly I can recall the events of that day when I was taken prisoner. On the previous night I remember orders came through that a reconnaissance party of one machine, and three others to act as escort, was to be sent out on the morrow to ascertain the exact position of four enemy aerodromes - the approximate positions being known. At an hour before dawn I tumbled out of the Armstrong Hut which acted as our headquarters - and which at that time was a very little different from an ice chest, for the winter of 1915-16 was surely the coldest and wettest period of the war. No stars were to be seen and the wind was bitterly cold. Visibility was very poor owing to clouds and rain but later on it became surprisingly good as we crossed the south of Ypres and flew along the Menin Road.

We spotted two of the aerodromes fairly easily, and then all in a moment it seemed there came the *pip-pip-pip* of a German machine-gun. I immediately got my gun into action, but suddenly another German 'plane opened fire below and then two more appeared on our right. I emptied then two more drums in the fighting that followed and things became pretty desperate - partially as my gun gave me a lot of trouble owing to ice forming after the rain. In the midst of everything my engine stopped and I saw that petrol was pouring from a large gash in the service tank. Looking at my aneroid and observing that we were now only 3,000ft up I at once began to dismantle my gun and throw it piece by piece overboard - an action which probably took less than a minute, but by this time we were probably not more than 1,000ft in the air. Looking for somewhere to land, I saw a large open field. I had visions of missing a roof by inches; then a bump and a bounce; and finally I was conscious and climbing dazedly out of the cockpit and walking straight into the arms of a German. Germans were running up from all sides and eventually a general rode up and observed, "You is two Officers Scotch? Hein." - for he had evidently mistaken the R.F.C. cap for that of a Highland regiment. Civilians also started to arrive and an order was given to make a circle round the machine. There was a great deal of shouting, and as the Belgian civilians came surging near us, an Officer drew his revolver and fired twice into the air. Quickly the Belgians withdrew, and in a very little time we were driven away into captivity.



I do not intend this article to attempt to describe the conditions under which we were help captive during those first few weeks. All that I will say is that we lived under very mixed sort of conditions - and let it go at that. I take up the main thread of this narrative when I come to describe to you the day on which we were transferred to a new camp called Vohrenbach in the Black Forest - a camp which certainly did have "possibilities", inasmuch as it was new and near the Swiss frontier. The new camp consisted of a school apparently just completed and stood on the outskirts of a small village very beautifully situated amid pine-covered hills and completely covered in about two feet of snow. When our party, consisting of Newbold, Binny and myself and sixteen Frenchmen, arrived, there were about eighty Frenchmen and four Russians already in occupation. War, Alexander, Goodman and Mackay arrived a few days after we did, and so we seven British and a dear old Roman Catholic Padre, serving with the French infantry, had a room to ourselves. We had an excellent mess. The Germans allowed us to use spirit stoves and we only had the midday meal at the Germans' expense, which was a tremendous change from conditions we had endured at the previous camp where our food - but, there, I said I would keep off that.

Most of the fellows had been prisoners some time and got parcels regularly, and for supper on my birthday I find that my diary gives the following menu:-

Kidney soup, poulet roti, vegetables, aparagus, trifle (our recipe), chocolates and liqueur brandy.

For pastimes we studied languages, read, played chess, bridge and hockey, and for a time there was a great rage for diabolo.

As you can imagine, our topics of conversation were very limited, but there were two subjects of which we never tired. For hours we would discuss how long it would take before Germany was exhausted - a possibility which seemed very remote at the time. But even this topic paled into insignificance beside the much more absorbing and tantalising topic of escape. Day after day, night after night, we thought over all the ways and means. On one occasion, I remember, we thought we had found a way out by an 18-inch drain - only to discover, however, that this was barred at the further end and in full view of the sentries. Disguise, of course, was always a difficulty. The doctor had a spare uniform and cap just inside the door of his room and several attempts were made to steal these. One of our fellows - Alexander - lost his cap, and at the German hospital he was given a civilian one. As soon as he arrived in the camp I cast envious eyes on it, and as he showed no intention to escape at the moment owing to wounds, he gave it to me. Then our orderly managed to get me a pair of corduroy pantaloons, for which I gave him five francs. I believe they were in issue to French Algerian troops. No matter, they would pass as civilian. And so the days went on until one Friday, the 11th of April, when the French advised that Vohrenbach was to become a reprisal camp against the French after their ill-treatment of some German prisoners of war in the Pyrenees. As the reprisals were to be directed solely against the French, the English and Russians were to be sent to Heidelberg. This at once set me to furiously think, for here was certainly an opportunity, even though it might be difficult to make any fixed plan. On the following Saturday we had plenty of time to ourselves, for the Staff were busy all day removing the Frenchmen's beds, and during this time all available maps of the Swiss border were copied by Newbold, Mackay, Ward and myself. Newbold and Mackay were full of ideas; they even went so far as to make arrangements to carry their uniforms so that they might have something to wear in Paris.

I worked on my own, the only ones in my confidence being Edouin and a Chasseur captain, to whose dark blue coat I had taken a fancy. Edouin insisted upon my taking a dark grey cardigan which he treasured (a blessing, as future events proved), while Alexander gave me his cap, a beautiful brown tweed affair called "The Margate". The only trouble about my outfit was the coat. The colour wasn't bad, but the cut was too military, so I got to work with a pair of scissors, needle and thick black cotton. After an age I managed to do away with the military cut, but I cannot say that the coat, as a coat, had been improved, for my tailoring was certainly not facilitated by the fact I had to work under my bed out of sight of the Germans. On Monday night Ward and I discussed ways and means, and found that our ideas were not at variance, and decided to try our luck together. We were simply to take any opportunity that offered. One plan was to get into the middle of a column of prisoners, and when we were turning a corner, close to a wall, to slip off our coats and lounge against the wall as spectators, the idea being that the guards in front would have their backs to us and those behind would not yet be round the corner. Our baggage consisted of two tins of bully, bread, a bottle of milk tablets, chocolate, and our precious but inferior copy of the map of the Swiss frontier - these to be carried in an old linen bag. We had no compass, but we lived in hopes that it would stop snowing, and we could then take direction by the sun. On the Tuesday morning we dressed in our disguises, and tucked our trousers into our stockings, then donned our leather great-coats, thus hiding our sins. On the way down to the station, Newbold's bright blue trousers began to slip down his leg and peep out below his coat; and Ward and I shouted and abused him until he managed to adjust the fault.

A long coach was awaiting us at the station, and, in order that you may understand what follows more clearly, it may be better that I should describe this coach in detail. The best description I can give to it, I think, is to say that it was a long coach, with seats on each side, and an aisle down the centre, very like the coaches used in our suburban lines at Cape Town and Johannesburg. The only difference (and a very vital difference) was that in this German coach was a very small centre compartment, shaped like the compartments on our long-distance trains, which divided the coach into two parts. The only doors in the coach were at each end, and the smaller compartment opened by a door into each of the larger ones. In the small centre compartment were Newbold, Mackay and two others, while Ward and I were alone at the end of one of the larger compartments. The Russians were all crowded near the door of one of the main compartments, and, as War had let them into the secret, they were soon in deep conversation with the guards.

I opened our window, and found that it only dropped about fourteen inches. I endeavoured to open it further by hacking away the sash cords with my knife, whilst being apparently interested in the scenery. When the sash cords were severed it was no better. It was still snowing, and Ward and I had come to the conclusion that it would be highly dangerous "to alight whilst the train was in motion". We went into Newbold and Mackay's compartment, and found that they were just waiting for the train to go a bit slower. Occasionally we stopped at small sidings with station buildings on the right, and at the next halt of this kind we decided that we would make an attempt. We came to the conclusion that the best way to get out was feet first - a feat which could be accomplished by pulling oneself up level with the top of the window by means of a rack which ran above the windows.

Nearing our next halt, we told Newbold and Mackay what we were going to do, warning them that we planned to keep close to the side of the train and walk unconcernedly towards the van. In this way, we argued, the guards would not see us even if they glanced out of the window; and we made a point of asking the Russians to look out of the left side, and so attract every attention to that side. As soon as the train came to a standstill Newbold made a dash to the window, followed by Mackay. How they got out I don't know, but it certainly wasn't feet first. On meeting Ward below, we strolled as unconcernedly as we could down the length of the train, while on glancing back I had a vision of Newbold and Mackay clearing off at right angles to the train over fences and ditches. I swore under my breath. If the guards should by glance out of the right-hand window! I feel sure our fellow-prisoners must have done their duty nobly and managed to attract all attention to the left-hand side. Ward and I walked past the train to a level-crossing and then on to the road.

Hours seemed to pass in the covering of that short distance, and it was all I could do to stop myself from walking fast or running. We hadn't gone far down the road to the right when my heart gave a leap. The engine gave a shrill whistle. Had they seen us, or had they spotted the other two? I glanced back to see the train beginning to move. Just then we passed a Calvary and silently I gave thanks for our release. Slipping into a wood, we put as much distance as we could between the station and ourselves and then took stock of the position. The first thing was that my coat was too bright, so I took off my cardigan and wore it on top of the blue coat, which I tucked into my waist. It was raining now, but at times the sun became visible. We knew that we couldn't be far off Donaueschingen, and we made our direction to be S.E. At any rate, we moved off in that direction as fast as we could and reaching the crest of the hill we saw a river below us. We came to the conclusion that it was the Danube, and although not very wide at this point, it would be inadvisable to swim across, especially as there was a village only about a mile or so downstream. We hurried down towards the village, and, on nearing a bridge on the outskirts, Ward suddenly developed a stiff leg and I had a turned-in left foot, our theory being that we would be taken for "unfits" by the people on the bridge. They probably thought that we were mad.

So we passed over the Danube and gave a sign of relief; it was our biggest obstacle as far as we knew. We didn't care to turn round to see if we had roused the suspicions of the villagers, and so I waited until we got near a bend in the road and knelt down, pretending to fasten my boot, but really to look round. Everything seemed all right, and as soon we were round the bend we left the road and hurried through a wood. If anybody should have accosted us I don't really know what we would have done. There was really only one thing we could have done, and that was to have run for it. Looking back, we could now see the smoke and haze of a big town to our right, and made up our minds that it was Donaueschingen. Very carefully we investigated the main road before crossing it, for this time we felt sure that our disappearance must have already been notified at Eschingen, and not only would patrols be out, but in all probability those fearsome wolfhounds, which we knew were used to hunt prisoners.

Having been on the move for about two hours, we sat down in an old quarry to take a little nourishment, carefully burying the bully tin before we moved on! Then it came on to rain again and later to snow. Making our way into a wood, we suddenly heard the baying of hounds - a sound which set us running as fast as our limbs could carry us, until, exhausted and wearied, we at last rested in a large summer house. There we found our maps practically useless. At the crossings of the paths were signposts, but we could not even find the names on our maps and we were now hopelessly at sea. Before us was a valley running due south. Reasoning that this must ultimately fall into the Rhine, we decided to follow it, and at about three o'clock in the afternoon we came in sight of a village on the opposite bank and at a junction with a large river. Climbing up the hill above the village, we found ourselves spotted by some peasants in a field below. They jabbered excitedly, but did not move. Ward's knee, in which he had been wounded, began to trouble him and the rain fell in torrents. Fearing, however, that the villagers might now have given the alarm, we pushed steadily along, and just before darkness came into sight of a fairly large town. Crouching in the darkness before we crossed the railway line that ran through the town, we suddenly found a light appearing on our right and a man coming towards us carrying a lantern. Instantly we fell flat on our faces and the man stopped only a few yards from us. I could not make up my mind whether to lie low or to get up and run, for I felt sure this fellow had seen us. All that he did, however, was to stoop down and light the railway signal lamp. He had come along the track merely to light the lamps.



Our great aim now was to get away from all signs of civilisation. No stars were visible and we had no idea of direction; we could not even see more than the bare outline of the trees near us against the snow. The cold was intense and we were wet to the skin. The only thing was to keep on the move - but in what direction?

The wind had become north-east and I thought that we might take the damp side of a tree to be the north-east, but my hands were too cold to feel anything and it was too dark to see. We gave it up as hopeless and very cautiously made our way in the direction which we thought to be south. Through woods, down banks, up inclines, the ground seemed very broken. Once we came out of a wood into what seemed to be fields. We crept along a fence, when suddenly we saw somebody and lay flat on the snow, watching this dark object showing up against the unbroken background of white. Then the object appeared to be two men, and I was sure they were moving, but I could hear nothing. How long this terror lasted I don't know, but I suppose I got so cold I could stick it no longer. I got up and crawled forward. It was a plough! We were both very amused and even more relieved. Reaching the woods again, the drip, drip of the melting snow off the trees made us very jumpy. All at once we heard footsteps and then voices; this undoubtedly - we told ourselves - was the frontier! But after a time we heard nothing more and moved forward cautiously until we came to a path which showed tracks and signs of use. Dashing across through the trees, we found ourselves in a clearing, on the side of which was a hut. We at once lay down in the snow and waited. There was no sound and no sign of life. By this time we were desperate, the cold was more than one could bear. Talking in whispers, we came to the conclusion that we must take shelter in the hut, but in case it was occupied, we decided to knock, run away and watch developments. We slowly crept round it, and, seeing no signs of life, knocked at the door and ran. Nobody came out to welcome us, so I crept up to the door again, and found that it opened to my touch. I flung it open and again ran. As this did not have any effect, we decided to enter. The hut appeared to be used by one of the woodcutters for tools and as an eating-house. It was made of rough cut logs with a bench on one side and shelves above.

We closed the door and sank down on the bench, huddled close to one another for warmth. After a few minutes I found that Ward had collapsed and I was on the verge. The only hope was to make a fire; if this wasn't done I felt sure it would be our end. It was a risk, but we had not heard any voices for some time. I found some paper under the bench and lit this in the middle of the room. In the light I gathered odd bits of wood and chips and got the fire going. I took of Ward's boots, coat and trousers, and placed these in front of the fire. He was soon feeling the benefit of the fire and his old self again. We kept drying one of each of our garments, and when, suddenly, we saw the first rays of dawn showing in the gaps between the logs, we took our belongings and cleared off into the woods.

Dawn gave us our direction and we walked due south as fast as we could. On coming to a small hollow with very steep sides, Ward found that he was not strong enough to climb to the other side. Poor fellow, he was very distressed and his knee was giving him pain. In order to save his strength we decided to keep to more level ground, which meant that we had to go east. Before long we came to a road, and, seeing some houses further down, decided to investigate.

On nearing the first house on the road, we could discern the white cross on a red shield. The Swiss coat-of-arms and probably a post office! We were too worn out to show signs of elation, but silently shook hands. Switzerland at last!

Deciding to walk through the village and continue our way south, we passed two old men and said "Tag", but they only looked at us with their mouths open. Proceeding through the village, a window opened, and a man shouted, beckoning us to stop. Deciding that we were now safe enough, we halted, and the man came out to greet us. He guessed that we had crossed the frontier and presumed we were Russian. Ward answered that we were French students from Hiedelberg who had been interned by the Germans. He was very pleased and told us that the Germans were looking for some escaped prisoners on the frontier; in fact, there was a patrol a few hundred yards along the road which we were taking. We were in a village called Bargaen, and the road to Merishausen and Schaffhausen again crossed the frontier into Germany before reaching these two Swiss towns; the frontier was very irregular and Bargaen was in a small corner of Swiss territory. Very sincerely we thanked him for saving us from the fate of again falling into the hands of the Germans.

Then he told us he was Douanier (Customs Officer), and would take charge of us. Taking us into his house, his wife gave us each a large bowl of bread and milk and whilst we were busy eating the wife said that we were not like Frenchmen, but had the "type Anglais!" Ward asked "What would happen to us if we were English?"

"Oh! Nothing" replied the Douanier. We then told them who we were and our adventures of the last twenty-four hours.

When we had eaten, the Douanier strapped on a belt and revolver and proceeded to escort us to the next town. We went out of his back door and across country, leaving the road some way to our left. After half an hour we reached Merishausen, where we were given some more bread and milk. The Douanier left us in charge of an old woman at the inn and after some time returned with a "diligence". We all climbed in and were seen off by the entire village. The drive was long and cold. After about an hour or more we reached Schaffhausen, where we were handed over to the police and then to a Frenchman, one Ernest Oechslin, who took us off to a barber named "Otto Blank", who proceeded to shave, shampoo and clothe us, much to Ward's annoyance; he felt very ill and only wanted to sleep. When we were "cleaned up" Ernest Oechslin took us to a hotel, where we had a tremendous lunch, and at once went to sleep. We were to be sent to Zurich, but could only go by a train leaving about 3.30 as all other trains went by the shortest route, and that was through German territory. When it was time to go I went to call Ward, but he refused to move. The police and the Frenchman were getting excited, and not until I threatened to leave him behind did he get up.

Arriving at Zurich, we were taken to the military authorities, cross-questioned, and a report made out by an old Swiss officer in English. Before he finished he British Vice-Consul arrived on the scene, and when we declined the Swiss officer's offer to intern us for the duration of the war, we were handed over to our Vice-Consul "to be repatriated as undesirable aliens".

So we were taken to a "pension", where the Vice-Consul was living with his wife, who was a Miss Palmer, of Bloemfontein; and after breakfast we went to the Consulate, where we met Sir Cecil Hertslet, Consul-General. He was a charming old man - one of the last Britishers, I believe, to leave Antwerp when we evacuated the port in 1914.

After Sir Cecil has written a despatch to the Minister of Foreign Affairs, Sir Edward Grey, reporting our escape, we were seen off at the station by the whole English and French Colony. Autographs were demanded until we both became absolutely tired, and I know that every button seemed to disappear from my coat.

It was on Good Friday morning that we reached Paris where, after a good bath and general clean-up at the Hotel Edward VII, we had lunch at the Embassy with Lord Bertie, the Ambassador, who was very amused at our clothes, and especially my boots. I remember how he seemed very deaf, but I remember too, how he seemed to hear anything that was of any importance - a sure sign of a true diplomat, I suppose!

Easter Monday found us in London, where we spent several hours making reports and answering questions at the War Office, and it was then that we discovered that no British officer had escaped Germany up to that time, except Colonel Van der Leur, who escaped in 1914 or 1915.

And so ended what I hope may ever remain the most eventful fifty-two days of my life.'

Having completed his 'home run', Champion spared little time in returning to the fold. In September 1916 he was attached to No. 64 (Training) Squadron and by the start of 1918 was commanding No. 69 (Training) Squadron. By war's end he had bagged a 'mention' (*London Gazette* 29 August 1919, refers) to go with his richly-deserved Air Force Cross. Demobilised in October 1919, he returned to his beloved South Africa to continue farming in Bloemfontein; sold together with a comprehensive set of copied records and research, including photographs of the recipient.



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A Great War M.S.M. group of three awarded to Sergeant Mechanic D. G. Surridge, Royal Air Force, late Royal Flying Corps, who was decorated for services in France as part of I. Force

British War and Victory Medals (22984. Sgt. D. G. Surridge. R.A.F.); Royal Air Force Meritorious Service Medal, G.V.R. (22984 Cpl. Mec: D. G. Surridge. R.A.F.), *good very fine* (3)

£400-500

M.S.M. *London Gazette* 3 June 1919.

Daniel George Surridge was born on 27 October 1887 at Stanford Rivers, St. Margaret, Essex, the son of Daniel James Surridge. A driver and mechanic by trade, he served with the Royal Flying Corps in France as Air Mechanic 2nd Class from 17 March 1916-26 June 1919, witnessing steady promotion to Sergeant Mechanic with the Royal Air Force on 1 October 1918 and was later awarded the M.S.M. whilst assisting State Intelligence (*London Gazette* Vol. II, 1919, refers).

Discharged on 30 April 1920, Surridge likely returned to the family holding, Crabthorne Farm, Stubbington, Hampshire and died nearby in 1955; sold with copied service record and research.

- 400 **A Great War Western Front M.S.M. group of three awarded to Master Mechanic W. Young, Royal Air Force, late Royal Flying Corps**



British War and Victory Medals (3686. S.M.2. W. Young. R.A.F.); Royal Air Force Meritorious Service Medal, G.V.R. (3686 Mas: Mec: W. Young. R.A.F.), *nearly extremely fine* (3)

£380-420

M.S.M. *London Gazette* 3 June 1919.

William Young was born at Stockton-on-Tees, County Durham, and joined the Royal Flying Corps on 13 February 1915. A clerk by profession, he embarked for France with 25 Squadron on 13 February 1916 and served in a variety of administrative and technical postings. Awarded the M.S.M. and transferred to the Reserve, he was discharged after 8 years of service on 12 February 1923, whereupon he returned home to live with his wife Jessie at 59 France Street, Redcar, Yorkshire; sold with copied service record.

- 401 **A Great War Royal Air Force M.S.M. awarded to Air Mechanic 1st Class R. Ripley, Royal Air Force**

Royal Air Force Meritorious Service Medal, G.V.R. (405740 A.M.1. R. Ripley. R.A.F.), *nearly extremely fine*

£280-320

M.S.M. *London Gazette* 1 January 1919.

Robert Ripley was born in 1894 at Newcastle, Northumberland, and worked as a motor mechanic for Armstrong Whitworth & Co. Ltd at their Scotswood works. He served with the Royal Flying Corps as Air Mechanic 2nd Class from 9 October 1917, being promoted Air Mechanic 1st Class with the Royal Air Force on 1 April 1918. Transferred to R.A.F. reserve on 4 February 1919, Ripley was discharged at Ripon five months later, returning home to his wife Annie at 44 Caroline Street, Benwell, Newcastle; sold with copied service record.

402 A Great War Royal Air Force M.S.M. awarded to Sergeant-Major J. W. Ransom, Royal Air Force



Royal Air Force Meritorious Service Medal, G.V.R. (31649 Sgt.-Maj:I. J. W. Ransom. R.A.F.), *minor edge nicks, good very fine*

£240-280

M.S.M. *London Gazette* 3 June 1919.

John William Ransom was born in 1883, the son of Annie Ransom of 29 Cambridge Gardens, Notting Hill. A motor engineer by profession, Ransom was summoned in August 1915 for driving a motor car in Hampstead Lane at a speed exceeding twenty miles per hour (*Hendon & Finchley Times*, 27 August 1915, refers). He subsequently joined the Royal Flying Corps on 12 June 1916, serving with No. 56 Squadron in France from 7 April 1917 and No. 87 Squadron from 14 June 1918. Appointed Flight Sergeant on 1 August 1918, and Sergeant-Major 1st Class shortly thereafter, Ransom was discharged at Chingford on 30 April 1920; sold with copied service record.

403 A scarce 'North-West Frontier 1930' B.E.M. group of six awarded to Warrant Officer W. Bainbridge, Royal Air Force

British Empire Medal, (Military) G.V.R. (No. 359588 Leading Aircraftman Wilson Bainbridge. R.A.F.); Indian General Service 1908-35, 1 clasp, North West Frontier 1930-31 (359588. L.A.C. W. Bainbridge. R.A.F.); Defence and War Medals 1939-45 with M.I.D. oak leaf; Coronation 1937; Royal Air Force L.S. & G.C., G.V.I.R. (W/O. W. Bainbridge. (359588) RAF), mounted as worn, area of erasure after unit to last, *very fine* (6)

£250-300

B.E.M. *London Gazette* 31 July 1931:

'For services rendered in connection with the operations on the North-West Frontier of India between 23rd April and 12th September, 1930.'

Wilson Bainbridge served as a regular airman, fitter and part-time air gunner on the North-West Frontier, being at that time a Leading Aircraftman. Promoted Warrant Officer on 1 February 1942, he was mentioned in despatches (*London Gazette* 17 September 1943, refers), and retired to pension in 1947; sold with copied recommendation and research.

- 404 A rare Coastal Command 'Photo-Reconnaissance' Pilot's D.F.C. awarded to Squadron Leader W. J. G. Morgan, No. 540 Squadron, late No. 1 Photo Reconnaissance Unit, Auxiliary Air Force, later Test Pilot for Vickers-Armstrong, who flew a remarkable 116 operational sorties in unarmed P.R.U. Spitfire aircraft across a huge swathe of enemy-occupied Europe, including France, Holland, Germany, Italy and Norway



Distinguished Flying Cross, G.V.I.R., officially dated '1943', unnamed as issued, in *Royal Mint* case of issue, *extremely fine*

£1,400-1,800

D.F.C. *London Gazette* 1 October 1943. The official recommendation states:

'Flight-Lieutenant Morgan has a long and distinguished record of Operational flying. He has completed a very large number of photographic reconnaissance sorties and obtained some excellent photographs.'

The particulars of Meritorious Service for which the recommendation of the D.F.C. is made, add:

'This officer first joined P.R.U. in May 1941. After he had completed his operational tour and a period as instructor in the O.T.U. he returned to operations in November 1942. He has completed a total of 107 Photographic Reconnaissance sorties and nearly 300 hours operational flying. He has shown a consistently high standard in all his work, and good reliability and judgement.'

William John Guy Morgan was born on 13 February 1913 at Fishguard, Wales, and educated at Deans Close School, Cheltenham. He enlisted into the Auxiliary Air Force in January 1939 and was posted to No. 614 (County of Glamorgan) Squadron at Cardiff where he gained his first experience of flight on 4 February 1939 aboard an Avro Tutor piloted by Flying Officer MacDonald. Commissioned Acting Pilot Officer on 3 June 1939, Morgan remained with No. 614 Squadron and spent the next few months gaining experience piloting Hector, Magister and Lysander aircraft from Old Sarum and Grangemouth.

On 6 June 1940, Morgan piloted Lysander *N1240* on a 40 minute reconnaissance flight from R.A.F. Odiham. Sent to Aberdeen, he conducted dusk patrols on 25 and 26 June, followed by a large number of dawn sweeps over the North Sea and Firth of Forth. Transferred to No. 241 Squadron at Inverness, Morgan gained his first experience of a front and rear camera gun on 2 September 1940, before spending the next six months flying regular patrols along the east coast of Scotland and learning formation flying, low level reconnaissance and supply dropping. On 14 May 1941 Flying Officer Morgan took the opportunity to transfer to No. 1 Photo Reconnaissance Unit based at R.A.F. Benson, Oxfordshire. He spent the rest of the month gaining experience of Battle and Spitfire aircraft, before being posted to 'C' Flight at St Eval, Cornwall, on 10 June 1941.

Three days later Morgan conducted his first operational sortie involving a successful photo-reconnaissance flight over Brest at 28,000 feet in Spitfire *X4944*. He photographed the U-Boat pens and town for a second time on 18 June 1941 at 29,000 feet, but further attempts were thwarted by



a lack of cover on 20 June and '10/10 cloud at 16,000 feet' on 21 June. In July 1941 Morgan conducted 17 high level photographic reconnaissance flights in Spitfire aircraft of No. 1 P.R.U., the main objective being Brest, but also including Morlaix, Lannion, Ile Grande, St. Malo and Rennes. Transferred from St. Eval to Benson, he continued apace, photographing Wilhelmshaven on 12 August and Emden at 26,000 feet on 17 August 1941. On 26 August he flew a photo-reconnaissance mission over Antwerp and Ostend at 27,000 feet, followed by further sorties over Etaples, Cap Gris-Nez, Hamburg and Amsterdam.

September witnessed a large number of flights over Calais, Etaples, Amiens and Boulogne, the latter at 2,500 feet. On 16 September Morgan attempted an unsuccessful sortie to Copenhagen, but was more successful on 21 September 1941 during a flight over Nauen on the outskirts of Berlin. This was followed by a photo-reconnaissance of Kiel on 3 October 1941, his log book noting, 'chased by 4 109's'. Despite having flown 53 operational sorties in a relatively short space of time with No. 1 P.R.U., Morgan continued to fly high-level photographic-reconnaissance missions in November and December. The New Year witnessed a flight over Dresden on 14 January 1942 and a 3 hour return sortie over the German fleet at Wilhelmshaven the following afternoon. February saw a flight to Stavanger and return to Kiel on 15 February 1942, whilst March saw an increasing interest in Norway, notably a photo-reconnaissance flight at 13,500 feet on 10 March 1942 over the heavy cruisers *Prinz Eugen* and *Admiral Scheer* lying at Lo Fjord, Trondheim. Having conducted 67 operational flights totalling 159.20 hours with No. 1 P.R.U., Morgan was finally rested at the end of April 1942, being appointed instructor to 'K' Flight at Detling.

The summer of 1942 saw Morgan appointed Commanding Officer of No. 1. P.R.U. Operational Training Flight. When 'K' Flight, No. 1. P.R.U. became 'B' Flight 8(C) O.T.U., he remained in charge, flying almost daily test flights and aerobatics from Worthy Down, Thornaby and Turnhouse airfields. In January 1943, Morgan was posted back to Benson and appointed Commanding Officer of 'B' Flight, No. 544 (P.R.) Squadron.

Flying from Portreath to Gibraltar on 3 January 1943, he was soon conducting photo-reconnaissance missions in Spitfire aircraft over Malaga, Cadiz, Maison Blanche, Huelva, Seville, and Lisbon. On 28 January 1943 he flew Spitfire *BS491* along the eastern coastline of Majorca, his log noting, '6 Destroyers in Polensa Bay'. Flying from Gibraltar, he conducted almost daily flights over Spain and North Africa, notably Tangiers, before returning to St. Eval on 14 March 1943.

Transferred to No. 540 Squadron at Benson on 3 May 1943, Morgan began to gain experience flying Mosquitoes and was soon back in the groove taking photographs of Cherbourg from 12,000 feet on 18 May and Pilsen three days later. These were followed by photo-reconnaissance flights to Turin on 14 August 1943, Leipzig on 23 September 1943 and Stuttgart on 9 October 1943. Assessed as 'exceptional' as a Pilot-Navigator and photographer, Morgan was awarded the D.F.C.



Test Pilot

Having flown 116 operational sorties between June 1941 and November 1943, totalling 309.10 hours, Morgan was posted as Test Pilot to Vickers-Armstrong's Supermarine Works on 24 November 1943. The next month he flew seven 'Production Test' flights in Spitfire Mk. VIII aircraft, followed by a remarkable ten test flights in a single day on 14 January 1944. Specialising in - but not limited to - Spitfire Aircraft, Morgan's log books bear testimony to a remarkable range of aircraft flown, including the last production build Spitfire Mk. 24 VN496. He later became a leading figure in Supermarine's Attacker and Scimitar test programmes, operating from Hurn, Chilbolton and Wisley. In later life Morgan lived at 9 Rutland Road, Twickenham, where he died on 4 November 1974.

Sold with copied recommendations and research, together with a complete run of Second World War R.A.F. Pilot's (Form 414.) Log Books (3), commencing 4 February 1939 and concluding on 29 July 1945 with a flight in a Spitfire Mk. 14. Total flying hours: 1780.30.



Sold by Order of a Direct Descendant

405

'Things look bad. It looks like "curtain." But Sergt. Jack Everett, of No. 207 Squadron, is wireless operator of that plane, and Sergt. Everett does not even stop to think about danger.

He goes straight into the flaming ammunition, beating the fire with his bare hands and stamping on the heated bullets until he has the flames under control. That is why he now gets the D.F.M.'

A newspaper on the exploits of Sergeant J. Everett

An Immediate Second World War 1942 D.F.M. awarded to Sergeant J. Everett, No. 207 Squadron, Royal Air Force Volunteer Reserve, who gallantly beat out an ammunition fire during a hair-raising raid over enemy territory in March 1942 - the fire began when a German shell from the Essen anti-aircraft guns narrowed on his Wellington; Everett would lose his life before war's end in a mid-air collision



Distinguished Flying Medal, G.VI.R. (751065 Sgt. J. Everett. R.A.F.), on original ribbon and wearing pin, *extremely fine*

£1,400-1,600

D.F.M. *London Gazette* 7 April 1942. The original recommendation states:

'On the night of 8th/9th March, 1942, Sergeant Everett was the First Wireless Operator on an aircraft detailed to attack a target in Essen. Shortly after the bombs were dropped, the aircraft received what appeared to be a direct hit from a shell. The shell did not explode but, on its passage through the fuselage, it went through the starboard ammunition box. There was a spare belt of ammunition in the box which became broken up through the force of the impact and the charges from the broken bullets caught fire. The fire which commenced to spread was reported by the Air Gunner in the mid-upper turret. Although there was danger from the remaining ammunition in the box which the heat was causing to explode, Sergeant Everett went straight to the fire and proceeded to put it out with his hands and feet. Having gained immediate control of it, he then collected a fire extinguisher and put out the fire completely. By this Sergeant's quick action and complete disregard for his personal safety, the fire was dealt with effectively before it came out of control and the aircraft and crew landed safely back at Base.'

Jack Everett was born in 1921 at Brighton, East Sussex, the son of Herbert George Everett. He worked in Brighton as a manufacturing chemist at Arthur H. Cox & Co. before enlisting in May 1939 as Wireless Operator and Air Gunner. He was awarded the D.F.M. having flown 31 sorties totalling 186.35 flight hours and received his Medal at Buckingham Palace on 29 September 1942.

He later died in a mid-air collision on 13 July 1944 between two Wellington aircraft of No. 14 O.T.U. (Market Harborough). Unusually, owing to the non-operational nature of the flight, each aircraft only had 2 airmen on board, a Staff (Instructor) Pilot and a Staff Wireless Operator. Both Everett and his Pilot, Flight Lieutenant Alfred Cecil Shilleto, were lost aboard Wellington *XLN509* which crashed into the North Sea.

According to family repute, no bodies were ever recovered. Isobel Elliott later visited his airbase and the coffin was marked 'not to be opened under any circumstances'. Aged 23, Jack Everett is buried in the Brighton City (Bear Road) Cemetery, his gravestone bearing the words of his wife Mary Agnes, 'In loving memory of my husband Jack'.

Sold with copied research and the following original documentation:

- (i) An original portrait and full-length photograph of Sergeant Everett, together with 3 postcard photographs of his Avro Manchester twin-engine medium bomber, and an outstanding photograph of the interior of his aircraft following the on-board fire.



- (ii) An original Postagram from Air Marshal Sir Arthur Travers 'Bomber' Harris, signed in ink and dated 17 March 1942:

'My warmest congratulations on the award of your Distinguished Flying Medal'.

- (iii) Two further letters of congratulations from H.Q., No. 5 Group, including one from Air Commodore H. A. Haines, acting as S.A.S.O., Headquarters, No. 5 Group:

'The Air Officer Commanding, who is absent on 48 hours leave, wishes me to send you his congratulations on your well-deserved award of the Distinguished Flying Medal.

He further added to the typed letter, 'May I add my best wishes for the "Bar."'

- (iv) Original Buckingham Palace Investiture ticket, No. 4589, stamped 29 September 1942.

406

Air Force Cross, G.VI.R., the reverse officially engraved '1945', in *Royal Mint* case of issue, *extremely fine*

£800-1,000

'On Trading Places (1983) my agent said:

"If you accept the terms of the contract they are offering you, they will despise you. I know the Americans. You are not asking for enough money or first-class transportation or a very good hotel. Your per diem is ridiculous and your billing is non-existent."

Five days later they came back with double everything. I had a flight on Concorde, the best hotel, star billing, everything. There's sort of a gratitude in their eyes that you got twice the amount of cash out of them because they think they are buying something. If they think they got you cheap, they are worried about it.'

A fascinating group of four awarded to Sergeant D. Elliott, Royal Air Force, who served as Wireless Operator and Air Gunner aboard a Halifax bomber which was hit and downed by flak during a raid on the U-Boat pens at Flensburg, Germany, forced to ditch in the North Sea near Sylt: only Elliott, who was on his first sortie, and two crewmen survived to spend the rest of the war behind wire.

He later became a highly-successful international actor with more than 120 film and television credits, being nominated in 1987 for an Academy Award for his performance in *A Room with a View* and taking home three BAFTA's in consecutive years, a record yet to be bettered



The Most Excellent Order of the British Empire, C.B.E. (Civil) Commander's 2nd type neck badge, silver-gilt and enamel, with full width neck riband; 1939-45 Star; Air Crew Europe Star; War Medal 1939-45, the first with blue enamel damage to one arm, *nearly very fine and better* (4)

£700-900

C.B.E. *London Gazette* 31 December 1987.

Denholm Mitchell Elliott was born on 31 May 1922 at Ealing, Middlesex, the second son of Myles Layman Farr Elliott. His father read Law and Arabic at Cambridge before fighting with the Gloucestershire Regiment at Gallipoli and in Mesopotamia. In 1930 Myles Elliott was appointed Solicitor-General to the Mandatory Government in Palestine and three years later, following a series of controversial government prosecutions, was assassinated outside the King David Hotel, and buried in the Protestant Cemetery on Mount Zion. As a result, Denholm and his brother Neil were placed in boarding schools in England, the former to Ripley Court Preparatory School in Surrey, followed by Malvern College, Worcestershire. It is recorded that he hated public school life and developed kleptomania, until a psychologist recommended he go to The Royal Academy of Dramatic Art. It proved to be an utter failure, Elliott being asked to leave after one term. As he later recalled:

‘They wrote to my mother and said, “much as we like the little fellow, he’s wasting your money and our time. Take him away!”’

In mitigation, Elliott later added:

‘They said I had no talent. I disliked it intensely there. It was all filled with acting students who thought they were so grand and knew it all. It made me feel ridiculously stupid.’

No. 76 Squadron - shot down and into the bag

Elliott enlisted into the Royal Air Force shortly after his birthday on 29 June 1940, being posted to No. 76 Squadron, part of the newly created No. 4 Group, Royal Air Force Bomber Command, later under the command of Acting Wing Commander Geoffrey L. Cheshire - himself a household name who requires little introduction - from August 1942. On the night of 23-24 September 1942, Elliott was shot down in Halifax *DT508*, the aircraft ditching in darkness in the North Sea. With little information as to the fate of the crew, Cheshire wrote to Elliott’s mother on 29 September:

Dear Mrs. Elliott,

It was with the very deepest regret that I had to telegraph you to tell you that your son, Sergeant Denholm Elliott, is reported missing. He and his crew had only been in the Squadron a few days. It was the first operational flight they had done here. The target against which they were detailed was Flensburg. The defences were not particularly heavy but I know that they attacked from a low level, probably 3,000 feet, consequently the mission was inevitably dangerous. We heard no news of them from start to finish, but that in itself does not mean very much, since it is only once in a hundred cases that we have any indication of what happened.

I can only say that your son’s crew was the best and the keenest that I have seen in a very long time. His loss is indeed a very sad blow and the Squadron join me in sending you my very sincerest sympathy.

Yours very sincerely,

G. L. Cheshire.

Wing Commander, Commanding, No. 76 Squadron R.A.F.

Elliott was fortunate to survive the impact and subsequent immersion within the wreckage, struggling free and later becoming a Prisoner-of-War at Lamsdorf Camp from 1 October 1942-20 January 1945. Transferred to Gürlitz and Falling Bostel camps in the final throes of the War, he gained further experience in amateur dramatics through the camp’s theatre companies, performing plays given to them by the Red Cross. According to his general questionnaire for British/American ex-prisoners, Elliott made an attempt to escape from camp but was unsuccessful.

Repatriated home to Drayton Gardens, London, Elliott made his film debut in 1949 as Oswald Morfrey in *Dear Mr. Prohack*. Over the next few years he became a much-loved character actor who specialised in playing slightly eccentric and often flawed upper-middle class English gentlemen, including the drunken journalist Bayliss in *Defence of the Realm*, the criminal abortionist in *Alfie*, and the washed-up film director in *The Apprenticeship of Duddy Kravitz*. By the early 1970’s Elliott began to gain considerable exposure on television, including plays by Dennis Potter such as *Follow the Yellow Brick Road* (1972), *Brimstone and Treacle* (1976), and *Blade of the Feather*. Potter later commented on Elliott:

‘He was a complicated, sensitive, and slightly disturbing actor. Not only was he a very accomplished actor, he was a dry, witty, and slightly menacing individual. As a man I always found him very open, very straightforward and very much to the point.’

Taking to the stage, his career included a stint with the Royal Shakespeare Company and a well-acclaimed turn as the twin brothers in Jean Anouilh’s *Ring Round the Moon*. His scene-stealing abilities led Gabriel Byrne, his co-star in *Defence of the Realm*, to say:

‘Never act with children, dogs, or Denholm Elliott.’

Critical acclaim in his later Career

In the early 1980’s Elliott became a particular favourite with the British Academy of Film and Television Arts, winning the award for Best Actor in a Supporting Role in three consecutive years - the only actor to ever have achieved this. According to the American film critic Leonard Maltin, he became most widely known to movie audiences as the academic Marcus Brody in two instalments of the hugely successful Indiana Jones series, *Raiders of the Lost Ark* (1981) and *Indiana Jones and the*

Last Crusade (1989). He worked with Eddie Murphy and Dan Ackroyd in the comedy *Trading Places* in 1983 and appeared in four films with Sean Connery, including *A Bridge Too Far* and *Robin and Marian*. However, it was his role as Mr Emerson in *A Room with a View* which earned him the nomination for the Academy Award for Best Supporting Actor. Excelling as an unpopular middle-class retired journalist, he was nominated in the exalted company of Tom Berenger (*Platoon*), Willem Dafoe (*Platoon*) and Dennis Hopper (*Hoosiers*), the Oscar going to Michael Caine for *Hannah and Her Sisters*.



Behind closed doors

Privately notoriously indulgent between the sheets, Elliott was briefly married for a few months in 1954 to Virginia McKenna. Having divorced, he met Susan Robinson in 1961 when she worked as a singing waitress at the Strollers' Club on 53rd Street, Manhattan, New York. It was an unlikely pairing, she being a convent girl raised by nuns in Washington and he being 20 years her senior. A year later they married in London and enjoyed an extended European honeymoon driving through France in Elliott's Mercedes SL190 convertible, via Barcelona to Ibiza - then something of a celebrity playground. Contemporary newspapers described the actor's nuptials to the 'devastating 20 year old, Susan Robinson'.

On visits to London, the couple were regular fixtures at bohemian drinking clubs. On one outing to the Colony Room with the artist Francis Bacon and his boyfriend John Edwards, Susan Elliott was handcuffed to a barstool by Edwards, who went off home without unlocking her. She made her way back to north London and managed to get into bed beside her husband without disturbing him, concealing the stool by the side of the bed. Elliott set off for filming the next morning none the wiser, and she then hailed a cab to take her to Bacon's studio in Recce Mews, where she was released and then taken to lunch at Wheeler's by her captors.

The first few years of their marriage in the 1960's proved 'a whirlwind of parties, films, touring and babies', but it wasn't long before cracks began to appear. Their 'open marriage' had few constraints, bar Denholm's request '...as long as you don't fall in love and as long as you don't have anyone else's baby'. In her revealing biography *Denholm Elliott, Quest for Love* (1994), Susan later described her husband's promiscuity as 'almost a psychological disaster'.

Tragedy and loss

Despite extensive success in his professional life, Denholm Elliott's personal life was weighed down with sadness, commencing with the assassination of his father. He and Susan became parents to two children - Mark and Jennifer - both born prematurely, following the stillbirth of twins. As a child Mark suffered from serious illness whilst their daughter Jennifer later committed suicide in 2003 after struggling with addiction. Susan's father, a journalist on *Time* and later *Newsweek* magazines, also took his own life by jumping from the 28th floor of the Manhattan Towers.

In 1987 Denholm Elliott informed his wife that he had tested positive for HIV. He died of AIDS-related tuberculosis aged 70 at his home on the island of Ibiza on 6 October 1992. In his memory Susan established a hotel complex on Ibiza called Can Bufi, where people who are HIV positive

could enjoy a holiday, subsidised by other paying guests. The business struggled and Susan was forced to return to London in reduced circumstances. Attempting to live a quiet life away from the public gaze, she found herself in the media one final time when trapped in a blaze at her rented home in Hornsey, north London. Dragged from the apartment by a neighbour and suffering from extensive burns, Susan died from her injuries 24 hours later.

Sold together with the following items comprising an important archive:

- (i) Original typed letter with ink signature from Wing Commander G. L. Cheshire to Mrs Nina Elliott, informing her that Denholm is reported missing on operations, dated 26 September 1942.
- (ii) A copy of *Four Plays of Shakespeare*, bearing the pencil signature of Denholm Elliott to inside cover, twice stamped 'Stalag VIII B', as held and used by Denholm Elliott during his incarceration in Silesia, generally fair condition, missing a page or two.
- (iii) A group of miniature medals which remained within the Elliott family, likely those of his father comprising The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 1st type breast badge, silver; 1914-15 Star; British War and Victory Medals, mounted as worn, together with brass cap badge for the Gloucestershire Regiment, displayed in privately commissioned frame, crack to frame, *otherwise nearly extremely fine*.
- (iv) Two masonic Founder awards, silver-gilt, unnamed as issued.

408

An original Observer's and Air Gunner's Flying Log Book appertaining to Flight Lieutenant (Gunner) L. W. D. Fagan, Royal Air Force Volunteer Reserve, who flew over 60 operational sorties in Hudson aircraft of No. 269 Squadron, including the search for the Bismarck on 24 May 1941, and a further 10 operations as Rear Gunner in Halifax aircraft of No. 10 Squadron. Awarded the D.F.C. for 'marked ability and enthusiasm,' he was killed in action on a bombing mission to Kassel, the entire crew being lost

£300-500

[D.F.C.] *London Gazette* 18 May 1943. The official recommendation states:

'Flight Lieutenant Fagan is now on his second tour of operational duty. For the past five months he has served as Squadron Gunnery Leader with marked ability and enthusiasm.'

Leslie William Dudley Fagan was born in January 1920 at Edmonton, London, the son of William Henry Fagan and his wife Lily. He enlisted into the Royal Air Force Volunteer Reserve in December 1939 and was posted to No. 9 (Bombing & Gunnery) School, Penrhos, on 31 January 1940. Transferred to Silloth, Fagan completed a second gunnery course on 10 August 1940, before being posted to No. 269 Squadron at Wick the next month.

'Crashed on Landing'

On 9 September 1940, Fagan received an early welcome to the Squadron when on his third flight, his pilot Flight Lieutenant Grant crashed Hudson 'M' when attempting to land. On 23 September he conducted his first operational 'dusk patrol' flight as Air Gunner in a Hudson flown by Pilot Officer Patterson. A few days later he was involved in a search for a lost aircraft in the North Sea, his log book noting, 'bombed German ship and Dornier 18. (M.E.s in vicinity)'. Thereafter, Fagan was involved in a series of dawn and dusk patrols, including an anti-submarine search on 29 April 1941 off the coast of Iceland and a search for the *Bismarck* and her escort.

Transferred to the Central Gunner School at Castle Kennedy in October 1941, Fagan began to gain experience as Gunner in Wellington and Hampden aircraft. He flew a single operation from Eastmoor with No. 158 Squadron on 26 September 1942, but was recalled eighty miles from the target of Flensburg in Halifax *J.7783* piloted by Squadron Leader Robinson. Sent to No. 10 Squadron in November, he served as Rear Gunner on bombing operations to Lorient, Wilhelmshaven, St. Nazaire and Bochum on 13 May 1943, his log noting 'coned by S/L's. 5 mins. Evaded 2 fighters'. Further operations followed to Hamburg and Milan on 12 August 1943.

On 23 October 1943 Fagan and his entire crew were lost in Halifax JD315 on a bombing mission to Kessel - recorded in pencil in his log book. Aged 23, he is buried alongside his crew at Hanover War Cemetery, Niedersachsen, Germany; sold with copied research.

THE HONOURS AND AWARDS OF BRIGADIER J. A. SALOMONS

The following five Lots were personally presented to the present owner by Brigadier Salomons, a close friend and owner of the neighbouring estate in the west of Scotland

409

An important Second War D.S.O. and Bar, O.B.E. group of ten awarded to Brigadier J. A. Salomons, Indian Army, a veteran of numerous campaigns on the North-West Frontier, Salomons served with distinction in Africa and Burma with the ‘Ball of Fire’ 5th Indian Division, notably taking the surrender of the Nicobar and Andaman Islands whilst commander of the 116th Indian Infantry Division in October 1945



Distinguished Service Order, G.V.I.R., silver-gilt and enamel, officially dated ‘1945’, with Second Award Bar, officially dated ‘1945’, with top riband bar, *adapted for mounting*; The Most Excellent Order of the British Empire, O.B.E. (Military) Officer’s 2nd type breast badge, silver-gilt; India General Service 1908-35, 2 clasps, Waziristan 1921-24, North West Frontier 1930-31, with M.I.D. oak leaves (Lt. J. A. Salomons, 3-3 S.Prs.); India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (4569 Sepoy Prabha, 1-17 Dogra.) [sic]; 1939-45 Star; Africa Star, clasp, 8th Army; Burma Star; Defence and War Medals 1939-45; India Independence Medal (AI-498 Brig. J. A. Salomon, I.A.), mounted court-style as worn by *Spink & Son, 5, 6 & 7 King Street, very fine* (10)

£3,000-4,000

Note:

The I.G.S. was replaced for the purposes of mounting, after the loss of the original.

D.S.O. *London Gazette* 8 February 1945. The original recommendation states:

‘In Arakan

Brig. Salomons commanded 4/7 Rajputs in Jan 1944 with conspicuous success and was mostly instrumental in affecting the capture of Pt 124 and an important part of the “Tortoise” Feature. The personal example of courage he set to his Battalion was noteworthy in the Division. Since commanding 9 Ind Inf Bde he held firm in his positions overlooking the Maungdaw-Buthidaung Road east of the Mayu Ridge when the Ngakyedauk Pass was out behind him; and later commanded the operations south of Maungdaw leading up to the capture of Godusara.



In the Imphal Plain he re-captured Nunshigum and Mapo features through his skilful leadership, and through his aggressive inspiration his Bde has accounted for very many enemy dead.

Brig Salomons has been on service continuously since the M.E. 1940 campaign and his services deserve high recognition.'

Second Award Bar to D.S.O. *London Gazette* 28 June 1945. The original recommendation states:

Throughout this period Brig Salomons' Bde has been heavily engaged with the enemy, firstly in the operations to clear the Kohima Rd and later in the advance down the Tiddim Rd. During all this time his Bde has done magnificent work and has kept up the momentum of the advance despite units being heavily depleted by sickness and casualties. By his personality, Brig Salomons has inspired his Bde with dash and confidence and is largely responsible for their great work. His conduct of the operations throughout has been deserving of the highest praise. This officer is recommended for the award of a(nother) D.S.O.'

O.B.E. *London Gazette* 8 July 1941. The original recommendation - by Brigadier (later Earl) Wavell - states:

'Egypt (Nibeiba & Sidi Barani) 9/11 Dec 1940.

This officer was the senior Liaison officer with Brig HQ during the recent operations. He not only carried out his duties as Liaison officer most effectively and at times under artillery fire of some intensity, but also acted when necessary as an additional staff officer to relieve the over-burdened



Brigade Staff.

During the night march after Nibeiva on 9/10 Dec and again during the night 11/12 Dec he led the Brigade across unknown country accurately and quickly.

His conduct throughout was beyond praise. His cool, careful and selfless devotion to duty contributed in large measure to the successful conduct of the operations.'

Joseph Arthur Salomons was born on 14 March 1900 and commissioned 2nd Lieutenant on 29 January 1920, joining the Indian Army at the start of February that year and subsequently being posted to the Sikh Pioneers, with whom he served in Waziristan and as a Captain on the North West Frontier (Medal & 2 clasps, mention). Following further active service on the North West Frontier in the late 1930's (Medal & 2 clasps), Salomons was with the 7th Rajputs in the rank of Major at the onset of the Second World War.





He served in North Africa with the 8th Army in the early days of the war, before having his finest hours in Burma. Promoted Lieutenant-Colonel in July 1942, he saw further service with the famous 'Ball of Fire', 5th Indian Division throughout the campaign in the Far East. He commanded the 9th Indian Brigade for over 12 months from February 1944, before overall charge of the Division from 11-22 February. Salomons then took on command of the 116th Indian Brigade for the remainder of the war.

With the end of hostilities against Japan coming in August, Salomons and his trusty Indian troops turned their attentions to the Andaman and Nicobar Islands, which had yet to be handed over. After overwhelming Japanese forces stormed the islands in March 1942, the natives of the islands had suffered dreadfully at the hands of their captors. Public executions, torture and starvation were rife during the years of occupation.





So it was on 7 October 1945 that Vice Admiral Hara Teizo and Major-General Tamenori Sato surrendered the islands to Brigadier Salomons, in a ceremony performed on the Gymkhana Ground, Port Blair. Order was restored and thankfully the two former senior officers were tried and hanged for their appalling crimes.

Salomons assumed command of the 73rd Brigade in May 1946 and retired in March 1949. He died in Scotland on 7 June 1973; sold together with his large original *Lafayette* painted portrait photograph with medal ribands, signed in pencil, housed in a silver frame, two car pennants and five original photographs.

410 The mounted group of ten miniature dress medals worn by Brigadier J. A. Salomons, Indian Army

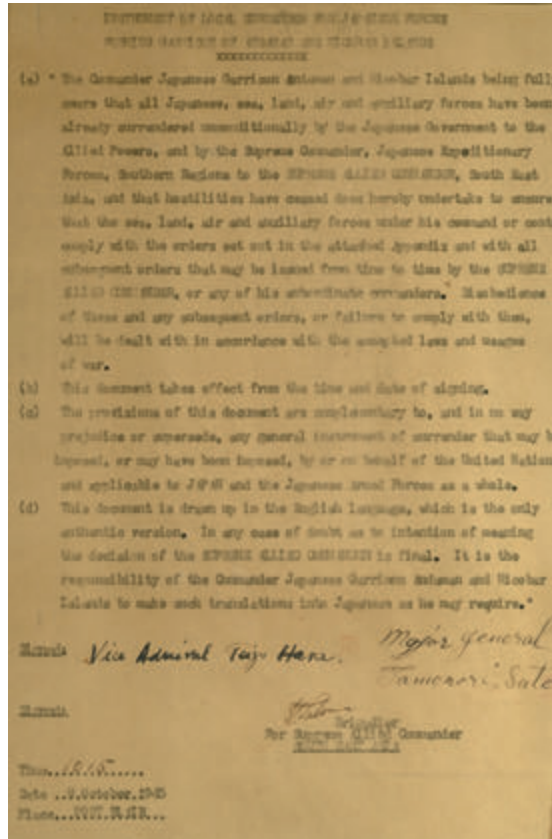


Distinguished Service Order, G.V.I.R., silver-gilt and enamel, with Second Award Bar; The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast badge, silver-gilt; India General Service 1908-35, 2 clasps, Waziristan 1921-24, North West Frontier 1930-31, with M.I.D. oak leaves; India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39; 1939-45 Star; Africa Star, clasp, 8th Army; Burma Star; Defence and War Medals 1939-45; India Independence Medal, mounted as worn by *Spink & Son, very fine* (10)

£180-220

For the recipient's full-size awards and a biographical note, please see Lot 409.

411 The historically important surrender document for the Andaman and Nicobar Islands



Instrument of Local Surrender for Japanese Forces Garrison of Andaman and Nicobar Islands, 300mm x 200mm, signed at Port Blair at 1015am on 9 October 1945, by Vice-Admiral Hara and Major-General Sato, accepted by Brigadier Salomons, *slightly faded but the signatures clear and bright, very fine*, housed in a glazed frame with two photographs of the surrender

£3,000-4,000



412 The Japanese Katana sword presented by Vice-Admiral Teczo Hara, Japanese Navy to Brigadier J. A. Salomons, Indian Army, upon the surrender of the Andaman and Nicobar Islands at Port Blair in October 1945



Standard-issue Japanese Naval Katana of the Kai-Gunto pattern, with its original scabbard, sword knot and leather cover, *signs of wear and use overall, very fine*

£600-800

Teczo Hara was tried for his crimes, namely killing natives of the Andaman Islands, at Singapore. He was hanged on 3 April 1946.

- 413 The Japanese Katana sword presented by Major-General Sato Tamenori to Brigadier J. A. Salomons, Indian Army, upon the surrender of the Andaman and Nicobar Islands at Port Blair in October 1945



Standard-issue Japanese Army Katana, with its original scabbard and sword knot, *signs of wear and use overall, very fine*

£600-800

Sato Tamenori was born in 1893 and was commander of the 73rd Regiment on the outbreak of the Second World War. Having been promoted Major-General in 1943, he assumed command of the 37th Independent Mixed Brigade in the Andaman and Nicobar Islands on its creation in February 1944. Tamenori personally ordered the execution of some 152 islanders who had attempted to leave the islands by boat in August 1945. He was tried at Singapore and hanged for his crimes on 3 May 1946; sold together with a silver plaque with chain stating:

‘Maj. Gen. Tamenori Sato’s Sword (Comd. Jap Forces in Andamans) Surrendered to Brigadier J. A. Salomons at Port Blair 9th October 1945’

THE V.C., D.C.M. GROUP OF FIVE AWARDED TO SERGEANT A. EVANS, LINCOLNSHIRE REGIMENT

Sold by Order of a Direct Descendant

414

One of the War's greatest triumphs

General Sir A. W. 'Guts & Gaiters' Currie in his diary after the victory at Arras: it was men such as Sergeant Arthur Evans who had secured it

The outstanding 'Battle of Drocourt-Quéant Line 1918' V.C., 'Cambrai 1918' D.C.M. group of five awarded to Sergeant Arthur Evans, alias Walter Simpson, Lincolnshire Regiment, late Stoker, Royal Navy and Sergeant, King's (Liverpool) Regiment

A character of monumental proportions, his somewhat chequered career record remains full of mystery and intrigue - but his loyalty to King and Country was never in doubt

Having spent several years with the senior service Evans explored South America in his spare time, returning to Europe to see active service during the Retreat from Mons under his alias

Earning a 'mention' and being severely wounded for the first occasion with the 3rd Battalion, King's (Liverpool) Regiment, Evans deserted and re-joined the 6th Battalion, Lincolnshire Regiment - returning to the Western Front to be gassed during October 1917

Recovered (albeit after evading the call of duty for a short while) his finest hours came during the 'Hundred Days Offensive'. During this critical time the true character of Evans was illustrated not only when reacting under fire, but in his calculated, independent initiative and cold-blooded cunning in the critical moments that turned the tide of a battle

No finer example occurred on 2 September when he volunteered to swim the deep River Cojeul, stalking and rushing a well-defended enemy machine-gun post. Despatching and capturing its occupants he then provided cover and removed a wounded Officer from danger under fire-swept ground; it was considered that this individual action enabled the advance of the entire British 4th Division

Little over a month later at Cambrai he added the D.C.M. to his laurels, again personally rushing an enemy strong-point, this time accounting for 10 and capturing the sole survivor who thought it wise to disclose important intelligence rather than face Evans

Journey's end seemed to have come just days later whilst manning a machine-gun that took a direct hit from an artillery round; some higher power intervened for despite being knocked unconscious and buried by the blast, when dug out it was discovered he had been able to breathe - that stroke of luck ensured he was presented with his richly-deserved V.C. from the hands of the King and a hero's welcome back home in Bolton - their first 'son' to win the Empire's highest honour during the Great War



(a) Victoria Cross, the reverse of the suspension bar officially inscribed '41788 Cpl. (L/Sjt.) A. Evans. 6th. (S) Bn. Linc: R:' and the reverse of the Cross '2. Sep. 1918.'

(b) Distinguished Conduct Medal, G.V.R. (41788 Sjt. A: Evans. V.C. 6/Linc: R.)

(c) 1914 Star (11930 L. Cpl. A. Evans. 1/L'Pool R.)

(d) British War and Victory Medals, M.I.D. oak leaves (11930 Sjt. A. Evans. L'Pool R.), mounted court-style as worn by the family, *the D.C.M. and campaign medals with contact marks and pitting, very fine, the V.C. rather better* (5) £120,000-150,000





V.C. *London Gazette* 31 October 1918:

'For most conspicuous bravery and initiative when with a daylight patrol sent out to reconnoitre and to gain touch with a neighbouring division. When on the west bank of a river an enemy machine-gun post was sighted on the east bank. The river being too deep to ford, Sjt. Simpson volunteered to swim across, and having done so crept up alone in rear of the machine-gun post. He shot the sentry and also a second enemy who ran out; he then turned out and caused four more enemy to surrender. A crossing over the river was subsequently found, and the officer and one man of his patrol joined him, and reconnaissance was continued along the river bank. After proceeding some distance machine-gun and rifle fire was opened on the patrol and the officer was wounded. In spite of the fact that no cover was available, Sjt. Simpson succeeded in covering the withdrawal of the wounded officer under most dangerous and difficult conditions and under heavy fire. The success of the patrol, which cleared up a machine-gun post on the flank of the attacking troops of a neighbouring division and obtained an identification was greatly due to the very gallant conduct of Sjt. Simpson.'

London Gazette 31 March 1919:

'The notification of the award of the Victoria Cross to No. 41788 Cpl. (L./Sjt.) Walter Simpson, 6th Bn., Linc. Regt., as announced in the *London Gazette* dated 3rd October, 1918, should be read as awarded to No. 41788 Cpl. (L./Sjt.) Arthur Evans, 6th Bn., Linc. Regt., the latter being the correct Christian and Surname of this N.C.O., which he has been permitted to re-assume.'

D.C.M. *London Gazette* 19 March 1919. Citation 2 December 1919:

'For great courage and initiative near Cambrai. He was in charge of a Platoon acting as a fighting patrol on the night of the 6th/7th October 1918, with instructions to clear the country north of the Chateau of Aubencheu-au-Bac to the Canal de la Sensee. A strong enemy post was encountered. He promptly rushed the post, killing ten, wounding several and taking one prisoner. The prisoner secured afforded most valuable information. He has shown excellent leadership and the utmost disregard of all danger.'

Note: Evans was invested with the Victoria Cross bearing the correct date but the name of the alias he had assumed. Upon being permitted to re-assume the correct identity his Cross was returned via official channels, with the incorrect suspension bar being removed and destroyed by Hancocks. A new suspension bar - that observed here - was thus engraved and applied to his Cross and returned to Evans. Research has confirmed the date of this to lie between 22 January-19 June 1919.

Arthur Evans was born at Liverpool, Lancashire on 8 April 1891, the son of Robert and Eleanor of 33 Caradoc Road, Seaforth, Litherland. Educated at St. Thomas's School, Arthur took work as a Clerk in Liverpool before his enlistment in the Royal Navy on 2 July 1909. At the rate of Stoker (K.3552), Evans served aboard *Acheron*, July-November 1909, briefly at *Pembroke II*, and finally aboard *Indomitable* from 17 December 1909-1 December 1910. His time during that short period included 42 days of Hard Labour and 14 days in the cells, then being discharged. Some published sources suggest he may have been injured after an accident but his Service Record states 'Services No Longer Required', noting 'Undesirable to retain in the Service. The value of any free kit + bedding to be recovered'.

Wandering soul - first foray, first wound

Evans didn't remain on terra firma for long, as recalled by *VC's of the First World War: The Road to Victory 1918*:

'He then decided to join the Merchant Navy and became one of the crew on a ship going to America. Once in the United States he jumped ship, and some accounts say that he was in charge on a large party of native labour which was working on the Panama Canal. After this third job he took some time off to explore parts of South America with a couple of friends, an Australian and a Scotsman, during which he suffered a fever, possibly malaria. Tiring of South America, he travelled to Cuba and then on to the USA. This time around he joined a four-masted ship which took a year to reach England, having sailed via Australia. Once back in England he joined his stepbrother and sister in their family home in Bolton. Finding that this homely life did not suit him, he joined the 1st King's Liverpool Regiment in May 1914. It was at about this time that for some reason he changed his name to Walter Simpson. He had wanted to join the RFC, but this was not to be, and instead he found himself travelling to France only a few weeks after the war had begun.'



Evans would have been amongst those men of the 1st Battalion based at Talavera Barracks, Aldershot who embarked the SS *Irrawaddy*, landing at La Havre in the early hours of 13 August 1914. Having entrenched at Givry on 23 August, they followed the withdrawal and ended the month at St. Bandry. Starting September in assisting the 4th (Guards) Brigade for the attack on Villers Cotterets, they finished the month at Moussy, having taken part in the attack on the Moussy Spur under heavy shell fire. October gave no respite either, for their CO, Lieutenant-Colonel W. S. Bannatyne was mortally wounded on 24 October north of Polygon Wood. It was during this attack that 'A' Company '...was brought to a standstill by a perfect hurricane of bullets.'

The remainder of the month and the start of the rest was a continued baptism of fire for Evans and his comrades, for further stints in Polygon Wood exposed them to heavy shellfire and infantry attacks. By the end of November the casualties totalled 33 officers and 814 other ranks: Evans was lucky indeed to come through unscathed (*British Battalions in France and Belgium 1914*, refers).

He was not so lucky to escape the trials of early 1915, but would have been present for the 'holding' attack at Givenchy, a diversion from the main British assault taking place at Neuve Chapelle. That day alone cost 61 killed, 115 wounded, and 62 missing, mainly due to uncut wire slowing the attack. Evans was wounded during May, probably at Festubert and subsequently invalided home to Manchester to recover. A 'mention' followed soon after (*London Gazette* 22 June 1915, refers).

Second Innings

Some uncertainty remains over the exact method for the appearance of Evans in the Lincolnshire Regiment. Published sources suggest either he simply transferred having been wounded, thus 'missing the boat' for the Middle East, whilst some say he deserted in order to avoid this fate. What is certain is that he next appears with the 6th Battalion, Lincolnshire Regiment on the Western Front in July 1916. It would have been a far from quiet assignment, for they faced the fierce fighting in capturing the Wundt-Werk and actions at Flers-Courcelette and Theipval before the year was out.

1917 saw the Battalion hotly engaged on the Ancre, before heading to Flanders for the Battles of Langemarck, Polygon Wood, Broodseinde and Poelcapelle. It seems likely that at this last engagement Evans suffered his second wound, also being gassed; on this occasion recovering in Bath. Little more needs to be said on the dreadful suffering caused by the effects of gas on both sides during the Great War but it certainly wasn't to hold back Evans in the short term.

Final Hundred Days - destiny calls

Having spent a little time at home and for an undisclosed reason in Ireland in early 1918, Evans returned to his unit in the Spring of 1918. Having borne the brunt of the German Offensive, despite giving up territorial losses, the Allies had seriously depleted the Axis ability and the final *coup de grace* was to be delivered over the 'Hundred Days Offensive'.

Having been hotly engaged on the Scarpe during the closing days of August, it would be on 2 September that the true tenacity of Evans came to the fore.

The Second Battle of Arras can generally be divided into two phases. Its initial phase is that of the Battle of the Scarpe, 26-30 August 1918, which resulted in over 5km of gains for the Canadian Corps and further resulted in the award of three V.C.'s. What followed was a short pause, followed by the epic Battle and capture of the Drocourt-Quéant Line. It ran between Drocourt and Quéant and was part of the system that ran from the Hindenburg Line, eleven miles west of Cambrai, northward to within seven miles west of Douai and terminated along the front east of Armentières. The system was frightening and complex, incorporating a number of mutually-supporting lines of defence, numerous fortifications including concrete bunkers, machine gun posts and heavy belts of barbed wire.

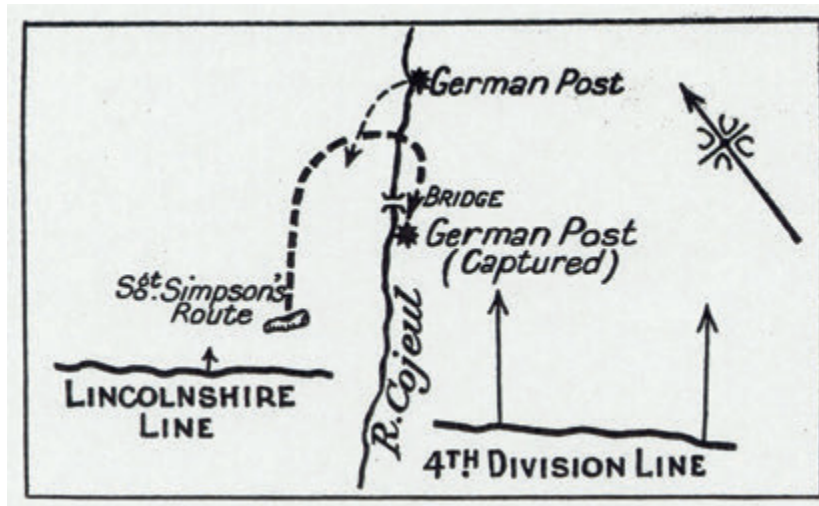
To attack such a fearsome structure, a large-scale attack was plotted. Spearheaded by Currie's 1st Canadian Division and the British 4th Division. It began early in the morning, attacking at 05.00 with support from tanks and aircraft. In twilight, the Canadian 1st Division attacked the line south-eastwards, on the extreme right, south of the Arras-Cambrai road. The Canadian 4th Division attacked in the centre between Dury and the main road and the British 4th Division attacked south of the River Sensee. It was south of Sensee that Evans and his comrades in the 6th Lincolns found themselves held up in their attack when attacking north-east up the River Cojeul. They were split from their comrades by a deep river, with a pair of well-defended German posts either side of a bridge. Evans now steps onto the stage, part of a small patrol while still daylight. He coolly saw the need for decisive, individual action. It was he alone who swam the river, stalked and took the first post, killing two and taking four more prisoner. Having been joined by an Officer and another comrade they pushed forward to reconnoitre the river bank, finding themselves under heavy fire from the second - more distant - post, and this heavy fire wounded the Officer. In spite of the near suicidal



task that faced him, Evans went across open ground in full view of the enemy and withdrew the Officer. This confirmation of the location of the second post and his taking of the first enabled the entire Division on the east bank to advance in line with the Lincolns, who had a clear path up the west bank. Evans, clearly proud of his exploits, is known to have posted his revolver home to his sister with a note stating:

'The carrier and 'it' swam the river. Its internals are getting a little rusty but perhaps Jack [brother] will oil it. Don't be afraid of it - I've extracted all its teeth!'

Having had an almost miraculous escape after being thought killed and shortly after adding the D.C.M. to his laurels, the Armistice came. Evans was subsequently presented his Victoria Cross from the hands of King George V at Vincent Barracks, Valenciennes on 6 December 1918. It was the same occasion that Commander (later Major-General) D. M. W. Beak received his Victoria Cross.





Further campaigns - crossed wires

Little consistency exists in recorded matter in relation to the next few years for Evans, although the large original archive adds much to that which is known in print. He was given a parade in Bolton and presented to the city by the Mayor, who gave him a gold presentation pocket watch on 9 February 1919. Having dropped his alias, he was discharged in April 1919, with his campaign medals issued in November 1920.

Evans then travelled down to London and worked in the Return Room at Harrods during the January Sales, 1923 and then in the Sports Department from 16 February 1923-15 March 1924, leaving with a good reference. He had also become part of the Legion of Frontiersmen and is certainly known to have reached Australia in 1928. Some sources suggest he stayed with the Lincolnshire Regiment and then onto New Zealand, taking up a post with the Defence Department. Another suggests he was employed as a messenger for Lloyds Bank and that he stole some £500 from a safe. The case apparently came before the Wealdstone Court, with only his exemplary war record sparing him from jail. It is proposed this event triggered the move to New Zealand.



Either way, Evans and his wife set up home in Sydney in 1928, living at 'Etaing', Harris Street, Guildford. He is confirmed as having enlisted in the Australian Tank Corps, reaching the rank of Sergeant and attending the Victoria Cross Holders Dinner in 1929. Having enjoyed several happy years in the service of the Tank Corps, besides being a prominent member of the Boy Scouts and Australian Legion of Frontiersmen, his health began to fail as a result of his gassing on the Western Front. Although his suffering could not directly be attributed to an immediate illness from active service, Lord Gowrie saw to it that he would receive every treatment required. His series of letters home to England throw light on the fantastic care he was given, one example marked a 'rather special one!' by Noel Evans, of 27 June 1935, on the eve of a large 'overhaul':

'I expect you know the story of the "Ship That Found Herself" - I am now to tell you the story of another gale-battered veteran. Or perhaps a young old-timer would be more correct.

She's been getting badly knocked about by the storms of the past few years and although it would be quite wrong to decide her a useless old hulk - Lloyds would certainly not place her in the A1 category.

Therefore the experts have inspected and decided to put her into dry dock for a thorough overhaul. I understand that her bottom is to be scraped and repainted and her engines re-conditioned. It may be necessary to look at the dynamo and perhaps we will modernise her by changing over from coal to oil burners.

However when all is complete we are confident that she will be a well found ship and fit to carry the "Old Red Duster" through many a storm and over many voyages.'



HERO'S BRUSH-UP.—Nurse K. Costello made sure there was not a hair out of place when Arthur Evans, V.C., D.C.M., faced the camera in Parramatta Hospital

Having gone under the knife, another letter of 15 July 1935 gives the outcome:

'I am still a cot-case and perhaps a bit helpless but the world in my tummy is healing nicely and the stitches were taken out yesterday. This allows me a lot more comfort. Everything continuing to go well - I hope to be allowed out of bed at the weekend. Whether this will mean that I will be able to get home or not I don't know as I am receiving some other treatment and it would be difficult to get it at home without having a competent nurse there, so, while the necessity exists I suppose I am better here.'

Despite being offered every help, Evans eventually died with his wife by his side at the Prince of Wales Hospital, aged 45, on 1 November 1936.

Evans was cremated at the North Suburbs Crematorium, with his coffin drawn on a gun-carriage through the streets of Sydney, the streets were lined by thousands of well-wishers. The Royal Australian Artillery Band preceded him and after a train journey to Rookwood he was met by members of the Australian Tank Corps, who fired volleys over his grave. Seven holders of the Victoria Cross turned out and a fund was soon established to support his widow and three-year-old son. On 1 December 1936 the 1,500-capacity Albert Dance Palais, Parramatta Road held a fundraising dance organised by Lieutenant-Colonel A. A. Brackpool.

Laid to rest - re-dedicated

Perhaps leaving some request to return to the United Kingdom, through the good offices of the Australian Government it was agreed that the ashes of Evans should travel over with the 1937 Coronation contingent. As such Gunner A. Sullivan, V.C., 'a great mate of Evans' and Trumpeter C. White sounded the Last Post and collected his ashes in Sydney. They made the journey with their precious cargo back to England and travelled by train to Liverpool to reunite his ashes with his sister. After the Loyal North Lancashire Regiment firing party had played their part, White again sounded the Last Post as Sullivan interred his ashes in Park Cemetery, Lytham-St.-Annes on 29 March 1937.

Sullivan returned to London and on 9 April was walking back to Wellington Barracks, where he was staying and stopped to sign some autographs on Birdcage Walk. In the process he slipped and knocked his head on the curb, being run over by a cyclist as he fell. He died of his injuries and his remains were given the same service that he had just provided for Evans. As a point of interest, a bronze plaque commemorating Sullivan was subsequently erected on the railings of Wellington Barracks, where it can be seen to this day.



By the 1990's the grave of Evans had fallen into some disrepair and, with the assistance of the Royal Anglian Regiment, the grave was re-dedicated in May 1992. He is further commemorated by a memorial at Rimrose Hope School, a Victoria Cross Paving Stone in Bowersdale Park, Liverpool and the naming of 'Evans Crescent' in Canberra.

Sold together with a comprehensive original archive comprising:



(i) A gold Waltham presentation pocket watch, 15 carat, case No.130403, with hallmarks to the case, with gilt chain and a miniature dress 1914 Star affixed to the end, the outer of the watch with engraved Coat of Arms of the Mayor of Bolton, the inner with engraved dedication: 'Presented to No.41788 Sergeant Arthur Evans, V.C., 6th Batt. Lincs. Regt., as a personal gift by the Mayor of Bolton. (The Rt. Honble. Lord Leverhulme) 5th February 1919'

Together with Invitation card from the Mayor of Bolton to 'The Misses Evans', signed by Arthur, for his presentation on 5 February 1919.



(ii) Fountain pen, with gold (18 carat) band around the cap with engraved dedication: 'Comrades of the Great War. (Bolton Branch) To Sergt. Arthur Evans, V.C., D.C.M.'

(iii) The recipient's Anker wristwatch.

(iv) A series of unpublished photographs of a military and personal nature, including portrait wearing his Victoria Cross, of times with the Australian Tank Corps and 'at rest'.

(v) His Ypres League of Officers and Men Membership certificate, in the name of 'Sergt. Arthur Evans, V.C., D.C.M., Kings Liverpool Regiment.'

(vi) A file of original newspaper cuttings and photographs related to the award of his Cross and its coverage back home.

(vii) A file of original correspondence, letters and references related to his early career and move from Britain to New Zealand and thence Australia, with introductions from the Legion of Frontiersmen, Harrods and the Boy Scouts.

(viii) A series of letters (14) written by Evans during his time in Australia and covering his treatment, offering a fascinating insight into his life and times.

(ix) Pass for the Royal Visit to Australia, 1934, for the Victoria Cross Holders enclosure.

(x) A file of original correspondence, letters and newspaper cuttings following the death of Evans. Letters of condolence include Boy Scouts Association and Returned Sailors & Soldiers' League of Australia.



(xi) His match box, of Federal Safety Matches, still with a number of matches present, in a tortoiseshell holder, this with the name 'Arthur Evans' upon top and the badge of the Australian Tank Corps on the base.

(xii) Assorted mixed ephemera, including Cigarette Card album, silver-gilt cigarette case, badges, buttons and a pipe. (Lot)

END OF DAY ONE

WWW.SPINK.COM

THURSDAY 28 NOVEMBER 2019

Morning Session Commencing at 10.00 a.m. (Lots 415-630)

**THE G.C.B. COLLAR CHAIN AND DIAMOND-SET STAR
WORN BY SIR BASIL ZAHAROFF**

Sold by Order of the Estate

415 *'You ask for his birth certificate. Alas! A fire destroyed the church registers.*

You search for a document concerning him in the archives of the Vienna War Office. The folder is there, but it is empty; the document has vanished.

He buys a château in France and — how does the story of the Editor of the Documents Politiques go? — "Sir Basil Zaharoff at once buys up all the picture postcards...which show the château, and strictly prohibits any more photographs being taken."

An early biographer, Robert Neumann, on Zaharoff

The G.C.B. Collar Chain awarded to Sir Basil Zaharoff, the original 'Mystery Man of Europe' who was one of the richest men on earth and a famous international arms dealer

The Most Honourable Order of the Bath, G.C.B. (Civil) Knight Grand Cross set of Insignia, by *Garrard & Co.*, comprising Collar Chain, this being medallions formed of nine imperial crowns, eight of national flowers (roses for England, thistles for Scotland, shamrocks for Ireland), connected by seventeen knots, silver-gilt and enamel; Appendant Badge, 64mm x 44mm, silver-gilt, hallmarks for London 1900, in its Civil Division fitted case of issue, *a few minor enamel chips, otherwise nearly extremely fine and very rare (2)*

£10,000-12,000

G.C.B. (Civil): Honorary award appointed on 1 January 1919, placed in the Private Circular, 13 May 1919 and Investiture made at Buckingham Palace by the State Chamberlain on 26 October 1921. Most unusually, the Central Chancery Card states: *'Special Permission given by The King for prefix "Sir"'*. As a French citizen it is highly irregular such a title was permitted.



Basileios 'Basil' Zacharias Zaharoff - or 'Zedzed' to his close friends - was born on 6 October 1849 at Mugla, part of the Ottoman Empire. The eldest child of a Greek merchant, the family had become the Zaharoffs when they lived in Russia as exiles after the anti-Greek 'Easter pogroms' of 1821. By 1855, they had returned to Constantinople's Greek neighbourhood of Tatavla. Young Basil first found work as a tour guide but soon became an arsonist: working together with the firefighters called to extinguish the flames of the buildings he'd just set alight, he soon learned that they could all share in the payments for recovered or salvaged treasures.

After a charge of irregular imports, he left for Athens, where the 24-year-old Zaharoff was befriended by a political journalist, Etienne Skouloudis. The wily Zaharoff convinced Skouloudis of his case.

By a stroke of good fortune, Skouloudis knew the agent about to depart from arms manufacturer Thorsten Nordenfelt. Skouloudis used his influence to secure the role for Zaharoff in October 1877. The following years passed with Basil learning this trade besides adding further strings to his bow,

surfacing in Galway and St. Louis, marrying an heiress and posing as a Prince whilst in the United States. The finest story of his time with Nordenfelt must surely be the tale of the ‘dangerous and eccentric’ *Nordenfelt I* steam-submarine, those two terms not usually affectionately attached to seafaring vessels. In simple terms, with a promise of generous payment terms, Zaharoff sold the first model to the Greeks. He then persuaded the Turks that the Greek submarine posed a threat, selling them two. After that, he persuaded the Russians that there was now a new and significant threat on the Black Sea: they invested in two.

None of the submarines were seaworthy and shortly after launching one of the Turkish vessels veered up and sank by the stern. Throughout the period he was at the centre of most large arms deals and steadily grew closer to Maxim. He was also involved in the Spanish arms trade, boycotting other submarines, trading in arms and in fact acquiring a factory in Spain along the way. As an aside, it should be noted that the fairer sex were often involved in influencing potential clients - Basil later attributed his success to his prowess and veracity in the bedroom.

With the eventual purchase of Maxim by Vickers, Zaharoff found himself elevated in position and also in the gift of shares. Cornering the market, by the outbreak of the Great War he owned the Union Parisienne Bank and had control over the French daily newspaper *Excelsior*. The work of Vickers during the War deserves special mention for they produced no less than:

- 4 Ships of the Line.
- 3 Cruisers.
- 53 Submarines.
- 3 Auxiliary Vessels.
- 62 Light Vessels.
- 2,328 Cannon.
- 8,000,000 tonnes of Ordnance.
- 90,000 Mines.
- 22,000 Torpedoes.
- 5,500 Aeroplanes.
- 100,000 Machine Guns.

Zaharoff himself is thought to have spent around £50,000,000 for the Allied cause and was incredibly close to both Aristide Briand and David Lloyd George. In fact he is reported to have left an envelope with 1,000,000 Francs in cash for War Widows. His work in ensuring that Greece entered on the Allied side of the conflict should not be underestimated. It was his press agency that assisted in the deposal of King Constantine. During the War he was often the go-between and confidant of King George V, the Prime Minister and his French counterpart. An even more remarkable story is his attempt, authorised by Lloyd George, to buy the Turks out of the War. Zaharoff travelled to Switzerland with £10m in gold to attempt to begin negotiations. It perhaps comes as no surprise that he was intercepted at the border, having to endure being strip-searched and left waiting in the snow by border guards. It was a valliant attempt that led to Zaharoff requesting the British Government issued:

‘...Chocolate for Zedzed.’

That ‘chocolate’ was finally given at the end of hostilities. He was nonetheless awarded the G.C.B. in 1919 on the insistence of the Prime Minister to the King, with whom he had fallen out of favour.

Post-War dealings

Having donated half a billion in gold Francs to try to assist the Greek effort to claim further territory from Turkey, Zaharoff also foresaw the money to be made in the ‘black gold’ of oil, incorporating the predecessor to British Petroleum. He also forged a close bond with Prince Louis II of Monaco, buying the Société des Bains de Mer and turning a profit from the Monte Carlo Casino for the first time in years. Due to their close affection, he leant upon Georges Clemenceau to retain the rights of Monaco during the Treaty of Versailles.

Having lived one of the most remarkable lives of the time, Basil was additionally enthused with a love for aviation, claiming (together with Maxim) to have gone ‘airborne’ in 1894, in what would have been a world-first. With a love for fine art and living at the château de Balincourt, Zaharoff died on 27 November 1936 at Monte Carlo.



416 The superb diamond-set G.C.B. Star worn by Sir Basil Zaharoff



The Most Honourable Order of the Bath, Grand Cross Star, 95mm, gold, platinum and enamel, enhanced throughout with a plethora of diamonds, *extremely fine* £20,000-25,000

Our jeweller comments:

‘This Star is manufactured in 18ct. yellow gold, with a platinum sheet being soldered on to the backing of the gold. The reverse of the Star has the typical continental fixings of a gold double-pin and catches. The whole Star has been skilfully hand back-holed to provide as much natural light to flood the diamonds from the front with a highly-polished finish of the finest quality to both back and front. The diamonds have been set in thread-and-grain style to really show off the arms. The three Crowns have been hand cut and enamelled; underneath the crowns is a circular pave-set plate with a red enamel border with the motto set with diamonds in thread-and-grain. Between the motto are four spheres set with diamonds and milled grain on the edges.

All stones are old cut and with an approximate weight of around 30.50-31.50 carats.’

A COLLECTION OF MEDALS TO UNITS OF THE MIDDLE EAST

The following Lots have been acquired over the past three decades or so, many of which have been sourced in country. We hope the following offering shall enthuse and provide their new custodians as much pleasure as they have the former.

ADEN

- 417 Africa General Service 1902-56, 1 clasp, Jubaland (297 Sowar Nazaf Khan I., Aden Troop), *slight fire damage, thus fine* £200-300
52 clasps to the Aden Troop.

The recipient of the scarce award of the Indian Distinguished Service Medal for Aden at the rank of Lance-Dafadar during the Great War - one of just 5 such awards during the period 1907-22.



418



419

- 418 Africa General Service 1902-56, 1 clasp, Jubaland (243 L-Dafadar Asgar Ali Shah. Aden Troop.), *sometime abrasively cleaned, nearly very fine* £200-300
Invalidated on 24 March 1902 and verified on Roll; sold with copied extract.

- 419 Army L.S. & G.C., E.VII.R. (Serjt. J. W. Griffen Warden Aden), engraved naming, *slight edge bruise, minor contact marks, good very fine, scarce* £140-180

Joseph William Griffen ('Griffen' on medal), alias Caine, was born in Ramsbottom, Bury, Lancashire on 30 October 1870. He attested at Preston, Lancashire on 7 October 1889. Posted to India, he served in the Tirah Field Force with the Green Howards (Medal & 2 clasps), was promoted to Corporal in 1896 and Sergeant in 1899. Transferred to the Indian Unattached List in 1902 and to the Indian Miscellaneous List in 1907. Awarded the Long Service Medal in 1908. Served in Aden, March 1907-August 1909; November 1911-March 1920, and again, February 1922-January 1923. During the war he was appointed Assistant Provost (British) with the Aden Field Force and had custody of prisoners-of-war held in Aden. Awarded the 1914-15 Star, British War and Victory Medals. Promoted to Sub-Conductor in December 1919 and Conductor in January 1922, he was transferred to the Pension Establishment on 9 April 1924; sold together with copied research.

- 420 1914-15 Star (Sarwan Munasir Othman. Aden Local Trspt.), *very fine and scarce* £20-30

- 421 British War Medal 1914-20 (Agent Hussein Noor, S. & T. C.), *very fine* £20-30
Acquired at Crater in 2000.

- 422 British War Medal 1914-20 (1-Asst. H. S. K. Abdulla Chotoo, A. H. Cps.), *very fine* £20-30
Acquired at Ta'iz in 2000.
- 423 British War Medal 1914-20 (Ali Mushed), *very fine* £20-30
Acquired at Sana'a in 2004.
- 424 British War Medal 1914-20 (Cassim Hassin), *nearly very fine* £20-30
Acquired at Sana'a in 2008.



- 425 British War Medal 1914-20 (529 Sowar Ahmed Khan. Aden Troop.), *very fine and scarce* £30-40
- 426 British War Medal 1914-20, bronze issue (Aden L.C.), *suspension repaired and traces of silvering, thus fair* £40-50
- 427 Mercantile Marine War Medal 1914-18 (Mohamed Messada), *very fine* £20-30
Enlisted at Aden.
- 428 Mercantile Marine War Medal 1914-18 (Ahmet Hamid), *good very fine* £20-30
Born at Ibb, Yemen and a British subject by 1936.
- 429 Indian Army Meritorious Service Medal, G.V.R., 1st issue (M.T.-100262 C. H. M. Prangai Khan, Aden M.T.S.), *officially renamed, good very fine* £60-80
- 430 Colonial Police L.S. & G.C., G.VI.R., 1st issue (Const. Mohamed Ghous. Aden Police.), *officially re-impressed naming, very fine* £80-120
Colonial Police L.S. & G.C. *London Gazette* 1 January 1949.
- 431 Colonial Police L.S. & G.C., G.VI.R., 2nd issue (197 Sgt. Mansoor Awadh Aulaqi. Aden Police), *polished, fine* £60-80
Colonial Police L.S. & G.C. *London Gazette* 2 January 1950.



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| 432 | Colonial Police L.S. & G.C., G.VI.R., 2nd issue (197 L/Cpl. Seiyid Ahmed Saleh Audhali. Aden Police), <i>very fine</i>
Colonial Police L.S. & G.C. <i>London Gazette</i> 1 January 1948. | £70-90 |
| 433 | Colonial Police L.S. & G.C., E.II.R. (563 Cpl. Hassan Ahmed Dankali. Aden Police.), <i>nearly very fine</i> | £60-80 |
| 434 | Royal Navy L.S. & G.C., G.V.R., 2nd issue (503 Hassan Ferhan. Tind. 2. H.M.S. Effingham.), <i>suspension a little loose, very fine</i>
Possibly an Adeni seaman, Medal issued 30 March 1926. | £60-80 |



THINKING OF SELLING?

SPINK is now accepting consignments for our next Orders, Decorations and Medals sale held in April 2020

For further details please contact our Specialist:

Marcus Budgen
 +44 (0)207 563 4061 | mbudgen@spink.com

Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C. and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham Sold for £384,000

Aden Protectorate Levies

The APL were formed on 1 April 1928 primarily to protect Royal Air Force stations following the change of status of Aden to an Air Command in April 1927. During World War II the APL was expanded from 600 to 1,600. The Levies operated in Aden and the Western Aden Protectorate but also provided garrisons at Socotra Island and Sharjah. By 1939 an APL anti-aircraft wing had been created, which shot down an Italian plane in the course of the war. The Levies reverted to War Office control in 1957 with British Army officers and NCOs replacing those from the RAF. Then with Headquarters at Seedaseer Lines, Khormaksar, forward bases and garrisons were maintained at Dhala, Mukalla, Seiyun, Beihan, Zinjibar, Ataq, Lawdar and Mukeiras. During 1958 the APL, supported by British troops and the RAF, repulsed border intrusions by Yemeni forces in the Jebel Jihaf region. Border clashes with North Yemeni tribal groups continued through the late 1950s.



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| 435 | General Service 1918-62, 1 clasp, Arabian Peninsula (5403 Pte. Abdullah Moh'd Audhali. A.P.L.), <i>very fine</i> | £40-60 |
| 436 | General Service 1918-62, 1 clasp, Arabian Peninsula (5566 Sgt. Saleh Omer Hassani. A.P.L.), <i>very fine</i> | £40-60 |
| 437 | General Service 1918-62, 1 clasp, Arabian Peninsula (5860 Pte. Othman Said Quteibi. A.P.L.), <i>good very fine</i> | £40-60 |
| 438 | General Service 1918-62, 1 clasp, Arabian Peninsula (6614 Pte. Abdurrah Hussein Saidi. A.P.L.), <i>polished, fair</i> | £30-40 |
| 439 | General Service 1918-62, 1 clasp, Arabian Peninsula (7705 Cpl. Abdullah Omar Audhali. A.P.L.), <i>nearly very fine</i> | £40-60 |
| 440 | General Service 1918-62, 1 clasp, Arabian Peninsula (8040 L/Cpl. Abdulla Ali Hassani. A.P.L.), <i>nearly very fine</i> | £40-60 |
| 441 | General Service 1918-62, 1 clasp, Arabian Peninsula (8267 Pte. Saleh bin Saleh Audhali. A.P.L.), <i>nearly very fine</i> | £40-60 |
| 442 | General Service 1918-62, 1 clasp, Arabian Peninsula (8304 Pte. Qaid Obeid Shaari. A.P.L.), <i>good very fine</i> | £40-60 |

- 443 General Service 1918-62, 1 clasp, Arabian Peninsula (9729 Pte. Abdulla Ali Dhalai. A.P.L.), *very fine* £40-60
- 444 General Service 1918-62, 1 clasp, Arabian Peninsula (10179 Pte. Fadh1 Hussein Lahjee. A.P.L.), *very fine* £40-60
- 445 General Service 1918-62, 1 clasp, Arabian Peninsula (10316 Pte. Bubaker Salim Azzani. A.P.L.), *good very fine* £40-60
- 446 **Pair: Seaman I. J. Abdi, Royal Navy, an Adeni seaman**
Korea 1950-53 (784A. Ibrahim Jama Abdi. Smn. R.N.); U.N. Korea 1950-54, unnamed as issued, *very fine and scarce* (2) £100-140



- 447 **Aden Special Police Force**
General Service 1962-2007, 1 clasp, South Arabia (Sp/Cons. E. P. Harvey. Aden Special Police Force.), *good very fine and scarce* £180-220

CYPRUS

- 448 General Service 1918-62, 1 clasp, Palestine 1945-48 (Cy/23740 Pte. M. Sabri. Cyprus. R.), *good very fine* £60-80
Sold with copied roll extract.

EGYPT (Monarchy)

449 Three: A. M. El Seesy, Medical Services, Egyptian Expeditionary Force



1914-15 Star (Ahmed Mustafa El Seesy); British War and Victory Medals (Ahmed Mustafa El Sfesy) [sic], *good very fine* (3) £80-120
 Acquired during 2006 in Riyadh.

450 British War Medal 1914-20 (290 1-Sq. Cav. E.A.), *very fine* £20-30
 1st Squadron Cavalry, Egyptian Army.

451 British War Medal 1914-20 (1396 D. of S. E.A.), *very fine* £20-30
 Department of Supply/Stores, Egyptian Army.

An advertisement for the SPINK LIVE mobile app. It features a hand holding a smartphone displaying the app's logo. The background is a light-colored stone wall. Text includes: "SPINK LIVE", "Spink Live is now running on a new and improved bidding platform", "Accessible online through www.spink.com and also available iOS and Android devices", "Bidding on 'Spink Live' remains free of charge". Below this are screenshots of the app's interface, including a login/register screen, an account menu with options like "Consign An Item", "Watched Lots", and "My Bids", a list of interests (Medals, Stamps, Watches, Whiskies & Spirits, Wines), a grid of auction lots, and a bidding interface with a "Slide to bid" button. At the bottom, there are icons for "Click to Login / Register", "Tick your Interests", "Scroll the Lots", and "Slide to Bid". Logos for the App Store and Google Play are also present, along with a QR code. Contact information for SPINK is provided at the bottom right.

452	British War Medal 1914-20 (6947 2-Bn. E.A.), <i>very fine</i>	£20-30
453	British War Medal 1914-20 (Mulazim T. 16-Bn. E.A.), <i>very fine</i> Mulazim Thani represents the rank of 2nd Lieutenant.	£20-30
454	British War Medal 1914-20 (24 Shawish. F.D.A.), <i>good very fine</i> Shawish Mohammed Ahmed Ashmawi El Saghir served with the Frontier District Administration, Egyptian Army.	£20-30
455	British War Medal 1914-20 (1696 B. Shawish. O. Dept.), <i>very fine</i> Bash Shawish Abu Mohammed Osman served with the Ordnance Department, Egyptian Army.	£20-30
456	British War Medal 1914-20 (7075 1-Bn. E.A.), <i>good very fine</i>	£20-30
457	British War Medal 1914-20 (6992 Artillery E.A.), <i>very fine</i>	£20-30
458	Victory Medal 1914-19 (2019 Transport D. E.A.), <i>silvered, very fine</i>	£20-30
459	Victory Medal 1914-19 (Sagh 1-Bn. E.A.), <i>some staining, nearly very fine</i> Senior Infantry Officer - 'Senior Major'	£20-30
460	Mercantile Marine War Medal 1914-18 (Mohamed Ahmed), <i>good very fine</i>	
461	Mercantile Marine War Medal 1914-18 (Billy Nago), <i>good very fine</i>	£30-40



Billy Nago was born in 1885 at Alexandria, Egypt and died in 1957 at Cardiff.

FEDERATION OF SOUTH ARABIA

Federal Guard



- | | | |
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| 462 | General Service 1918-62, 1 clasp, Arabian Peninsula (418 W/Arif. B. O. Audhali. F.G.), <i>very fine</i>
Wakil Arif is the rank of Lance-Corporal. | £40-60 |
| 463 | General Service 1918-62, 1 clasp, Arabian Peninsula (524 Naib. A. S. Beihani. F.G.), <i>traces of verdigris, good fine</i>
Naib is the rank of Sergeant. | £30-40 |
| 464 | General Service 1918-62, 1 clasp, Arabian Peninsula (1059 Gundi H. T. Kazimi. F.G.), <i>very fine</i>
Gundi is the rank of Private. | £30-40 |
| 465 | General Service 1918-62, 1 clasp, Arabian Peninsula (1285 Naib. A. K. M. Hasani. F.G.), <i>very fine</i> | £30-40 |
| 466 | General Service 1918-62, 1 clasp, Arabian Peninsula (1280 Arif. A. R. A. Audhali. F.G.), <i>nearly very fine</i>
Arif is the rank of Corporal. | £30-40 |
| 467 | General Service 1918-62, 1 clasp, Arabian Peninsula (1809 W/Arif. S. A. Audhali. F.G.), <i>nearly very fine</i> | £30-40 |
| 468 | General Service 1918-62, 1 clasp, Arabian Peninsula (2969 Gundi O. M. Qutebi. F.G.), <i>very fine</i> | £30-40 |

Audhali Tribal Guard

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| 469 | General Service 1918-62, 1 clasp, Arabian Peninsula (T.G. Ahmed 'Ali Muhammad. Audhali T.G.), <i>disc detached from suspension, thus fair but scarce</i> | £30-40 |
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Shaibi Tribal Guard



470 General Service 1918-62, 1 clasp, Arabian Peninsula (Arif Muthanna Nagi. Shaibi. T.G.), *nearly very fine and scarce*

£30-40

Fadhli Tribal Guard

471 General Service 1918-62, 1 clasp, Arabian Peninsula (T.G. Husain Bin Said Ahmed. Fadhli T.G.), *clasp loose upon riband, nearly very fine and scarce*

£30-40

Muflahi Tribal Guard



472 General Service 1918-62, 1 clasp, Arabian Peninsula (T.G. 'Ali Haimed Hulais Muflahi T.G.), *nearly very fine and scarce*

£30-40

- 473 General Service 1918-62, 1 clasp, Arabian Peninsula (**Nasser Haidera.**), *nearly very fine* £30-40
Possibly a Government employee or field agent.
- 474 General Service 1918-62, 1 clasp, Arabian Peninsula (**Fadh1 Sa'id Alawi.**), *very fine* £30-40

IRAQ

- 475 Distinguished Service Order, G.V.R., silver-gilt and enamel, *very fine* £500-700



al-Said second from left, Faisal and Lawrence in close order

Sourced from Baghdad in 2001. Possibly awarded to Nuri al-Said, for just six D.S.O.'s issued to the Iraqi Army.

- 476 British War Medal 1914-20 (**Clk. Mohd. Abdul Wahid. M.E.F.**), *some scratches to edge, nearly very fine* £20-30
- 477 British War Medal 1914-20 (**Insp. Yusuf Peters, Bgd. Police.**), *good very fine and scarce* £40-50
- 478 Victory Medal 1914-19 (**Mudir. Taha Ziyarah.**), *very fine* £30-40
Acquired in Baghdad in 1999. Mudir is the rank of Manager.
- 479 Victory Medal 1914-19 (**Cons. Ali Ibn Googerial, Meso. Police.**), *good very fine* £20-30
- 480 Victory Medal 1914-19 (**Dr. T. Kurdian, M.E.F.**), *lacking ring, very fine and scarce* £20-30
- 481 Victory Medal 1914-19 (**19735 Mason Taj Din, Meso. Rys.**), *lacking ring, nearly very fine* £20-30



482 General Service 1918-62, 1 clasp, Iraq (15368 Guard. J. G. Roache. Mesopot Rys.), *good very fine and scarce*
Confirmed as sole entitlement.

£140-180



483 General Service 1918-62, 1 clasp, Southern Desert, Iraq (355565. A.C.1. J. Davison. R.A.F.), *very fine*

£400-500

JERUSALEM

484 British War Medal 1914-20 (J-5035 Pte. J. Mizrachi. R. Fus.), *nearly very fine* £20-30

Jacob Mizrachi was born in 1890 at Jerusalem and lived in the Montefiore Quarter upon his enlistment on 27 June 1918. Throughout his career he had numerous indiscretions noted upon his Service Record, going 'absent without leave' on 27 July, repeating the same charge from 7 - 9 September, before then 'striking a comrade with a rifle' on 9 September. Further incidents occurred, before Mizrachi was admitted to Hospital in March 1919. He was discharged in April 1920; sold with copied service record and *MIC* confirming further entitlement to a Victory Medal.

485 The B.E.M. awarded to Kawass K. D. Ikhwais, who acted as personal bodyguard to the District Commissioner of Jerusalem



British Empire Medal (Civil) G.VI.R. (Daoud Khalil), *replacement suspension, worn, fair* £60-80
 B.E.M. *London Gazette* 1 January 1941.

Khalil Daoud Ikhwais served as the Kawass to the District Commissioner of Jerusalem. The rank of Kawass was derived from the Ottomans, who conferred it upon foreign Lieutenants but more commonly for those in the role of a Protection Officer or Bodyguard.

486 The B.E.M. awarded to Clerk B. E. Rifai, Palestine Protectorate

British Empire Medal (Civil) G.VI.R. (Bashir Effendi Rifai), officially engraved naming on a pre-prepared ground, *cleaned, very fine* £60-80
 B.E.M. *London Gazette* 1 January 1941.

Bashir Effendi Rifai served as a Grade N Clerk in Palestine.

JORDAN



- 487 General Service 1918-62, 1 clasp, Palestine 1945-48 (743 Jundi A Wal Rhayyel Assaf, Arab Legion.), *good very fine* £120-160
Jundi Awal is the rank of Private 1st Class.
- 488 General Service 1918-62, 1 clasp, Palestine 1945-48 (1131 Wakil. Deifallah Oklah Arab Legion), *very fine* £120-160
Wakil is the rank of Sergeant.
- 489 General Service 1918-62, 1 clasp, Palestine 1945-48 (8946 Jundi Idrahim Odetallah Arab Legion), *good very fine* £120-160
Jundi is the rank of Private.
- 490 General Service 1918-62, 1 clasp, Palestine 1945-48 (16795 Jundi Awal Bashir Awad Arab Legion.), *good very fine* £120-150
- 491 General Service 1918-62, 1 clasp, Palestine 1945-48 (17722. Jundi Itewi Marzak Arab Legion), *nearly very fine* £100-120
With copied roll extract.
- Trans Jordan Frontier Force**
- 492 General Service 1918-62, 1 clasp, Palestine 1945-48 (TJFF 5526 Pte Muhd Salem Fares El Assad TJFF), *nearly very fine* £100-140
- 493 General Service 1918-62, 1 clasp, Palestine 1945-48 (TJFF/5577 Pte Nazmi Juma'a Kassem. T.J.F.F.), *good very fine* £100-140
Confirmed upon roll, address stated as 19365 HQ Arab Legion, Amman.
- 494 General Service 1918-62, 1 clasp, Palestine 1945-48 (TJFF/6893 Tpr. Aziz Bishara Jasser TJFF), *very fine* £100-140

PALESTINE



495

General Service 1918-62, 1 clasp, Palestine 1945-48 (Pal/60094 Pte. J. Zelivensky. Pal. Regt.),
edge bruising and official correction to rank and first part of name, very fine

£60-80



496

Colonial Police L.S. & G.C., G.VI.R. (164 Const. Ibrahim Elias El Ni'Meh, Palestine Police),
very fine

£60-80

- 497 Colonial Police L.S. & G.C., G.V.I.R. (Pt. Const. Selim Haj Mustafa Mishin.), *polished and contact marks, good fine*

£50-70



- 498 Colonial Police Medal, G.V.I.R., 1st issue, for Meritorious Service (Ali Ibrahim Azaizeh 2nd Insp. Palestine Police.), *nearly very fine*
C.P.M. *London Gazette* 12 June 1947.

£160-180

QU'AITI

- 499 General Service 1918-62, 1 clasp, Arabian Peninsula (1706 Jundi. Abdulla Ba'Hassan. Q.A.C.), *nearly very fine*
Qu'Aiti Armed Constabulary - a scarce unit.
- 500 General Service 1918-62, 1 clasp, Arabian Peninsula (2125 Jundi. Abd Rayah Alyahri. M.R.A.), *very fine*
Mukalla Regular Army - a scarce unit.
- 501 General Service 1918-62, 1 clasp, Arabian Peninsula (2369 Jundi. Mohammed Quasim Al Kaldi. M.R.A.), *nearly very fine*

£40-60

£40-60

£40-60

UNITED ARAB EMIRATES

Trucial Oman Scouts

The Trucial Oman Levies were a paramilitary unit raised in 1951 and renamed the Trucial Oman Scouts in 1956. By 1957, the Scouts numbered a shade over 1,000 and two companies fought in the Jebel Akhdar War. The final defeat of the rebels took place in January 1959 in an action led by the British SAS that the Trucial Oman Scouts supported, along with the Sultan's Northern Frontier Regiment.



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| 502 | General Service Medal 1918-62, 1 clasp, Arabian Peninsula (972 Cpl. Muhammad Abaid. T.O.S.), <i>good very fine</i> | £30-40 |
| 503 | General Service 1918-62, 1 clasp, Arabian Peninsula (1451 Pte. Harib Salem. T.O.S.), <i>extremely fine</i> | £30-40 |
| 504 | General Service 1918-62, 1 clasp, Arabian Peninsula (1493 L/Cpl. Hamad Sultan. T.O.S.), <i>extremely fine</i> , in named card box of issue | £30-40 |
| 505 | General Service 1918-62, 1 clasp, Arabian Peninsula (1640 Pte. Salim Saif. T.O.S.), <i>good very fine</i> | £30-40 |
| 506 | General Service 1918-62, 1 clasp, Arabian Peninsula (1766 Pte. Rashid Muhammad. T.O.S.), <i>official corrections to naming, very fine</i> | £30-40 |
| 507 | General Service 1918-62, 1 clasp, Arabian Peninsula (1958 L/Cpl. Muhammad Ali. T.O.S.), <i>good very fine</i> | £30-40 |
| 508 | General Service 1918-62, 1 clasp, Arabian Peninsula (2122 Pte. Hassan Jama. T.O.S.), <i>nearly extremely fine</i> | £30-40 |
| 509 | General Service 1918-62, 1 clasp, Arabian Peninsula (2346 Pte. Umran Hamad. T.O.S.), <i>nearly extremely fine</i> | £30-40 |
| 510 | General Service 1918-62, 1 clasp, Arabian Peninsula (2622 Pte. Ismail Musa. T.O.S.), <i>good very fine</i> | £30-40 |
| 511 | General Service 1918-62, 1 clasp, Arabian Peninsula (2714 Boy Muhammad Ali. T.O.S.), <i>nearly extremely fine and a scarce rank</i> | £30-40 |

LONG SERVICE, CORONATION AND JUBILEE AWARDS

- x512 Three: **Police Sergeant G. Perry, Metropolitan Police**
 Jubilee 1897 (P.C. G. Perry. G. Divn.); Coronation 1902 (P.S. G. Perry. K. Div.); Coronation 1911 (P.S. G. Perry.), *very fine and better* (3) £70-100
George Henry Perry was born on 16 July 1867 at Wiveliscombe, near Taunton, Somerset. A labourer by trade, he joined the Metropolitan Police on 30 October 1893 having previously served over 8 years with the 2nd Battalion, Wiltshire Regiment Army Reserve. Promoted to Sergeant and transferred to K (Stepney) Division on 14 April 1902, he became Acting Station Sergeant and later transferred to No. 1 Division at Woolwich Dockyard. He retired on 30 May 1920 and was placed on a pension of £195 13s. 6d. per annum, a portion of which was paid by the Admiralty, likely for Great War Service. He died on 30 June 1944; sold with extensive copied records supplied by the Metropolitan Police Museum.
- 513 1902 Coronation Medal, bronze, in *Elkington & Co. Ltd* case of issue, *nearly extremely fine* £120-150
- 514 Delhi Durbar 1911 (**Sub: Chanda 42nd Deoli Regt. Dec: 1911**), engraved in upright capitals, *very fine* £70-90
 [O.B.I.] 2nd Class *Government Order* 19 July 1918.
Chanda entered the service of the 42nd Deoli Regiment in October 1892 and was appointed Subadar in June 1910. He was one of just 16 men of his regiment upon the 1911 Durbar Roll and was subsequently promoted Subadar-Major. Chanda saw further active service in Aden during 1902-04 and added a 'mention' (*London Gazette* 27 August 1916, refers) to go with his Order of British India; sold with copied research and roll extracts.
- 515 Pair: **Quartermaster and Flight Lieutenant H. J. Hullcoop, Royal Air Force**
 Coronation 1937; Royal Air Force L.S. & G.C., G.V.R. (W/O. 2. H. J. Hullcoop. R.A.F.), mounted as worn, *good very fine* (2) £70-100
Harry John Hulcoop was born around 1898 at Alton, the son of Henry Hullcoop, a builder, of 27 The Butts, Alton, Hampshire. He worked as a grocer's clerk before joining the Royal Air Force, later being granted a commission in the Medical Branch of the Royal Air Force (*London Gazette* 11 June 1940, refers).
- x516 Jubilee 1977, *very fine*, in *Royal Mint* card box of issue £40-60
- x517 Royal Navy L.S. & G.C., V.R. (**Llen. Roberts. Carps. Mte. HM.S Flora.**), *edge nicks, nearly very fine* £30-50
- x518 Royal Navy L.S. & G.C., G.V.R. (**305532 W. Fleming. Sto.1 H.M.S. Impregnable.**), *good very fine* £30-50
William Fleming was born on 19 April 1882 at Belfast. A riveter's assistant by trade, he joined the Royal Navy at Devonport on 23 December 1903 and served aboard a wide variety of ships and shore bases. Despite spending 14 days detention in the cells whilst serving aboard H.M.S. *Aboukir* in October 1907, he was awarded his L.S. & G.C. Medal in 1924 before transferring to the Royal Fleet Reserve on 4 January 1926.
- x519 Royal Navy L.S. & G.C., G.V.R. (**228731 G. E. Jeffries. P.O. H.M.S. Thunderer.**), *lightly polished, good very fine* £30-50
George Edgar Jeffries was born on 28 October 1886 at London. He joined the Royal Navy at Portsmouth on 28 October 1904 and served as a Leading Seaman aboard the cruiser H.M.S. *Fearless* during the Battle of Jutland. Fearless engaged a Zeppelin without effect on the morning of 1 June 1916, before successfully escorting H.M.S. *Marlborough* to the safety of the Humber estuary. Promoted Petty Officer on 1 November 1917 aboard the destroyer *Minos*, Jeffries was pensioned in June 1922.
- 520 Royal Navy L.S. & G.C., G.V.R., 2nd issue (**2-165. Mohamed Adan. 2nd Tindal. H.M.S. Loch Glendhu.**), *replacement suspension, good fine* £20-30

- 521 Army L.S. & G.C., V.R., small letter reverse (**3097. Sergt. Farr: J. Forward. 2/Dgn. Gds.**), *nearly extremely fine* £70-90
- John Forward** was born at Heathfield, near Taunton, in 1852. Forward attested for the 2nd Dragoon Guards (Queen's Bays) at Westminster Police Court on 3 November 1870. The regiment was stationed at the Cavalry Barracks in Colchester during 1871. Forward received Good Conduct Pay on 3 November 1872. He was appointed Shoeing Smith on 9 March 1877, and Farrier on 8 June 1881. By July 1882 he was a Farrier Sergeant. He transferred to the 4th Dragoon Guards on 13 November 1885, receiving his fourth Good Conduct Badge on 3 November 1886. When he received his Long Service and Good Conduct Medal in January 1889, it was named to his former regiment. The 1901 census records him living with a wife and four children at 7 Monnow Road, Bermondsey; sold with copied service papers and census records.
- 522 Army L.S. & G.C., V.R., small letter reverse (**2118. Pte. C. Stuart. 2/D'Gns.**), *edge bruise, nearly extremely fine* £70-90
- George Stuart** was born in Birmingham in June 1864, the son of Robert Stuart of the 2nd Dragoons (Royal Scots Greys). He enlisted into his father's regiment at Dundalk on 23 July 1878, aged 14. The 1881 census records him as a student at The Royal Military School of Music, Kneller Hall. On 24 July 1881 he was appointed Bandsman, the rank he held throughout his military career. He was discharged at Hounslow on 4 January 1897, retiring to 7 Dickson's Park, Jock's Lodge, Edinburgh. He was recommended for a Long Service and Good Conduct Medal on 1 July 1898 - this was promulgated by Army Order 135; sold with copied Army Order.
- 523 Army L.S. & G.C., V.R., small letter reverse (**1795. T.S. Maj: G. W. Thomson. 5/Dgn. Gds.**), *suspension a little slack, nearly extremely fine* £70-90
- George Thomson** was born at Kilmarnock, Ayrshire in 1844. After civilian employment as a clerk, he enlisted into the 5th (Princess Charlotte of Wales's) Dragoon Guards at Manchester on 1 March 1866. Awarded Good Conduct Pay on 16 March 1870, he advanced to Corporal on 25 March 1871. On 13 May 1872, while stationed at York, he purchased his own discharge from the regiment for the sum of £25. He was in possession of two Good Conduct Badges, having never entered the Defaulter's Book. He retired to 72 Spring Street, Birmingham. He then re-enlisted in his old regiment at Newbridge, London on 10 November 1877. The following year he rose rapidly through the ranks, becoming Lance-Corporal on 16 January, Corporal on 14 September, and Sergeant on 31 December 1878. On 1 January 1882 he was promoted to Troop Sergeant-Major. He served in Cyprus from 2 September - 8 November 1882. He transferred to the Warwickshire Yeomanry on 1 May 1884, serving until 13 April 1894; sold with copied service papers and medical records.
- 524 Army L.S. & G.C., V.R., small letter reverse (**1069 Tp. Sergt. Major Wm. Coast. 7th Dragoon Gds.**), *extremely fine* £70-90
- William Coast** was born at Brompton, Kent. He attested for the 7th (Princess Royal's) Dragoon Guards at Brighton on 17 November 1848, receiving Good Conduct Pay on 4 April 1854. Promoted Corporal on 1 April 1857, the regiment later that year embarked the screw steamer Southampton, bound for India at strength of 23 officers and 473 men, split over nine Troops. The men had just been issued with the American-made breech-loading Sharpes carbine. Reaching India in January 1858 they were based at Lahore for the rest of the Indian Mutiny. Coast advanced to Troop Sergeant-Major on 1 February 1861, receiving five Good Conduct badges in addition to his L.S. & G.C. Medal. Coast was discharged with hepatitis at Maidstone on 15 June 1871, having served 22 years and 211 days. In retirement he lived at 44 Upper Britain Street, New Brompton; sold with copied service papers.
- 525 Army L.S. & G.C., V.R., small letter reverse (**258. Corpl. I. Lucas, 5th Lancers**), *nearly extremely fine* £70-90
- Isaac Lucas** was born at Astley, Warwickshire in 1838, gaining civilian employment as a silk weaver. The 1871 census records him living in Winchester with a wife and four children. He died in the Station Hospital at Pockthorpe, Norwich on 7 October 1877; sold with regimental Pay List and copied census records.

- 526 Army L.S. & G.C., V.R., small letter reverse (194. Serjt. T. Palmer, 2-2nd Foot), *suspension claw loose, very fine* £70-90
- Thomas Palmer** was born at Newbury in 1857, gaining civilian employment as a labourer. He enlisted into the 2nd Battalion, 2nd Regiment of Foot at Westminster on 4 November 1857, rising to Corporal on 16 November 1858 and Sergeant on 1 August 1859. During his long career he was posted to Malta, Corfu, Gibraltar and Bermuda. Granted Good Conduct Pay on six occasions, he was discharged at Guildford on 29 August 1878, after 20 years and 360 days with the Colours; sold with copied discharge papers.
- 527 Army L.S. & G.C., V.R., small letter reverse (421. Q.M.Sergt. W. Cunnah. Rl. Fusrs.), *light scratch in obverse field, suspension a little slack, good very fine* £70-90
- Wellesley Cunnah** enlisted into the Royal Fusiliers at Liverpool on 28 May 1864. He advanced to Corporal on 27 December that year, serving in Malta during 1867 and Jamaica from 28 September 1867 - 31 December 1869. Promoted to Sergeant on 4 January 1868, he was reduced to Private the following December. He again rose through the ranks, becoming Quartermaster-Sergeant on 18 October 1883. He married Catherine Margaret Wells on the island of Jersey on Christmas Day 1874, before being discharged on 30 August 1889, his conduct described as 'exemplary'; sold with copied service papers.
- 528 Army L.S. & G.C., V.R., small letter reverse (305. Cr. Sergt. W. Gray, 76th Foot), *nearly extremely fine* £70-90
- William Gray** was born at St. Catherine's, Dublin in 1840. A carpet weaver by trade, he enlisted into the 67th (South Hampshire) Regiment of Foot at Curragh Camp, Dublin on 25 February 1858, quickly gaining a 1st Class School Certificate. Appointed a Drummer on 18 July 1859 and receiving Good Conduct Pay on 26 November 1861, he rose to Corporal on 23 September 1863. In October that year, eight Companies of the 76th (including Gray) sailed from Portsmouth aboard the steamers *Hornet* and *Atlanta*, disembarking at Madras on 25 January 1864. Stationed at Fort St. George, Gray advanced to Sergeant on 20 February 1865 and Colour-Sergeant on 23 July 1867. He received Good Conduct Pay on four other occasions, and was discharged at Sheffield on 29 November 1879. He had served 24 years and 171 days with the Colours, including 12 years and 72 days in India, where he suffered repeatedly from disease. His conduct was described as 'very good', and he would have received five Good Conduct badges had he not been promoted to Sergeant (see WO97/1975). He stayed on as Sergeant Instructor to the 3rd Aberdeenshire Rifle Volunteer Corps, a position he held until 4 August 1882. In retirement he lived at New Deer, Aberdeenshire; sold with copied medical records and discharge papers.
- 529 Army L.S. & G.C., V.R., small letter reverse (79. C.Sergt. J. Catlin. 89th Foot), *nearly extremely fine* £70-90
- 530 Army L.S. & G.C., V.R., small letter reverse (1517. Sergt. F. Clarke. Rif: Bde.), *suspension a little slack, nearly very fine* £70-90
- Frederick Clarke** was born at St. Mary's, Norwich in 1842. A clerk by trade, he enlisted into the 4th Battalion, Rifle Brigade at Westminster on 23 November 1866, aged 24. He received a bounty of £1 and 'free kit', gaining a 2nd Class Certificate of Education in 1872. Promoted to Corporal on 7 October 1876, he was stationed at Peshawar when the Second Afghan War began. On 15 November 1878, his Battalion joined the Peshawar Valley Field Force under Lieutenant-General Sir Sam Browne, taking part in the capture of Ali Musjid (Medal & clasp) and the subsequent advance to Daka. Promoted Sergeant on 26 April 1879, he also served in Waziristan in 1881 and received the L.S. & G.C. in March 1885. On 29 January 1887, he was court-martialled for 'neglect' and reduced to Corporal. He transferred to the 2nd Battalion, Rifle Brigade on 4 April 1887 and was discharged at Woolwich on 13 December that year; sold with copied enlistment and discharge papers.
- 531 Army L.S. & G.C., V.R., small letter reverse (20130. Gunr. C, Smith. R.A), *extremely fine* £70-90

- x532 Army L.S. & G.C., V.R., small letter reverse (**18062 Qr: Mr: Serjt: J. Wallace. R.E.**), *lacquered, very fine* £50-70
- John Thomas Wallace** was born around 1865 at Bury St. Edmunds, Suffolk. A fitter by trade, he attested for the Royal Engineers on 4 July 1883 having seen previous service with the 3rd Battalion, Suffolk Regiment. He served in Gibraltar, Bermuda and Hong Kong, passing a course of instruction in engine driving at Woolwich in 1885. Promoted Corporal 2nd Class on 15 May 1888, he was discharged at Devonport in the rank of Foreman of Works, Quartermaster Sergeant on 31 July 1904, having latterly served on the Supernumerary Staff. His discharge papers note his intended place of residence as No. 6, The Crescent, Torpoint, Cornwall, but by 1911 he was living with his wife Lydia Annie at 30 Churchway's Avenue, Horfield, Bristol, and working as a building surveyor to a brewery; sold with copied service record and 1911 census details.
- 533 Army L.S. & G.C., E.VII.R. (**3350 Sjt: C. Bell. 6/V.B. RI.Hdrs.**), *light scratches and edge nicks, very fine* £50-70
- x534 Army L.S. & G.C., E.VII.R. (**2381 Sjt. Maj. R. Wallace. R. Irish Fus:**), *good very fine* £30-50
- Robert Wallace** was appointed Quartermaster, with the honorary rank of Lieutenant on 6 January 1912, whilst serving with the 3rd Battalion, Princess Victoria's (Royal Irish) Fusiliers. He retired as Quartermaster & Captain upon reaching the age limit on 29 August 1923.
- 535 Imperial Yeomanry L.S. & G.C., E.VII.R. (**113 Cpl. H. Wareham. N. Smrset: I.Y.**), officially impressed naming, *good very fine, scarce* £300-400
- x536 Army L.S. & G.C., G.V.R. (**10602 Cpl. T. Wallace. R.A.M.C.**), *very fine* £30-50
- Thomas Wallace** served in France from 23 August 1914 as a Corporal in the Royal Army Medical Corps. Promoted Sergeant, he was discharged at the termination of his term of engagement on 22 November 1916. Under the provisions of the Military Service Act 1916 (Session 2), this was almost certainly due to advancing age and service of 12 years or more, plus a further year required by Section 87 (1) of the Army Act; sold with copied *MIC*.
- 537 Army L.S. & G.C., G.V.R., 3rd issue, India (**Captain H. Butler-Shaw, Bengal/L.**) *contact marks, very fine* £120-150
- 538 Colonial Police L.S. & G.C., G.VI.R. (**R.S.M. Hamadi Mtila. M.M.**), *very fine* £50-70
- 539 Colonial Police L.S. & G.C., G.VI.R., 1st type, 2 additional Award Bars (**4936 Cpl. Abrak S/O James, Tanganyika Police Force**), *heavy contact marks, good fine*, with a Tanganyika Police Force cap badge £50-70
- [Colonial Police Medal for Meritorious Service] *London Gazette* 12 June 1958.
- Abrak s/o James** joined the Colonial Police on 10 October 1928. In 1947 he received the Long Service & Good Conduct Medal (*Tanganyika Gazette* 4 April 1947), adding subsequent Award Bars in 1954 and 1959. Promoted to Sergeant-Major, he was also awarded the Colonial Police Medal for Meritorious Service. He served for over thirty years before the country gained Independence from the United Kingdom in 1961.



540 Colonial Police L.S. & G.C., G.VI.R., 2nd issue (789 Sgt. Edward, Nyasaland Police), *minor edge bruising, very fine*

£50-70

L.S. & G.C. *Nyasaland Government Gazette* 28 February 1949.

Sergeant Edward was from the village of Katuya in the district of Zomba, Nyasaland and became eligible to be exempt from paying tax for life as a result of being in the service of the Police Force from 4 February 1941 (*Nyasaland Government Gazette* 31 March 1941, refers).



541 King's African Rifles L.S. & G.C., G.VI.R. (U-18554 Sgt. Musa. Aika. 4-K. A. Rif.), *very fine*

£100-120

x542 Royal Air Force L.S. & G.C., E.II.R. (628024 Act. F. Sgt. W. N. Kay. R.A.F.), *disc partially detached from suspension, polished, good fine*

£20-30

x543	Volunteer Officer Decoration, V.R., hallmarks for London 1892, with integral top riband bar, <i>nearly extremely fine</i>	£60-80
544	Volunteer Force Long Service Medal, V.R., unnamed as issued, <i>contact marks and light polishing, nearly very fine</i>	£30-50
545	Volunteer Force Long Service Medal, V.R., unnamed as issued, <i>very fine</i>	£30-50
546	Volunteer Force Long Service Medal, V.R. (Pte. P. V. Smith. Inns of Court (14th Mx.) R.V.), fitted with <i>H. Jenkins & Sons</i> , Birmingham top riband bar, <i>nearly extremely fine</i>	£70-90
547	Volunteer Force Long Service Medal, V.R. (3350-Bom: G. M. Beckwith, 1: N.R.York: V.A.), <i>toned, good very fine</i>	£60-80
548	Volunteer Force Long Service Medal, V.R. (Pte. L. O. Pike. Inns of Court (14th Mx.) R.V.), fitted with <i>H. Jenkins & Sons, Birmingham</i> top riband bar, <i>nearly extremely fine</i>	£70-90
x549	Volunteer Force Long Service Medal, V.R. (Lance Corporal T Perry 1897), <i>very fine</i>	£50-70

T. Perry was awarded the Volunteer Force Long Service Medal in October 1897, for service with the 1st Volunteer Battalion, South Staffordshire Regiment. As part of the Staffordshire Volunteer Infantry Brigade, the men were intended to assemble at Wolverhampton in time of war.



550	Volunteer Force Long Service Medal (India & the Colonies), V.R. (Color-Segt. W. Bury. G. I. P. Ry. Volr. Rifles.), <i>nearly extremely fine</i>	£80-120
	<p>William Bury served as a Colour-Sergeant with the Great Indian Peninsular Railway Volunteer Rifles. Married at Jubblepore in July 1871, he was serving as a Bachelor Guard on the Railway. Promoted Assistant Wharf Superintendent with the Stores Department, Parel, Bombay (<i>Thacker's Indian Directory</i> 1895, refers), Bury was awarded his Medal at Simla on 13 August 1897. He retained his position at Parel until at least 1902; sold with copied research.</p>	
x551	Territorial Decoration, E.VII.R., hallmarks for London 1909, with integral top riband bar, <i>extremely fine</i>	£40-60
552	Volunteer Force Long Service Medal, E.VII.R., unnamed as issued, with inventory number 'C-18815' to the base, <i>lacquer covering numbering, extremely fine</i>	£50-70
553	Volunteer Force Long Service Medal, E.VII.R., (3815 Pte. H. Escott. 2/V.B. Wilts: Regt.), <i>light contact marks, edge nick, very fine</i>	£40-60



- 554 Volunteer Force Long Service (India & the Colonies), E.VII.R. (Capt. R. M. Cowley, E.I. Ry. Voltr. Rfls.), *good very fine* £140-180
 [O.B.E.] *London Gazette* 8 January 1919.

Robert Mansfield Cowley was born on 9 September 1864 at Kurrachee, son of Patrick Cowley, a Lieutenant in the Veterans Establishment and formerly Commissary of Ordnance. Having returned to England for his education at The College, Southampton and King's College, London, he was appointed a Ticket Inspector at Jamalpur in 1885. Swiftly promoted to Officiating General Assistant, he was Chief Clerk, Traffic Department, Sahebgunge by 1889 and was commissioned 2nd Lieutenant in the East India Railway Volunteer Rifles on 27 November 1891. Promoted Lieutenant on 1 February 1896, Captain on 6 August 1900 and Honorary Major on 10 August 1907, he was awarded the Long Service Medal on 25 May 1908 (*Indian Army Order* 290, refers). He added the Indian Volunteer Officer's Decoration in December 1908 and continued to rise through the ranks. Married at Lyme Regis in September 1910, he was a Traffic Manager upon taking leave in Europe in 1913, arriving in Hull from Bombay with his wife. Appointed to Lieutenant-Colonel at Howrah on 5 December 1914, Cowley served in Railway Transport during the Great War and was appointed O.B.E. on the Armistice. A Governor of Oakgrove School, East India Railway, he returned to Britain and died at Prince's Square, Bayswater on 5 January 1949; sold with detailed copied research.

- x555 Territorial Force Efficiency Decoration, G.V.R., silver-gilt, hallmarks for *Sebastian Garrard*, London 1921, *good very fine* £60-80

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556

Efficiency Medal, G.V.R., India (Pte. A. W. Gereson, N. W. Ry. Bn., A.F.I.), *good very fine*

£50-70

Ansel Wilbert Gereson was born on 6 November 1899, one of many members of the family to work upon the Indian Railways. Joining the North Western Railway's Electrical Department, Gereson was a member of the Volunteer Force in 1922. Awarded the Medal on 29 March 1934 (*Indian Army Order 128*, refers), he left India after its independence in 1947, living at Sidcup. He died at Woodford, Essex on 16 May 1973; sold with copied research.



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557 Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Corpl. I. N. Bartlett. 2nd. Bn. B. B. & C.I. Ry. Voltr. Rfls.), *very fine*

£80-120



Irwin Novall Bartlett was born in India on 26 July 1874, the son of David James Novall, a Private in the 2/60th Rifles. Baptised at Rawalpindi, he was appointed an Erector on the North Western Railway by April 1900. Married at Lahore in June 1900, Bartlett saw further service as a locomotive foreman on the Jodhpur Bikaner Railway (1907), being awarded his Medal in March 1915 (*Indian Army Order* 86, refers). An Assistant in the ironworks at Ajmer by 1918, he was promoted Assistant Foreman in the Smith Shop on the Bombay, Baroda & Central India Railway and was Junior Smithy Foreman at Ajmer by 1932. Bartlett died in 1967; sold with copied research and biographical extracts.



558 Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Voltr. **J. A. Chisholm E I Ry Voltr Rfls**), *test mark near claw not obscuring naming, otherwise good very fine* £70-90

John Adam Chisholm was born at Asansol on 8 March 1880, the son of George Chisholm, an Engineer on the East India Railway. Enlisting in the Volunteer Rifles on 22 January 1898, he was employed as a boilermaker. Chisholm served in No. 2 (Engineer) Company and was awarded his Medal on 7 September 1914 (*Indian Army Order* 485, refers). He was a District Boilermaker at Dinapore by the time of his marriage in December 1920; sold with copied research.



559 Volunteer Force Long Service (India & the Colonies), G.V.R. (Voltr. **J. H. Scott Lucknow Voltr. Rfls.**), *officially re-engraved naming, very fine* £60-80

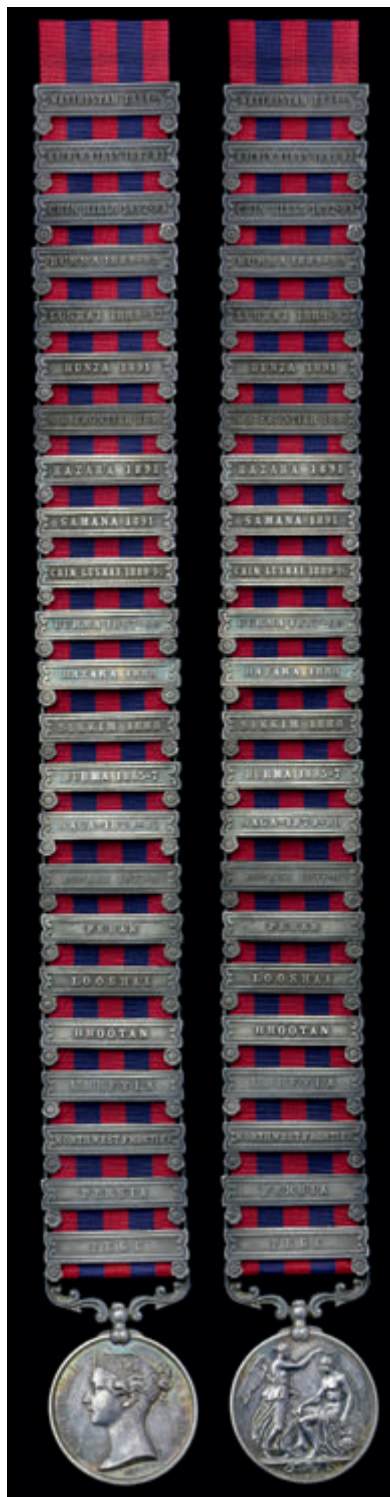
John Henry Scott served in the Telegraph Department and joined the Indian Volunteers during 1894. Married to Olive in March 1902, Scott held various appointments, being Signaller at Bareilly in 1911 and Telegraph Manager at Naini Tal in 1913. He was awarded the Medal on 7 September 1914 (*Indian Army Order* 485, refers) and rose to be Deputy Superintendent of Telegraphy. Having died in India, he was buried in the Lower Circular Road Cemetery, Calcutta on 2 September 1943; sold together with copied research.

- 560 Volunteer Force Long Service (India & the Colonies), G.V.R. (Cpl. J. F. Garda, Bo. Bn., A.F.I.), impressed naming, *good very fine* £70-90
- J. F. Garda joined the Indian Volunteers during 1907 and served with the Bombay Battalion during the Great War (sole entitlement to British War Medal). He was awarded the Medal on 19 May 1927 (*Indian Army Order* 352, refers) together with a relative, Lance-Corporal J. F. M. Garda.



- 561 Volunteer Force Long Service (India & the Colonies), G.V.R. (Sergt. W. E. Dean Agra Vol Rifles), *good very fine* £80-120
- William Edward Dean** was born at Palaveram, Madras on 5 May 1874 and joined the Indian Volunteers during 1891. A Signaller by trade, he would have seen postings across India with the Telegraph Officer and was working at Kendat, Chindwin, Burma in 1896 (*Thacker's Directory*, refers). Awarded his Medal on 13 February 1911 (*Indian Army Order* 82, refers), Dean was a Travelling Telegraph Manager at Agra in 1913 and Manager of the Government Telegraph Office, Meerut in 1919. He married Pearl at Bareilly on 20 October 1921; sold with copied research and biographical details.
- x562 Territorial Force Efficiency Decoration, G.VI.R., the reverse engraved '1950', fitted with a 'Territorial' brooch bar, *very fine* £30-50
- x563 Efficiency Decoration, G.VI.R., 1st issue, silver and silver-gilt, privately impressed 'Lieut. W. Harmsworth, G.G.A.' to reverse, *very fine* £50-70

A COLLECTION OF SPECIMEN MEDALS



564

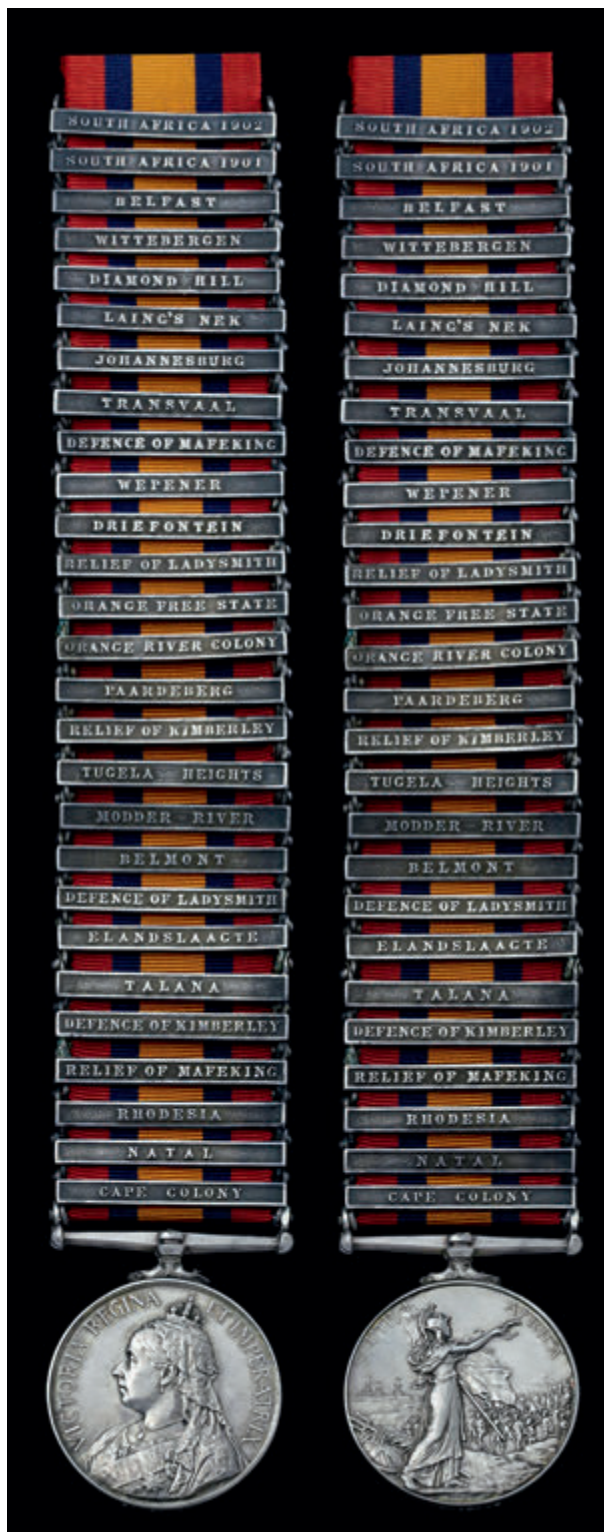
India General Service 1854-95, 23 clasps, Pegu, Persia, Northwest Frontier, Umbeyla, Bhootan, Looshai, Perak, Jowaki 1877-8, Naga 1879-80, Burma 1885-7, Sikkim 1888, Hazara 1888, Burma 1887-89, Chin-Lushai 1889-90, Samana 1891, Hazara 1891, N. E. Frontier 1891, Hunza 1891, Lushai 1889-92, Burma 1889-92, Chin Hills 1892-92, Kachin Hills 1892-93, Waziristan 1894-5, unnamed, *nearly extremely fine and impressive*

£500-700



565 Khedive's Sudan 1896-1908, 15 clasps, Hafir, Firket, Abu Hamed, Sudan 1897, The Atbara, Khartoum, Gedaref, Gedid, Sudan 1899, Bahr-el-Ghazal 1900-02, Jerok, Nyima, Katfia, Talodi, Nyam-Nyam, unnamed, edge bearing a catalogue number in ink, 'C.18989', *extremely fine*

£600-800



566

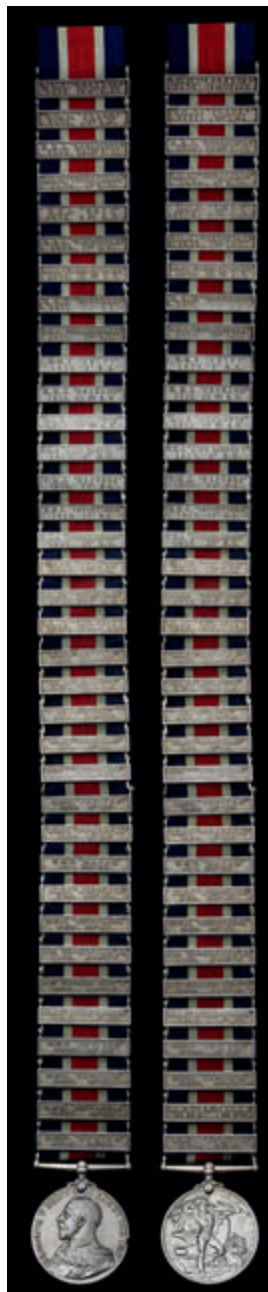
Queen's South Africa 1899-1902, 26 clasps, Cape Colony, Rhodesia, Relief of Mafeking, Defence of Kimberley, Talana, Elandslaagte, Defence of Ladysmith, Belmont, Modder River, Tugela Heights, Natal, Relief of Kimberley, Paardeberg, Orange Free State, Relief of Ladysmith, Driefontein, Wepener, Defence of Mafeking, Transvaal, Johannesburg, Laing's Nek, Diamond Hill, Wittebergen, Belfast, South Africa 1901, South Africa 1902, edge stamped 'Specimen', a later style claw suspension, *nearly extremely fine*

£400-500

Ex-Strong Collection.



- 567 Africa General Service 1902-56, 34 clasps, Gambia, B.C.A. 1899-1900, Uganda 1900, Somaliland 1901, Jubaland, S. Nigeria, N. Nigeria, Lango 1901, Aro 1901-1902, N. Nigeria 1902, S. Nigeria 1902-03, N. Nigeria 1903, Somaliland 1902-04, Jidballi, N. Nigeria 1903-04, N. Nigeria 1904, S. Nigeria 1903, S. Nigeria 1903-04, S. Nigeria 1904, S. Nigeria 1902, S. Nigeria 1904-05, Kissi 1905, S. Nigeria 1905, S. Nigeria 1905-06, Nandi 1905-06, N. Nigeria 1906, East Africa 1902, East Africa 1904, East Africa 1905, East Africa 1906, West Africa 1906, West Africa 1908, Somaliland 1908-10, West Africa 1909-10, unnamed, edge bearing a catalogue number in ink, '8991', *extremely fine and impressive* £1,400-1,800
- 568 India General Service 1908-35, 1 clasp, Burma 1930-32, an unnamed specimen, *two minor scratches to obverse, otherwise good very fine* £40-60



569

Naval Good Shooting Medal, G.V.R., 36 clasps, H.M.S. "Africa" 1910 12" B.L., H.M.S. "Britannia" 1910 6" B.L., H.M.S. "Exmouth" 1910 6" B.L., H.M.S. "Jupiter" 1910 6" Q.F., H.M.S. "Bellerophon" 1910 4" B.L., H.M. Torpedo Boat "11" 1910 12 Pr. Q.F., H.M. Torpedo Boat "30" 1910 12 Pr. Q.F., H.M.S. "Swiftsure" 1911 10" B.L., H.M.S. "Minotaur" 1911 7.5" B.L., H.M.S. "Natal" 1911 7.5" B.L., H.M.S. "Powerful" 1911 6" Q.F., H.M.S. "Jupiter" 1911 6" Q.F., H.M.S. "Indomitable" 1912 12" B.L., H.M.S. "Hercules" 1912 12" B.L., H.M.S. "Natal" 1912 3 Pr. Q.F., H.M.S. "Monmouth" 1912 12 Pr. Q.F., H.M.S. "Redpole" 1912 12 Pr. Q.F., H.M.S. "Thunderer" 1913 13.5" B.L., H.M.S. "Conqueror" 1913 13.5" B.L., H.M.S. "Superb" 1913 12" B.L., H.M.S. "Dreadnought" 1913 12" B.L., H.M.S. "Inflexible" 1913 12" B.L., H.M.S. "Defence" 1913 7.5" B.L., H.M.S. "King George V" 1913 4" B.L., H.M.S. "Monmouth" 1913 12 Pr. Q.F., H.M.S. "Cossack" 1913 12 Pr. Q.F., H.M.S. "Swift" 1913 4" B.L., H.M.S. "Dreadnought" 1914 12" B.L., H.M.S. "Defence" 1914 7.5" B.L., H.M.S. "Prince of Wales 1914 12 Pr. Q.F., H.M.S. "Hindustan" 1914 12" B.L., H.M.S. "Wolf" 1914 6 Pr. Q.F., H.M.S. "Inflexible" 1914 4" Q.F., H.M.S. "Audacious 1914 13.5" B.L., H.M.S. "Jason" 1914 4.7" Q.F., H.M.S. "Monarch" 1914 13.5" B.L. , unnamed, edge of medal bearing a catalogue number in ink, 'C-994', *extremely fine and a very impressive piece*

£1,000-1,200

- 570 1914 Star, an unnamed specimen, *good very fine* £30-50
- 571 1914-15 Star, an unnamed specimen, *good very fine* £30-50
- 572 **A War Department sealed pattern for the 1914-15 Star**
 1914-15 Star, unnamed, a sealed pattern with the wax seal of the War Department to reverse, upon a card mount, this annotated in ink '1914-15 Star. Approved sample. A. H. Darby.', *extremely fine almost as struck* £100-150



- 573 British War Medal 1914-20, bronze issue, an unnamed specimen, *minor edge nicks, very fine and better* £30-50
- 574 **A rare Ministry of Munitions Specimen Memorial Plaque**
 Memorial Plaque 1914-18 (Specimen Ministry of Munitions MCMXIX), *nearly extremely fine* £150-200
- 575 Naval General Service 1915-62, 1 clasp, Bomb & Mine Clearance 1945-53, an unnamed specimen, *extremely fine* £180-220
- 576 Naval General Service 1915-62, 2 clasps, Cyprus, Near East, an unnamed specimen, unofficial rivets between first and second clasp, *extremely fine* £60-80
- 577 General Service 1962-2007, 1 clasp, South Vietnam, an unnamed specimen, *nearly extremely fine and rare* £160-200
- 578 King's African Rifles Distinguished Conduct Medal, E.VII.R., neatly impressed 'Specimen' in small capitals on edge, *nearly extremely fine and rare* £240-280



574



578

MISCELLANEOUS

- x579 A Companion of the Bath bestowal certificate presented to Colonel Frederick Lockwood Eldridge (dated 28 June 1907); also his commission certificate for the rank of Lieutenant-Colonel in the 20th Regiment (dated 8 October 1876), *excellent condition* £70-90

Frederick Lockwood Eldridge was born at High Ongar, Essex in July 1831. After attending Emmanuel College, Cambridge, he was commissioned an Ensign in the 20th (East Devonshire) Regiment on 19 February 1855. He was promoted to Lieutenant on 10 August that year, while serving before the walls of Sebastopol. The regiment arrived in India on 8 August 1857, Eldridge receiving a mention in dispatches for his service during the Indian Mutiny (*London Gazette* 25 July 1859, refers). He rose to Captain on 7 August 1857. The 1871 census lists him as: *Major 20th Regt of Foot on active service Landowner*. He served with the regiment in Bermuda from 24 January 1879 to 10 February 1891. The 1891 census shows him married with five children, residing at 7 Pine Tree Glen, Poole Road, Bournemouth. It describes him as: *Colonel in the Army Retired*. Twice married, he died at Tonbridge in 1913. He was entitled to a Crimea Medal with 'Sebastopol' clasp, a Turkish Crimea Medal, and an Indian Mutiny Medal; sold with copied research and service papers.

- x580 **Of Victoria Cross interest - an old well-struck tailor's Cross appertaining to Private J. Doogan, 1st Dragoon Guards, an Irish recipient who offered his horse to a wounded officer amidst a hail of enemy fire**



Victoria Cross, bronze, suspension bar engraved 'Private John Doogan 1st. Dragoon Guards', central roundel to cross engraved '28th. Jan 1881', with wearing pin, a fine quality tailor's copy of some age, *very fine* £60-80

V.C. *London Gazette* 14 March 1882:

'For gallant conduct during the action of Laing's Nek on 28th January, 1881. During the charge of the mounted men Private Doogan, servant to Major Brownlow, 1st Dragoon Guards, seeing that officer (whose horse had been shot) dismounted and among the Boers, rode up and (though himself severely wounded) dismounted and pressed Major Brownlow to take his horse, receiving another wound while trying to induce him to accept it.'

John Doogan was born in March 1853 at Aughrim, County Galway, Ireland and was a 27 year old Private at the time of his exploits during the First Boer War. Doogan died at his home, 5 Folly Road, Folkestone, aged 86 on 24 January 1940. He was buried with full military honours in Shorncliffe Military Cemetery. Interestingly, he bequeathed his medals in his will to his family, who in turn presented the V.C. to the Colonel of Doogan's regiment at Cardiff Castle. Unsure where to display the medal, it spent a number of years over the bar in the Sergeant's Mess and was later loaned to the V.C. Centenary Exhibition. The Regiment was shortly thereafter posted on a tour of duty to Malaya and upon return forgot about the loan. They later assumed the medal was lost and several years later a search was made to no avail. In 1997, a Colonel of the Dragoon Guards received a letter from a London bank requesting that he pick up two parcels from the vault addressed to the regiment. On opening the parcels, the original V.C. was discovered and was returned to display in Cardiff Castle after 41 years being in the vault; sold with copied research.

x581 **Of Victoria Cross interest - an old well-struck tailor's Cross appertaining to Sergeant J. Danaher, Connaught Rangers, an Irish recipient who 'advanced into the open under a withering fire' to rescue a severely wounded comrade**



Victoria Cross, bronze, suspension bar engraved 'Sergt. J. Danaher Connaught Rang.', central roundel to cross engraved '12th. Feby. 1881', a fine quality tailor's copy of some age, *very fine*

£60-80

V.C. *London Gazette* 14 March 1882:

'For their gallant conduct during an engagement with the Boers at Elandsfontein on the 16th January, 1881, in advancing for 500 yards, under a very heavy fire from a party of about 60 Boers, to bring out of action a Private of the 21st Foot who had been severely wounded, in attempting which Lance-Corporal Murray was himself severely wounded.'

John Danaher (or Danagher) was born on 25 June 1860 at Limerick, Ireland. He attested for the Connaught Rangers on 25 April 1880, being attached to Nourse's (Transvaal) Horse on arrival in South Africa, and was awarded the V.C. in an action with Lance-Corporal James Murray shortly thereafter. Danaher later became licensee of the 'Dog and Duck' public house in Fratton Road, Portsmouth, where he died on 9 January 1919. His medals are held by the National Army Museum, Chelsea; sold with copied research.

- x582 A case of issue for the Distinguished Conduct Medal, E.II.R., by *Royal Mint, very fine* £20-30
- 583 Silver War Badge (5) (B 334633; B 346350; 464562; B 122620; B 250598), *wearing pin and hinge missing from last, very fine* (5) £30-50
- 584 Silver War Badge (5) (B 150728; 151538; B 252287; B 270923; B 314041), *the second with partially removed wearing pin and broken hinge, the third with pin and hinge fully removed, holed with small wearing loop, otherwise very fine* (5) £30-50
- 585 Silver War Badge (5) (NZ 6311; 155897; B 191429; 160660; 45058), *the second and last with broken wearing pins, the latter with additional loop for wear as a necklace, nearly very fine* (5) £30-50
- 586 Silver War Badge (5) (B 87544; 173744; 115457; 183883; 444765), *the first lacking wearing pin, the fourth mounted as cap badge with brass lug to reverse, nearly very fine* (5) £40-60
- 587 **The Society of Arts Manufacturers and Commerce silver Medal awarded to Commander Sir A. T. Dawson, Bt., Royal Navy**



Society of Arts Manufacturers and Commerce Medal, 56mm, silver, E.VII.R., the edge impressed 'Lieutenant Arthur Trevor Dawson, late R.N., for his paper on "Modern Artillery." Society's Session 1900-1901.', *contact marks and one or two edge bruises, very fine*

£40-60

Arthur Trevor Dawson, 1st Baronet was born on 1 May 1866 at Richmond-upon-Thames and was commissioned Midshipman in the Royal Navy in 1881. Dawson left the Navy in order to pursue a long and successful career with armaments manufacturer Vickers in 1896. It was with Vickers that he spent the remainder of his career, serving as Managing Director from 1906 to his death in May 1931. During this period he was knighted in 1909 and raised to the peerage in 1920.

588 **Two political medals for distinguished service awarded to Mr. C. Adams**

1979 Association of Conservative Clubs Distinguished Service Medal, with 'Five Years' clasp, 40mm crowned gilded brass circlet bearing 'For Queen And Country' blue enamel title surround, central oval depicting a silhouette of a seated Britannia flanked by the enamel Royal Standard and Union Flag, the initials 'A.C.C.' below, the reverse inscribed 'C. Adams 1979', fitted with original navy blue silk riband and top riband buckle, with an additional nine loose 'Five Years' long service clasps; Association of Conservative Clubs Medal for Service to Club and Cause, a 50mm 6-pointed silver star bearing 'For Services to Club and Cause' red enamel surround, the central figure a seated Britannia with an enamel Union Flag behind, the reverse inscribed 'Charles Adams Esq. 5th April 1968', hallmarks for *John Taylor & Co.*, Birmingham 1966, fitted with full royal blue neck riband for wear, in leather case of issue, *good very fine* (2)

£30-50

The Association of Conservative Clubs was formed in 1894. Its purpose was to assist and encourage the formation of Clubs and to support the principles and aims of The Conservative Party.

- 589 Royal Antediluvian Order of Buffaloes 3rd Degree Cross, 45mm gold cross pattée bearing 'Nemo Mortalium Omnibus Horis Sapit' blue enamel title surround, head of a buffalo with 'ruby' eyes at centre, the reverse inscribed 'Presented to Primo: A. A. Wilding by the Usk Lge. 1218 on being raised to the 3rd Degree, Dec. 16. 1921', 9-carat gold, hallmarks for Birmingham 1921, fitted with original crimson riband and riband buckle; Royal Antediluvian Order of Buffaloes 3rd Degree Star, 30mm 7-pointed star, bearing the motto 'Truth, Justice, Philanthropy', in a blue enamel surround, monogram at centre, silver-gilt and enamel, fitted with original navy blue riband and 'buffalo horn' riband buckle, *the first with minor blue enamel loss, overall very fine* (2) £60-80

- 590 Of Hong Kong interest; a scarce China Fleet Rifle Meeting badge



Hong Kong, Royal Navy China Fleet Rifle Meeting prize badge, 40mm, bronze, by *Lane, Crawford, Ltd., Hong Kong, good very fine*, in fitted case of issue

£100-150

The annual China Fleet Rifle Meetings were one of the highlights of the annual calendar in Hong Kong and on the Far East China Station, their prize badge being struck by the foremost jeweller and silversmith, Lane Crawford.



591

- 591 Duke of Edinburgh's (Wiltshire) Regiment Tennis prize medal, 39mm, silver, by *Goldsmiths & Silversmiths*, hallmarks for Birmingham 1921, the obverse with regimental crest and the battle honours on wreath surround, reverse with tennis player and inscription 'Inter Coy. Tennis. Hong Kong. 1921', *good very fine* £20-30

- 592 Royal Navy Mine Clearance Service Cuff badge, 82mm x 58mm, silvered, with two lugs to reverse for wear, *very fine* £30-40

- 593 The Great War brass Sextant used by Admiral Sir John A. S. Eccles, G.C.B., K.C.V.O., C.B.E., R.N., Commander-in-Chief, Home Fleet and NATO Allied Commander-in-Chief, Eastern Fleet



Brass 7-inch radius 'Bell' Pattern Mark III Sextant by *Heath & Co. Ltd., Crayford, London*, the patinated brass sextant frame covered in protective black lacquer and marked 'Rd. 517155' with initials 'A E' engraved on reverse, the silver-inlaid graduated arc numbered 'N523' and engraved 'Heath & Co. Ltd. Crayford, London.', the hand-grip of mahogany with a brass mounting point for the spring-loaded retention device in the case, the index arm signed 'J. A. S. Eccles, R.N.', with original accessories comprising three telescopes, seven telescope sun filters, adjusting tools, swivelling magnifier and a Heath's Patent Definition Shade, all contained in a labelled mahogany case with a brass plaque engraved 'J. A. S. Eccles, R.N.', the inside lid enclosing a signed 'National Physical Laboratory Certificate of Examination, Class A' dated August 1916, confirming that: 'The shades and mirrors are good. The telescopes are also satisfactory,' *in very good condition, the case heavily worn*

£200-300

John Arthur Simon Eccles was born at Marylebone, London on 20 June 1898, the son of Arthur Symons Eccles and Anne Jackson. Educated at Lancing College, he joined the Royal Navy as a Cadet on 15 September 1916. Promoted to Midshipman on 31 March 1917, he was posted to the battle-cruiser H.M.S. *Indomitable*, part of the 2nd Battle Cruiser Squadron based at Rosyth. He took this Sextant with him when he first boarded *Indomitable*, and used it throughout his long career. He was an excellent navigator, described as ‘a very good and zealous officer’. During the Second World War he served aboard the aircraft carrier H.M.S. *Ark Royal* during the Battle of the River Plate, and was mentioned in dispatches. He became Commander of the Royal Navy Barracks, Chatham in 1947, and was promoted to Rear-Admiral in 1949. In the same year he was appointed Flag Officer commanding the Australian Fleet. He went on to become Flag Officer Air (Home) in 1953, and Commander-in-Chief of the Home Fleet in 1955. In 1955 he also became NATO Allied Commander-in-Chief, Eastern Fleet, before retiring as an Admiral in 1958. He retired to Worthy Park, Martyr Worthy, Winchester, and died on 1 March 1966. His Sextant was given by his family to his friend, Olaf Brynolf, and thence by descent.



594

An Omega wristwatch, the gift of Air Vice-Marshal James Edgar ‘Johnnie’ Johnson, C.B., C.B.E., D.S.O. & 2 Bars, D.F.C. & Bar, Royal Air Force



In fine working order, the case unmarked to reverse, replacement glass, accompanied by a receipt from *Watches of Switzerland*, dated 24 August 2018, noting a full service and replacement leather Omega strap and buckle, *generally very fine*

£1,200-1,500



Accompanied by a handwritten letter upon headed notepaper stating:

'Omega Watch. This watch was given to me on my sixteenth birthday by my uncle & godfather, Air Vice-Marshal 'Johnnie' Johnson. He had bought the watch in the late 40's and, after just over 25 years, it was still going strong and was a much-appreciated gift from a favourite uncle. I wore the watch for many years and it has seen many Johnson family occasions where Johnnie would entertain us all with stories of his exploits as a Spitfire pilot. The watch has recently been overhauled by Omega & is offered for sale by myself.'

To be sold with the following items:

(i) A hardback copy of *Wing Leader* by J. E. Johnson, inscribed to inner cover '*Ross and Betty, from Johnnie and Paula, 18 Sept.56*', and *Full Circle* by J. E. Johnson, inscribed to inner cover '*Ross and Betty, from Johnnie and Paula, 14th November 1964, on our 22nd wedding anniversary*', dust jackets in very poor condition, their contents considerably better.

(ii) A fine limited edition print, '*Combat over the Pas de Calais, Johnnie Johnson's Spitfire Vb, 21 September 1941*', by artist Simon Smith, No. 78/500, bearing the pencil signature of Air Vice-Marshal J. E. 'Johnnie' Johnson, in good condition, unmounted, approx. 59cm x 43cm; a second limited edition print, '*Fighter General*' by artist Graham Lothian, No. 406/500, bearing the pencil signature of J. E. Johnson and eight contemporary Allied and German fighter pilots, unmounted, approx. 75cm x 54cm, *minor fraying to edges, in good condition otherwise.*





595 A Great War era hand-sewn patchwork silk cloth, featuring the Regimental Colours, cap badges and insignia of various units of the British Army alongside flags of the Allied nations, a Union Flag at centre, 400mm x 280mm, white silk with linen backing, *worn at the creases, otherwise in good condition*

£100-120



596 A painted wooden Mess Wall Shield of the 11th (Kenya) Battalion, The King's African Rifles, by *George Potter & Co., Aldershot*, featuring the Battalion's chevron device in gold, surmounted by a George VI crown, two scrolls below emblazoned with: '11TH (KENYA) BATTALION, THE KING'S AFRICAN RIFLES', all set against a black background, 460mm x 380mm, the reverse with maker's label, fitted with hanging wire, *minor loss of black paint and part of the scrolls repainted, otherwise in good condition*

£100-150



- 597 A framed black-and-white portrait photograph of King Alfonso XIII of Spain in the uniform of a British Field Marshal, signed 'Alfonso R. 1933' below, the reverse bearing the label of C. Vandyk, 41 Buckingham Palace Road, 380mm x 260mm including frame, *excellent condition* £300-400
- 598 Photograph of Colonel Yarner's house at Bellary, together with two group photographs of soldiers in India, *very fine* (3) £20-30



599 Group photographs of soldiers in India (3), *very fine* (3)

£20-30



600 Photograph of a British soldier at the Cawnpore Memorial Well and another of the memorial, besides a further memorial, *very fine* (3)

£20-30

601 Photograph of Lord Alexander Russell and Captain R. H. L. Anstruther, Rifle Brigade, *very fine* (2)

£15-20



602 Photograph of Sungum Plague Hospital, Poona 1897, *very fine*

£15-20



603 Photograph of Police Training School Moradabad, Uttar Pradesh, Students and Staff (2), Staff and Academics, *very fine* (3)

£20-30



- 604 Photograph of various Indian Police units, taken at Allahabad, including Benares River Police, Allahabad Police and Taulmir Police, attributed in ink to the reverse, *very fine* £15-20
- 605 Photograph of 10th Battalion, 8th Punjab Regiment, dated 17 March 1933 at Lahore, all wearing medals and attributed in ink to the reverse, *very fine* £20-30
- 606 Photograph of Officers of the 33rd Bengal Infantry at Delhi, 1890, layed on mounted card, the reverse being a photograph of cricket at Cheltenham College, *fold to one corner, very fine* £15-20



- 607 Photograph of a group of soldiers in Poona, 240mm x 170mm, *very fine* £10-15
- 608 Photograph of Officer's Training School, Bangalore, October 1942, No. 2 Platoon - 9 A. Coy., with all present identified, *good very fine* £15-20



- 609 Photograph of Captain E. B. Ellis, in India with 'Bessie, Queenie & Rochi', 200mm x 150mm, *very fine* £10-15
Ellis served in Bangalore and Cannanmore from 1872-78 with the 48th Native Infantry.

- 610 The superb photograph album of Admiral A. W. Heneage, Royal Navy, who was besieged in Ladysmith during the Boer War



A 20 page (40 sides) album, 310mm x 411mm, with red leather covers inscribed 'A.W.H.' in gold-tooled letters, relating to Lieutenant, later Admiral, A.W. Heneage, containing some 125 photographs, the majority with captions, of topographical and military interest, 39 showing wartime activities of Royal Naval personnel at Ladysmith and elsewhere in South Africa, plus many views of the Philippines, and one of a Scouts group in 1925 including Baden-Powell, *spine restored, otherwise in good condition*

£800-1,000

Algernon Walker Heneage was born in 1871, the son of Major C. W. Heneage, V.C. and entered the Royal Navy in 1886. Having been present with the Americans for the Philippine War, he served as Lieutenant in H.M.S. *Powerful*, and was mentioned in Captain Lambton's Despatch for the Defence of Ladysmith:

'Lieutenant Heneage has conducted the duties of Senior Executive Officer entirely to my satisfaction.'

He was also mentioned in Sir George White's despatch (*London Gazette* 2 December 1899, refers) and was specially promoted Commander for this service in May 1900. Heneage commanded *Spartan* as escort ship to Queen Alexandra during her Majesty's visit to Norway and Denmark in 1904, being made M.V.O. in the process. Commanding the 1st Squadron Minelayers, August 1910-August 1912, during the course of the Great War he commanded *Albion* and finished with a C.B., a French Legion of Honour, a Japanese Order of the Rising Sun and a brace of 'mentions'.



611 Ceylon Volunteers Officer's waist belt clasp, 96mm x 54mm, *traces of wear, very fine and scarce* £60-80

612 A suite of items for an Officer of the Shanghai Volunteer Corps



Fitted case containing tie clip, with enamelled Badge of the Corps, cufflinks, *one lacking* Badge, and waist belt clasp, of engraved form with Chinese dragon with a larger Badge of the Corps, *good very fine* in fitted case (4)

£70-90



- 613 Cap badge, 15th (Loodianah) Sikhs, 42mm, with pin and catch to reverse, *an old Badge of very fine quality, good very fine*

£80-100



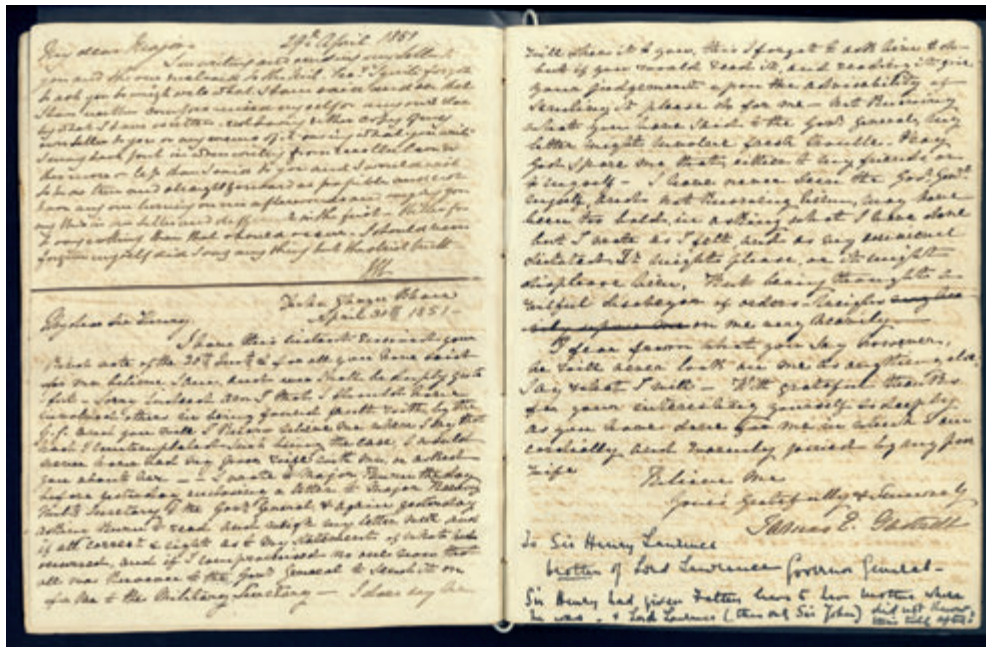
- 614 Cap badge, 30th Punjabis, gilt, 63mm x 43mm, with large pin and clip to reverse, *very fine*

£40-60

- 615 The Rifle Brigade (Prince Consort's Own), Officer's silver Pouch Belt Plate, Whistle, Chains and Guard, of standard pattern, the Belt Plate, 98mm x 75mm, Guelphic crown over a plinth 'Waterloo', laurel sprays overlaid with battle honours and title scroll at the base 'The Prince Consort's Own', in the centre a Bath star, the arms of the cross decorated with battle honours, in the centre a crowned bugle horn and title circle 'Rifle Brigade', complete with shaped backing plate and four screw post fasteners; the Whistle and Whistle Guard hallmarked *Joseph Jennens & Co.*, Birmingham 1887, with 'Rifle Brigade' and lion's mask double chains, with a 'Rifle Brigade - Prince Consort's Own' cap badge, *the Belt Plate with part of Guelphic crown missing, high obverse relief polished, otherwise in good condition*

£160-200

616 A fascinating letter book, written by Lieutenant-General J. E. Gastrell, 13th Bengal Native Infantry



Letter book, 200mm x 160mm, with entries from May 1849-1866, very fine and a good reference £80-120

J. E. Gastrell was born in Bristol in January 1819 and was commissioned 2nd Lieutenant on 11 December 1835. He served against the Jaipur rebels in 1838 and in the Bundelcund campaign of 1842-43. He subsequently saw active service in the Punjab, crossing the Chenab and sharing the action at Ramnuggur, Chillianwala and Goojerat (Medal & 2 clasps). Gastrell saw further action during the Sonthal campaign of 1855, commanding a column in 'the final beating up and subjection of the tribe.'

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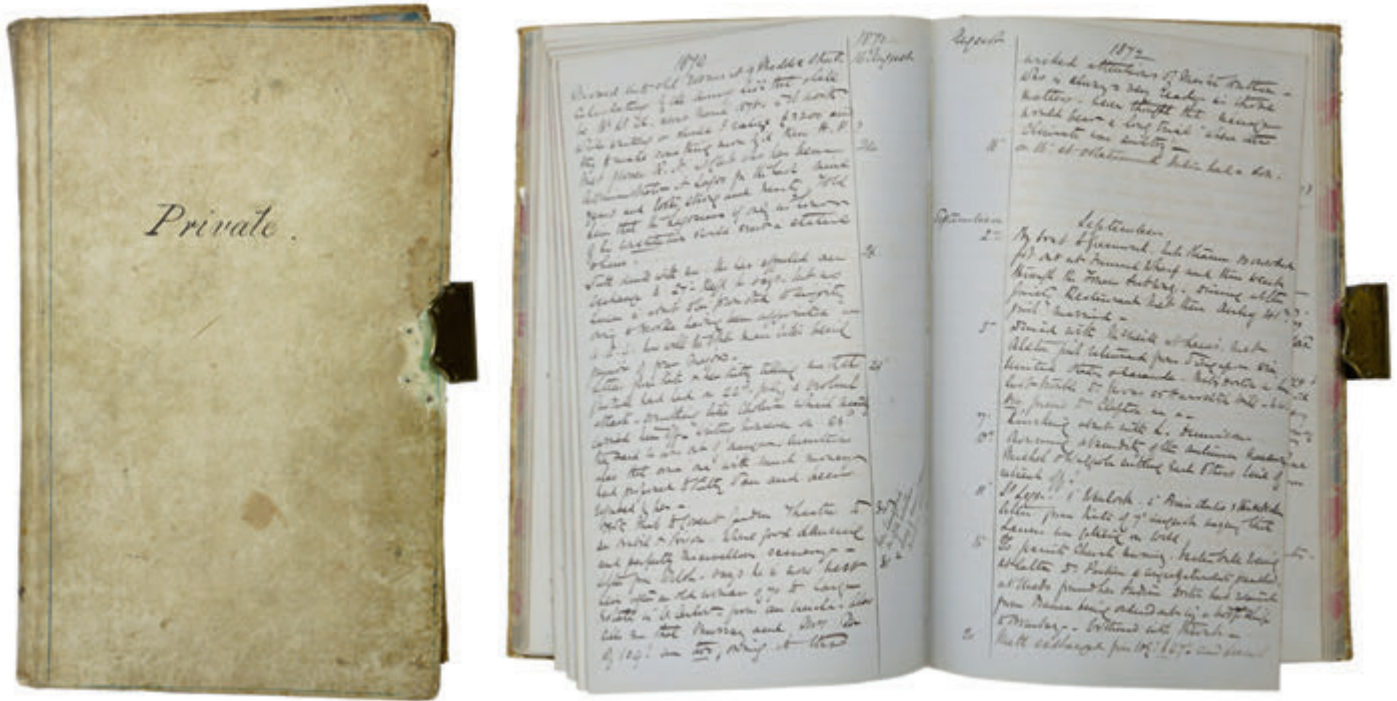
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617 A comprehensive and most unusual hand-written journal of his campaigns covering December 1851-December 1888, the property of Colonel G. Sullivan, 80th (Staffordshire) Foot, Turkish Contingent & 109th Bombay Infantry, which encompass his participation at Pegu, the Crimean War, the Indian Mutiny and Bhootan



Bound album, 330mm x 210mm x 35mm, with copper lock, the front of the album marked 'Private' in ink, front clasp of lock detached from cover, binding a little loose and some wear, nonetheless very fine and a rare unpublished first-hand account of this period, with a number of photographs and newspaper clippings tipped in (Lot)

£300-400

George Sullivan was commissioned Ensign in the 80th Foot on 9 January 1849 and served in the Burmese War of 1852-53 at the rank of Lieutenant, including the bombardment and capture of Prome (Medal & clasp). He served with the Turkish Contingent during the Crimean War (Turkish Medal, Order of the Medjidie 4th Class). During the Indian Mutiny he saw action during the Central India campaign, being present with the Camel Corps at Golowlie and at the taking of Calpee (Medal & clasp). He was again present for the Bhutan campaign of 1852-53 (clasp) and reached the rank of Colonel in the 109th Bombay Infantry.

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SPINK is now accepting consignments for our next Orders, Decorations and Medals sale held in April 2020

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Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C. and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham Sold for £384,000



- 618 The Golden Commemoration of the Indian Mutiny Veterans at the Royal Albert Hall, 23 December 1907, the Official Programme of the Inspection of Indian Mutiny Veterans in Hyde Park by Field Marshal Earl Roberts, and the Commemoration Dinner held in the Royal Albert Hall, containing a full roll of the surviving veterans, including officers, N.C.O's and men; together with accompanying Menu and Programme of Music performed by the Band of the Royal Artillery, the cover with ink inscription 'Col Coghill C.B.', with old stamps of the National Army Museum, these struck through indicating de-accession, *covers a little scuffed and worn, but generally in good condition and very rare* £120-150
 Colonel Kendal Josiah William Coghill, C.B., 19th Hussars, late Bengal European Fusiliers; together with period newspaper cuttings tucked into the booklet.
- x619 **A rare commemorative publication 'Loyal Lewis Roll of Honour 1914-1918' compiled by J. L. Robertson, Esq., C.B., and printed at the Offices of the Stornoway Gazette, 1920, 342 pages including obituaries, a wealth of photographs and statistical data for individual Parishes** £30-50
 This hardback book describes in fascinating detail the contribution made by Hebridean men and women on land and sea who rallied to the call to serve and defend the Empire and its Allies. In a rural community of just under 30,000 souls, the publication gives a very 'personal' account of individual servicemen and those left behind; an outstanding resource for a collector with an interest in the Western Isles and west coast of Scotland.
- 620 8th Punjab Regiment Magazine (3), October 1935, October 1936 and January 1947, together with menu for the Allies Chinese Restaurant, Madras, *very fine* (4) £15-20



SPINK MEDAL SERVICES

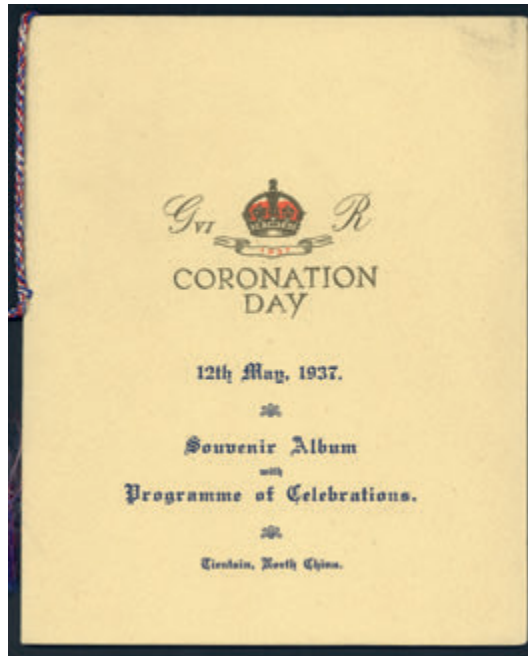
Services include: Mounting, Cleaning, Framing, Casing, Re-ribboning, Gilding, Engraving, Replacements and Repairs of Orders, Decorations and Medals.

Left: A hang-and-stand Mahogany presentation case/frame on navy blue velvet with name plaque.

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- 621 Coronation 1937 Programme of Celebrations for Tientsin, North China, printed by Tientsin Press Ltd, 190mm x 150mm, *good very fine and scarce* £20-30

From the collection of W. Ridler, M.B.E., who was a Member of the General Committee for the celebrations in Tientsin.

- 622 **A scarce copy of *Shanghai's Undeclared War***

Shanghai's Undeclared War, by George C. White, 4th edition (December 1938), published by Shanghai Mercury Press, featuring numerous photographic plates of the hostilities, *some edge knocks but a good copy*

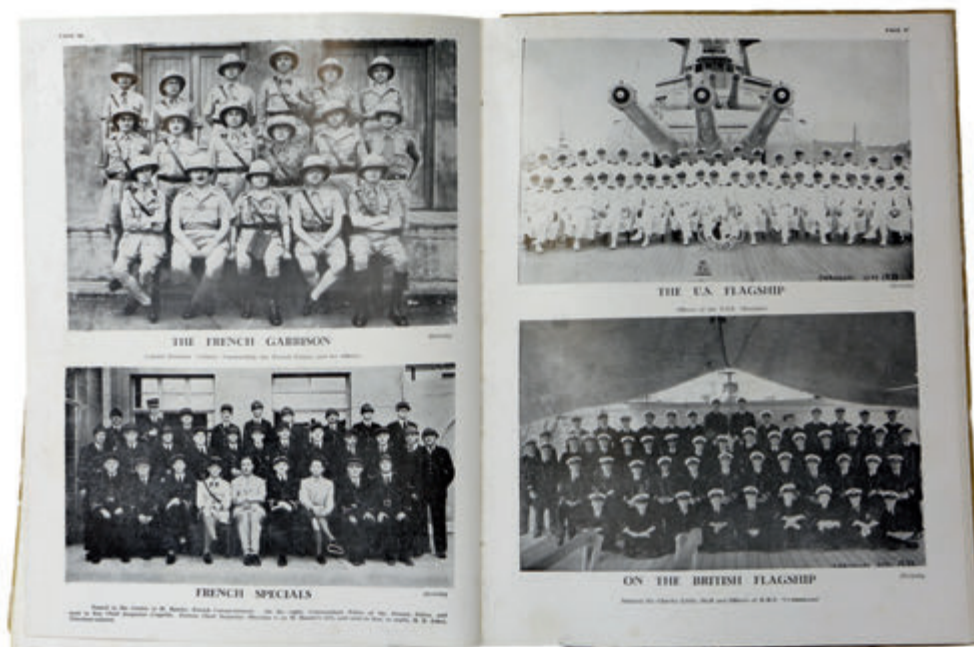
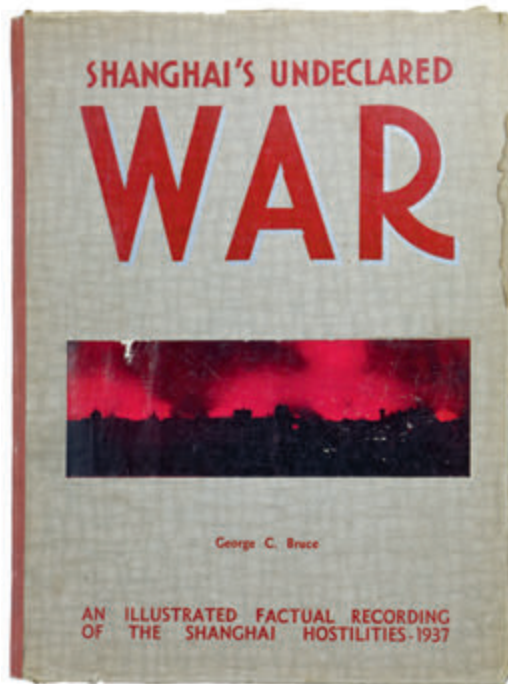
£100-150

- 623 **An original Observer's and Air Gunner's Flying Log Book appertaining to Sergeant R. Apps, Royal Air Force, who completed a tour of operations involving 28 operational sorties as Mid-Upper Gunner in Stirling Aircraft of No. 138 Squadron** £160-200

R. Apps enlisted into the Royal Air Force in the late summer of 1943 and was posted to No. 7 Air Gunnery School, R.A.F. Stormy Down, near Bridgend, on 16 October 1943. He graduated on 11 December 1943 having completed 21.35 flying hours, the instructor noting, 'A quiet and intelligent Cadet who worked hard. Has a sound knowledge of his job & should make a most satisfactory Air Gunner'.

Sent to R.A.F. Westcott, Apps spent a period in the Station decompression chamber on 7 January 1944 having been taken to a height of 27,000 feet, remarks noting, 'Instructed in the use of oxygen'. He subsequently continued training on Wellington and Stirling aircraft, being posted to No. 138 Squadron at Tempsford in June 1944. On 4 July 1944 Apps carried out his first operational sortie as Mid Upper Gunner in a Mk. V Halifax tasked to bomb targets in France. He flew a further 8 sorties in July to targets in France, likely supporting the landings in Normandy, his log briefly noting 'Operations as ordered'. The following month Apps conducted a further 6 bombing raids on northern France, before accompanying Flying Officer Moffatt on two sorties to Denmark aboard Stirling aircraft on 28 & 30 September, the log recording, 'Op's as ordered, Denmark 'Joy'. November continued apace, with further bombing sorties to Denmark and a fighter affiliation with a Spitfire above The Wash on 4 November 1944. On Christmas Eve Apps flew a bombing mission to Germany, before returning to targets in Norway, his final operation being on 26 February 1945. Transferred to No. 26 O.T.U., Apps made his final flight aboard a Wellington Mk. X on 23 May 1946.

The log book in fair condition, with pages detached from October 1943-January 1944 and 1 page likely missing between 3 December 1943-23 January 1944.



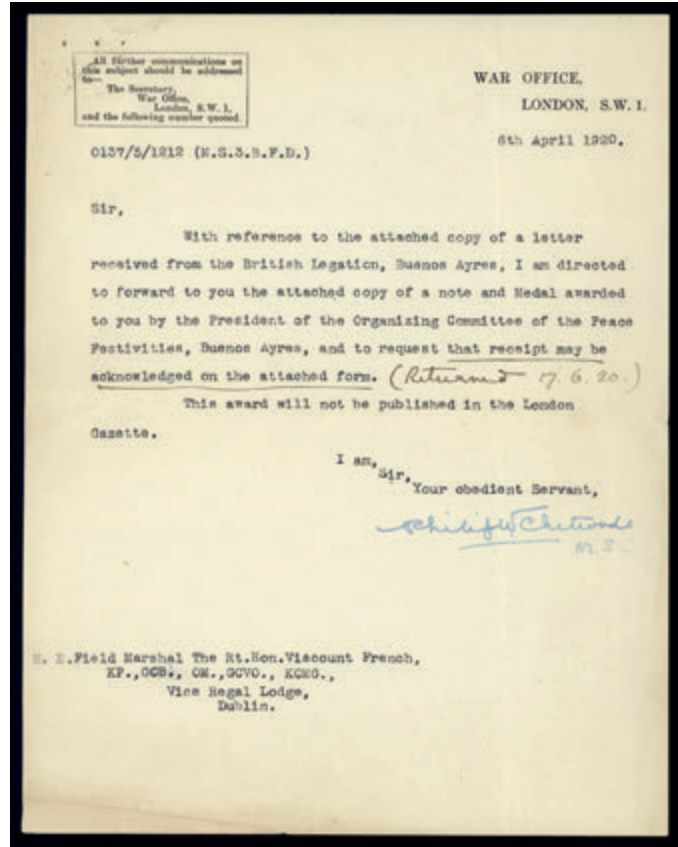
622

x624 **Of 'A Bridge Too Far' interest - an archive of material from Brigadier Vandeleur to Regimental Sergeant-Major Gilchrist**

Comprising a quantity of letters, photographs and correspondence including a letter from the Brigadier (dated 12 August 1987); a believed unpublished photograph of Michael Caine on-set during the making of the movie; and a photograph of him wearing his miniature awards 'Paddy's Day 1951 - Irish Guards 50th Birthday', *very fine* (Lot)

£60-80

625 A fine collection of documents and artefacts of Field Marshal Sir John Denton Pinkstone French, first Earl of Ypres, K.P., G.C.B., O.M., G.C.V.O., K.C.M.G.



Comprising:

- (i) Parchment warrant for the award of the Serbian Order of Karageorge: a finely-decorated certificate depicting the insignia of the order, delicate coloured borders and black text with additional detail in ink showing issue to Viscount French & with dates August 1918 and 1920. 380mm x 500mm, folded
- (ii) Correspondence concerning the award of an Argentine peace medal. Copy of letter from the British Legation at Buenos Ayres to Lord Curzon forwarding six medals and award certificates: "These Medals and Notes have been sent to me by Mr. Adolfo Mugica... in his capacity as President of the Organizing Committee of the Peace Festivities... which were held in this City after the signing of the Treaty of Peace..." The six designated recipients were H.M. The King, Mr. Lloyd George, David Beatty, Douglas Haig, John French and Sir Reginald Tower. The certificate for French's medal is present, together with a signed letter from the Military Secretary at the War Office, Philip Chetwode [Field Marshal Sir Philip Walhouse Chetwode], forwarding both and requesting acknowledgment which French has done, noting "(Returned 17.6.20)."
- (iii) Notes for eight speeches delivered by Sir John French 1910-24, including R.M.C. Kingston, June 1910; Mansion House Nov. 1910; Staff College, Dec. 1913 &c., various sizes, approx. 70pp. in all
- (iv) Approximately thirty telegrams largely dating from French's governorship of Ireland 1918-21, offering or acknowledging congratulations
- (v) A small photograph of French in South Africa

(vi) A most unusual Arts & Crafts style oak presentation casket, probably originally containing a Freedom Scroll or an address of welcome, the top lid having an ornate applied enamelled plaque bearing the arms, crest and motto of French, brass furniture in the form of strapwork, square catches secured by sliding bolts attached by chains, the brass corner mounts decorated with silver and enamel scallop shells and fish, the sides additionally decorated with attached chains which form the handles. The casket stands on octagonal brass feet, *signs of old polishing and one bolt and chain an old replacement to this last, otherwise good condition overall* (Lot)

£700-900

The arms are for those of French impaling Selby-Lowndes, for in 1880 he married Eleonora Selby-Lowndes; the motto 'Malo Mori quam foedari' ('I would rather die than be dishonoured') and the crest, a dolphin embowed, are also correct for French.

John Denton Pinkstone French was born in Ripple Vale, near Deal, Kent, on 28 September 1852. After two years at the Royal Naval College, Dartmouth, he entered the Royal Navy as a midshipman in 1868. Resigning from the Navy in 1870, he was commissioned supernumerary Lieutenant in the Suffolk Artillery Militia in 1872, from which he was commissioned Lieutenant in the 8th (King's Royal Irish) Hussars in 1874, transferring in the same year to the 19th (Princess of Wales's Own) Hussars. He remained with the 19th Hussars for the next nineteen years, being promoted Captain in 1880 and Major in 1883 and commanding the regiment in the rank of Lieutenant-Colonel from 1888 until 1893. He served with distinction in Wolseley's attempt to relieve the besieged General Gordon in Khartoum in 1884-85 and took the 19th Hussars to India in 1889. In the substantive rank of Colonel in 1895, French was appointed Assistant Adjutant-General at the War Office and was subsequently posted to command, first, the 2nd Cavalry Brigade at Canterbury in 1897 and, second, the 1st Cavalry Brigade at Aldershot in 1899. On the outbreak of the South African War in 1899 French was appointed to command the cavalry in Natal in the temporary rank of Major-General but his command was subsequently extended to cover the Cavalry Division throughout the campaigning area and he was given the local rank of Lieutenant-General late in 1899. French's cavalry distinguished itself at the battle of Elandslaagte in October 1899 and he subsequently escaped from Ladysmith just before the Boers sealed the perimeter of the besieged town in November 1899. By early 1900, Ladysmith, Mafeking and Kimberley were all besieged and being bombarded by Boer forces; one of the initial tasks of the newly-appointed Commander-in-Chief in South Africa, Field Marshal Lord Roberts, was to engineer the relief of those sieges. French took 4,000 cavalry across the Riet and Modder Rivers and, charging through thinly-held Boer positions at Klip Drift, his force relieved the siege of Kimberley on 15 February 1900. The remainder of the South African War saw French's cavalry in action at Poplar Grove later in 1900 and at the captures of Middelburg in July and Barberton in September 1900. As the war became more 'guerrilla' in nature, French commanded in the Johannesburg district in November 1900 and in Cape Colony from June 1901. He was promoted substantive Major-General in 1900 and appointed a Knight Commander of the Order of the Bath (K.C.B.) in recognition of his services in the early part of the war. On his return home, in August 1902, he was promoted Lieutenant-General and appointed a Knight Commander of the Order of St. Michael and St. George (K.C.M.G.). The South African War had brought French into the public spotlight as one of the more successful commanders of the campaign against the Boers, and his subsequent career reflected this. Appointed to command at Aldershot in September 1902 and joining the Committee of Imperial Defence in December 1905, French was promoted General in February 1907 and appointed a Knight Grand Cross of the Royal Victorian Order (G.C.V.O.). In November 1907 he was appointed Inspector-General of the Forces and held the appointment of A.D.C. to The King 1911-13. Having achieved a reputation as a dynamic moderniser, French was appointed Chief of the Imperial General Staff in March 1912 and promoted Field Marshal in June 1913. He was the natural choice to command the British Expeditionary Force in France and Flanders on the outbreak of the First World War in August 1914. French remained in command of the B.E.F. - which had grown into two Army Groups by December 1914 - until December 1915, by which time confidence in his handling of the British part of the war had diminished. On his return home, he was appointed Commander-in-Chief Home Forces and created Viscount French of Ypres. His handling of home defence proved generally sound and he held an unofficial position as strategic adviser to the Prime Minister, Lloyd George, before being appointed Lord Lieutenant of Ireland in May 1918, a position that he retained until April 1921, after which he was created Earl of Ypres. His last appointment was as Constable of Deal Castle in August 1923 and he died there in May 1925. French's career has undergone historical analysis from the time of his death until the present day, the current informed opinion being that, a product of the 19th century 'cavalry school' of warfare, he was temperamentally and intellectually unsuited to the challenges of mass 20th century warfare. He was, though, not among the 'butcher and bungler' Generals so much caricatured from the 1930s to the 1960s and has been less chastised in death than has Haig, with whom he served for many years in a variety of roles. His extensive collection of Orders of Chivalry and decorations are in the collections of the Imperial War Museum, as are most of his papers.

UNIFORMS

- x626 The epaulettes worn by Commodore 1st Class C. A. “Iceberg Charlie” Bartlett, C.B., C.B.E., R.D., Royal Naval Reserve, who arranged the recruitment and victualling of R.M.S. *Titanic* for White Star Line, and was Captain of the *Britannic* when she sank off Greece after hitting a German-laid mine



A fine quality pair of post-1902 Naval Officer's full dress epaulettes of regulation pattern, gold lace straps and purl fringe, the straps embellished with a King's Crown over two stars over a fouled anchor (Commodore 1st Class), contained in their black japanned metal carrying case lined with red velvet, this with brass plaque 'C. A. Bartlett, R.N.R.', *the left epaulette missing fouled anchor, otherwise in very good condition, see illustration*

£400-500

Charles Alfred Bartlett was born in London on 21 August 1868, the illegitimate son of Captain Sir John Sydney Webb and Miss Ellen Bartlett, who came from a family of Brixham trawlermen. Apprenticed to the barque *Airlie*, of Messrs. D. Bruce & Co., he spent six years with the British-India Steam Navigation Company before joining the White Star Line in 1894. The previous year he was commissioned a Sub-Lieutenant in the Royal Naval Reserve. He was a pivotal figure in *Titanic's* early development, overseeing the recruitment of her crew as Marine Superintendent at Liverpool. He was conversant with the hazards associated with Atlantic sea travel, and his ability to 'smell' ice was uncanny. Renowned for his cautious seamanship, he was affectionately nicknamed "Iceberg Charlie" by his crewmen and grateful passengers. He was supposed to be the *Titanic's* new Captain after Captain Edward Smith retired, but Smith insisted on continuing as Captain for her maiden voyage. Many have speculated whether *Titanic's* fate might have been different with "Iceberg Charlie" at the helm! Bartlett is best known as the Captain of H.M.H.S. *Britannic* from 1915 to 21 November 1916, when she sank after hitting a German mine off the Greek island of Kea. *Britannic*, a Hospital Ship, foundered in 55 minutes with the loss of thirty souls. Captain Bartlett was portrayed by John Rhys-Davies in the 2000 Fox Family Channel movie *Britannic*. He retired in 1931 with the rank of Commodore 1st Class, and died in a nursing home in Waterloo, near Liverpool, on 15 February 1945; sold with copied research.



- 627 The Air Vice-Marshall's uniform worn by Air Marshal Sir C. H. Hartley, K.C.B., C.B.E., D.F.C., A.F.C., A.E., Deputy Chief of the Air Staff



A Royal Air Force Air Vice-Marshall's Uniform, comprising: Tunic, by *Gieves Ltd.*, made of barathea wool, four front buttons and integrated waist belt, Vice-Marshall's rank braid on sleeves, with R.A.F. pilot's wings in gold thread and riband bar comprising the ribands of the C.B.E., D.F.C., A.F.C., 1939-45 Star, Air Crew Europe Star with rosette, Defence Medal, War Medal 1939-45 with M.I.D. emblem, 1953 Coronation, Air Efficiency Award, maker's label stamped 'C. H. Hartley' sewn into inside left pocket; Trousers, zip front; Battledress Blouse, by *Moss Bros., Covent Garden*, made of barathea wool, four front buttons and integrated waist belt, Air Vice-Marshall's rank braid on shoulder straps, with related riband bar, *one moth hole in Blouse lapel, otherwise in excellent condition* (3)

PROVENANCE:
Christie's, 23 June 1988.

£500-600



627



628

An unattributed Royal Air Force Wing Commander's Uniform, comprising: Tunic, made of barathe wool, four front buttons and integrated waist belt, Wing Commander's rank braid on sleeves, with R.A.F. pilot's wings and riband bar comprising the ribands of the D.S.O., D.F.C., 1939-45 Star, Air Crew Europe Star with rosette, War Medal 1939-45, *the lowest front tunic button missing and the maker's label absent, otherwise in good condition*

£200-240



A Royal Air Force Flight Lieutenant's Tunic, by *Gieves Ltd.*, made of barathe wool, four front buttons and integrated waist belt, Flight Lieutenant's rank braid on sleeves, with R.A.F. pilot's wings and riband bar comprising the ribands of the D.S.C., 1939-45 Star, Atlantic Star with rosette, Africa Star, Italy Star, Defence and War Medals 1939-45, maker's label stamped 'C. H. Hartley' sewn into inside right pocket, *excellent condition*

£300-400

x630 The Coronation Uniform worn by The Hon. George Andrew Beaumont as Page of Honour to his father, the 2nd Viscount Allendale, at the Coronation of H.M. Queen Elizabeth II



A mulberry-coloured cloth coat, with cuffs of crimson velvet, edged and trimmed with 9/16in. silver lace forming twelve loops each side in front, and three on each cuff and pocket-flap, with white-metal buttons bearing the Allendale arms (pocket-flap buttons present but now removed from coat); a long cream silk waistcoat, hook-and-eye fastenings, edged with silver lace as on coat, and with eleven loops of Russia braid each side (buttons also present but detached); a black silk tricorne hat by *Wilkinson & Son, Maddox Street, London*, with edging of silver lace and buttoned loop of plaited silver gimp; a pair of white kerseymere knee-breeches with cloth-covered buttons, *good condition*



In Terence Cuneo's painting of Viscount Allendale at the 1953 Coronation, The Hon. George Andrew Beaumont appears behind his father wearing this very uniform (see illustration). The buttons bear the Allendale device of a quartered bull and griffin beneath a Viscount's coronet.

The Coronation coat worn by a Page of Honour to the 6th or 7th Marquesses of Londonderry



A dark-blue cloth coat with rich yellow velvet cuffs, edged and trimmed with silver lace forming loops on fronts, cuffs and pocket-flaps, white metal buttons bearing the triple crest of the Temple-Vane-Stewart family within the Garter, surmounted by a Marquess's Coronet, white silk ribbon knot on right shoulder, *good condition, the lining rather worn*

The use of the Garter in conjunction with a family crest indicated that the then head of the family was a Knight of the order. Both the 6th Marquess of Londonderry (1884-1915) and the 7th Marquess (1915-49) were Knights of the Garter, indicating that this blue Page's coat could originally have been made for one of the Coronations of 1902, 1911 or 1937 respectively.

£500-600

END OF MORNING SESSION

Afternoon Session Commencing at 2.00 p.m. (Lots 631-818)

BRITISH MINIATURE DRESS MEDALS

631 An unattributed mounted group of four miniature dress medals



India General Service 1854-95, 1 clasp, Pegu; China 1842; Royal Navy L.S. & G.C., V.R.; St. Jean d'Acre 1840, silver, mounted as worn upon silver bar with gold retaining pin, *good very fine and of superior quality*

£60-80

632 The mounted group of six miniature dress medals worn by Captain R. Mends, Royal Navy



1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; Coronation 1935; France, Republic, Legion of Honour, silver-gilt and enamel; Russia, Imperial, Order of St. Anne, silver-gilt, gilt and enamel, mounted as worn, *nearly extremely fine* (6)

£140-180

Russian Order of St. Anne *London Gazette* 19 November 1915. Presented with the Order at Petrograd on 13 March 1915 as a result of H.M.S. *Jupiter's* epic journey to Archangel that February.

French Legion of Honour *London Gazette* 11 November 1916 (Jutland).



Robert Mends was born on 9 January 1889 at Anglesey, Wales and entered Britannia Royal Naval College in January 1904. Commissioned Midshipman a year later, he specialised in gunnery and was a Lieutenant by the outbreak of the Great War. Serving initially aboard *Surly*, his transfer to *Jupiter* would take him on an epic journey. It was aboard her that Mends served on the Archangel icebreaking mission in February 1915, becoming the first ship in history to make port at that time of winter. On account of the remarkable service of *Jupiter* and all those aboard her, the Tsar saw fit to strike and reward those who had taken part, Mends earned the Order of St. Anne.

Returned home, Mends then saw action aboard *Warrior*, notably at the Battle of Jutland when she was ravaged by enemy fire. He was in fact recommended for the Distinguished Service Cross on account of '...the conspicuous success with which he directed the gunfire during the action' but in the end earned a 'mention' to go with his Legion of Honour. The war closed with various shore postings before a busy period aboard the warships including *Hood*, *Repulse* and *Agamemnon*. Appointed Harbour Master at Dockyard Port, Cromarty in April 1932, mends retired on 7 September 1935. Recalled for home service as Assistant Inspector of Naval Ordnance during the Second War, Mends was retired for the second occasion at the rank of Captain on 12 April 1946; sold together with copied research (including a portrait photograph) and envelope with ink inscription stating:

'Miniature medals. Also Defence Medal ribbon issued to me with a promise of the medal to follow! R.M.'

633 **The mounted group of nine miniature dress medals worn by Commander C. L. Jordan, Royal Navy**

The Most Excellent Order of the British Empire, Officer's (O.B.E.) 2nd Type Military Division Badge; 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals; Naval General Service 1915-62, 1 clasp, S. E. Asia 1945-56; U.N. Korea 1950-54, mounted court-style as worn, *good very fine* (9)

£50-70

O.B.E. *London Gazette* 1 January 1972.

Clifford Lawson Jordan originally served an Engine Room Artificer during the Second World War before being commissioned. He subsequently served on the US Army CBR (Chemical, Biological & Radiological) Weapons Orientation Course at Dugway, Utah in June 1968; sold together with copied research and certificates.

634

The mounted group of twelve miniature dress medals worn by Major-General H. Carr, Royal Army Medical Corps



The Most Honourable Order of The Bath, C.B. (Military) Companion's Badge, gold and enamel; The Order of St. John of Jerusalem, Badge, silver and enamel; India General Service 1854-95, 1 clasp, Burma 1885-7; Queen's Sudan 1896-98; Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; 1914 Star, with clasp; British War and Victory Medals, with M.I.D. oak leaves; Delhi Durbar 1911; Portugal, Order of St. Aviz, silver-gilt and enamel, rosette upon riband; Khedive's Sudan 1896-1908, 2 clasps, The Atbara, Khartoum, mounted as worn, *very fine*, housed in *Spink & Son, 17 & 18 Piccadilly* case (12)

£280-320

C.B. *London Gazette* 23 June 1915.

St. John Knight of Grace *London Gazette* 18 August 1916.

Portuguese Order of St. Aviz *London Gazette* 21 July 1919.

Howard Carr was born on 8 March 1863 and educated at Queen's College, Cork and the Royal University of Ireland. After gaining his M.D. Carr entered the Royal Army Medical Corps, being appointed Surgeon, afterwards Surgeon-Captain, on 1 August 1885. He served in the Burma Expedition, 1885-87 and the Second Miranzai Expedition, 1891. Promoted to Major in August 1897, he then served in the Dongola Expedition 1896 and the Nile Expedition 1898, being present at Atbara and Khartoum and was mentioned in despatches (*London Gazette* 24 May 1898, refers). He then served in the Boer War during 1900-02 and was promoted to Lieutenant-Colonel in August 1905. Serving in the Great War, he was promoted to Colonel in 1915 and Major-General in December 1917. For his wartime services and latterly as Deputy Director of Medical Services, he was five times mentioned in despatches (*London Gazette* 22 June 1915, 5 June 1916, 29 May 1917, 30 December 1918 and 10 July 1919) to go with the C.B. and St. Aviz. Placed on Retired Pay in 1919, Major-General Carr died on 23 May 1944.

- 635 **The mounted group of five miniature dress medals worn by Captain T. H. Cullen, Royal Army Ordnance Corps, late Royal Engineers and Northern Nigeria Regiment**



East and West Africa 1887-1900, 1 clasp, 1900; Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1902; British War and Victory Medals, with M.I.D. oak leaves; Army L.S. & G.C., G.V.R., mounted as worn, *good very fine* (5)

£70-90

Thomas Henry Cullen served initially in the Northern Nigeria Regiment before transferring to the Telegraph Battalion, Royal Engineers during the Boer War. Having earned his L.S. & G.C., he was commissioned and served in France as a Lieutenant with the Royal Army Ordnance Corps from January 1916, earning a 'mention' before war's end (*London Gazette* 25 May 1918, refers); sold together with copied research including medal rolls, *MIC* and a group photograph including the recipient.

- 636 **The mounted group of nine miniature dress medals worn by Lieutenant J. V. Hunt, 7th Lancers**

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; Natal 1906, 1 clasp, 1906; 1914-15 Star; British War and Victory Medals with later M.I.D. oak leaf; Coronation 1935; Coronation 1937; Volunteer Force Long Service Medal, mounted as worn, *very fine and better* (9)

£40-60

Sold with an original Mentioned in Despatches Certificate in the name of 'Lt. J. V. Hunt, I.A.R.O., 7th Lrs.' dated 24 August 1916.

- x637 **The mounted group of five miniature dress medals worn by Captain L. St. G. Wilkinson, Manchester Regiment, attached Machine Gun Corps**

Military Cross, G.V.R.; 1914-15 Star; British War and Victory Medal; Jubilee 1935, mounted as worn, *nearly extremely fine* (5)

£20-30

For the recipient's full-size awards and a biographical entry, please see Lot 334.

- x638 **The mounted group of seven miniature medals worn by Captain R. B. Neilson, Argyll and Sutherland Highlanders, late Royal Naval Division, who served as Aide-de-Camp to the General Officer Commanding in Chief of the Mesopotamian Expeditionary Force from 1917-1918**

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast Badge, silver-gilt; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; Defence Medal 1939-45; Special Constabulary Long Service Medal, G.V.I.R.; France Croix de Guerre 1914-18, with palm, mounted court-style by *Spink & Son Ltd.*, *good very fine* (7)

£30-50

- 639 The mounted group of nine miniature dress medals worn by Major H. B. Shephard, Royal West African Field Force, late Honourable Artillery Company, Loyal North Lancashire Regiment, Royal Flying Corps and Colonial Civil Service



The Most Excellent Order of the British Empire, Officer's (O.B.E.) 2nd Type Badge; 1914 Star, with clasp; British War and Victory Medals, with M.I.D. oak leaves; 1939-45 Star; Burma Star; Defence and War Medals 1939-45; Coronation 1937, mounted as worn, *good very fine*, housed within their *A. H. Baldwin* fitted case (9)

£70-90

O.B.E. *London Gazette* 1 January 1955.

Hugh Beaumont Shephard was born on 31 January 1893 and served initially during the Great War in the ranks of the 1st Battalion, Honourable Artillery Company in France from 18 September 1914. Commissioned 2nd Lieutenant in the Loyal North Lancashire Regiment in March 1915, he served with the 8th Battalion before being attached to the Royal Flying Corps. By the armistice, Shephard was serving with the Board of Agriculture and had also earned a mention (*London Gazette* 14 January 1917, refers).

With a great interest in Africa, Shephard had been a member of the Nigerian Field Society since 1930 and was by 1937 a Captain in the Colonial Service. He served during the Second World War with the Royal West African Field Force in Burma and concluded his career earning the O.B.E. for his work as a liaison officer for Nigerian students in the United Kingdom; sold together with a copied portrait of the recipient.

- 640 The mounted group of six miniature dress medals attributed to Quartermaster-Sergeant H. A. Poole, Royal Engineers



The Most Excellent Order of the British Empire, Member's (M.B.E.) 2nd Type Military Division Badge; British War and Victory Medals; Army L.S. & G.C., G.V.R.; Army Meritorious Service Medal, G.V.R.; Russia, Order of St. Stanislaus, silver-gilt, gilt and enamel, mounted as worn, *very fine* (6)

£70-90

M.B.E. *London Gazette* 1 January 1932.

M.S.M. *London Gazette* 30 September:

'In recognition of valuable service rendered with the British Force in North Russia.'

Harry A. Poole, a native of Staystead, Essex, served with the Royal Engineers in North Russia with the Murmansk Command, being additionally awarded the Medal for Zeal on St. Stanislaus ribbon. This latter award was confirmed by the War Office in 1919 but never published in the *London Gazette*.

641 An unattributed M.B.E., M.C. and Bar group of eight miniature dress medals



The Most Excellent Order of the British Empire, Member's (M.B.E.) 2nd Type Military Division Badge; Military Cross, G.V.R., with Second Award Bar; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; Defence and War Medals, with M.I.D. oak leaf; Efficiency Medal, Territorial, G.V.I.R., with Second Award Bar, mounted court-style as worn, *very fine* (8)

£60-80

642 An unattributed D.S.O., M.C. and Bar group of five miniature dress medals



Distinguished Service Order, G.V.R., silver-gilt and enamel; Military Cross, G.V.R., with Second Award Bar, this latter stamped 'Silver'; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves, mounted as worn by *Spink & Son, 5 King Street, good very fine* (5)

£60-80

643 An unattributed M.C. and Imperial Russian group of five miniature dress medals



Military Cross, G.V.R.; British War and Victory Medals; Russia, Imperial, Order of St. Stanislaus, silver-gilt and enamel; Russia, Imperial, Order of St. Anne, Military Division with swords, silver-gilt and enamel, mounted as worn by *Spink & Son, 5 King Street, nearly extremely fine* (5)

£140-180

644 *'I remember thinking to myself as I shook hands with some of them - you are very much braver men than I can ever hope to be.'*

A fitting tribute from Field-Marshal Slim, on 'The Johnnies'

The mounted group of thirteen miniature dress medals worn by Lieutenant-Colonel J. P. Shelley, Grenadier Guards and Special Intelligence Service, late Royal Flying Corps and Royal Lancaster Regiment, an experienced intelligence operator who in 1942, raised and commanded 'Z' Force in Burma, affectionately known as 'The Johnnies'

The Most Excellent Order of the British Empire, Military, Commander's Badge, silver-gilt and enamel; 1914-15 Star; British War and Victory Medals; General Service Medal 1918-62, 1 clasp, Palestine; 1939-45 Star; Africa Star; Burma Star; Defence and War Medals, with M.I.D. oakleaf; Egypt, Order of the Nile, 4th Class; Khedive's Sudan, 1 clasp, Garjak Nuer; Poland, War Cross, mounted court-style by *Spink & Son*, minor enamel chip to Egyptian Order, *otherwise nearly extremely fine* (13)

£140-180

C.B.E. (Military) *London Gazette* 16 August 1945. The original recommendation - upgraded from an O.B.E. - states:

'I have known Colonel Shelley since his arrival in India in the autumn of 1942. At that time there was no clandestine organisation obtaining information about the Japanese in the area up to about 100 miles behind their foremost outposts in Burma. This task was entrusted to Colonel Shelley who raised a special force for this purpose with conspicuous success.'

'During the fighting in 1942, 1943 and 1944, this organisation produced more operational intelligence of direct value than any other field organisation in this theatre. Much of the undoubted success of this organisation was due to Colonel Shelley himself, both as a result of his previous experience in this type of work, and by reason of energy, initiative and enthusiasm which he displayed and which gained the affection of all the officers. Although 56 years of age and by no means physically fit as a result of his experiences in Poland in September 1939, he has never spared himself and has set a fine example of devotion to duty. His work and the results of his work has been uniformly excellent and he is eminently worthy of the award proposed.'

Egypt, Order of the Nile, 4th Class *London Gazette* 24 January 1924:

'In recognition of valuable services rendered while employed by the Egyptian Army.'

Poland, Valour Cross *London Gazette* 11 April 1941:

'In recognition of distinguished services in Poland.'

John Patrick Shelley was born on 5 March 1888 and attested for the King's Own Royal Lancaster Regiment on 4 October 1910. Commissioned 2nd Lieutenant on 16 August 1911, he was advanced Captain on 8 June 1915 and served in France and Flanders before being specially employed by the War Office (M.I.5.) on Counter Espionage. Serving with the Royal Flying Corps from April 1916 as a Balloon Officer, he transferred for service with the Egyptian Army, gaining intelligence on southern Sudan - for which he was awarded the Order of the Nile, 4th Class.

Transferred to the Grenadier Guards in 1924 and then to the Shanghai Defence Force as Intelligence Officer, it was in 1933 that Shelley was appointed Head of the first Special Intelligence Service Station in Jerusalem. He received the brevet of Lieutenant-Colonel in 1938 and served in Poland in 1939 as part of General Adrian Carton de Wiart's Mission, being listed as Passport Control Officer in Warsaw.

In February 1939 he married a Polish girl 31 years his junior, before evacuating the British Embassy and Mission to Lukow following the rapid German advance into the Country. Lukow became a target for the Luftwaffe and when it was bombed on 7 September 1939 his new wife became a casualty; Shelley radioed back to London alerting them to the dangerous situation and praised the resolve and courage of three Polish female staff who begged to stay.

Returning to Britain via Romania, Shelley was next sent to the Middle East by the Special Intelligence Service. From Cairo he was sent to India to take charge of the General Staff Intelligence and was given the task of establishing a clandestine force, named as 'Z' Force, to collect and transmit intelligence back to G.H.Q. as well as recruit local Chin, Kachin and Karen people who could operate their own radio sets. These radios were powered by hand generators and all information on Japanese oil dumps, ammunition depots, and unit sizes were relayed to British Headquarters in code, allowing them to plan their advance. Officers, affectionately known as 'British Officer Johnnies' or 'Johnnies' were recruited with specialist knowledge of forest areas who were able to live in the jungle and had friends and acquaintances among the local people. Each patrol consisted of two officers - designed to lend 'moral support' to each other and in case of casualties - and ten locally recruited other ranks. Initially penetrating Japanese lines on foot, they were later parachuted in by the Royal Air Force, their dangerous missions being carried out in some of the most difficult jungle terrain. To distract the enemy from seeing the location of supply drops, Japanese infantry were simultaneously attacked by fighter planes so as to keep their heads down. Money was also given to Burmese villagers in return for important information.

'Z' Force under the constant command of Lieutenant-Colonel Shelley lasted for 3 years and proved highly successful. In total there were 26 patrols and unsurprisingly, this elite little force received a remarkably high number of gallantry awards; 1 C.B.E., 2 D.S.O.'s, 4 M.B.E.'s, 17 M.C.'s - two of the latter with Bars - and 16 Burma Gallantry Medals. Shelley was also Mentioned in Despatches (*London Gazette* 30 December 1941, refers), before being released from the Army on 25 March 1947. He died on 27 December 1966.



SPINK MEDAL SERVICES

Services include: Mounting, Cleaning, Framing, Casing, Re-ribboning, Gilding, Engraving, Replacements and Repairs of Orders, Decorations and Medals.

Left: A hang-and-stand Mahogany presentation case/frame on navy blue velvet with name plaque.

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645

'To label Albert Ball a killer would be to do him a grave injustice, his sensitive nature suffered in immediate retrospect whenever he succeeded in combat.'

C. Bowyer, *Albert Ball VC* (2002)

The important group of miniature dress medals worn by Captain Albert Ball, V.C., D.S.O. and two Bars, M.C., Royal Flying Corps, late Sherwood Foresters, at the time of his death the highest-scoring British ace of the Great War, with 44 aerial victories



Victoria Cross; Distinguished Service Order, G.V.R.; Military Cross, G.V.R.; France, Second Republic, Legion of Honour; Russia, Imperial, Order of St. George, *the D.S.O with green enamel loss and the reverse centre missing, generally very fine*, suspended from a gold necklace and mounted in a velvet-backed glazed wooden frame, 182mm x 258mm, below a 48mm watercolour portrait miniature of Ball in a gold frame hallmarked *George Elisha Sumner, London 1918*

£2,000-3,000

PROVENANCE:

Given by Albert Ball to his older sister Lois Anderson.

Sold with the *George E. Butcher Ltd., Smithy Row, Nottingham* velvet case of issue which originally housed the miniatures.



- 646 **The mounted group of three miniature dress medals worn by Captain D. G. B. Jardine, Highland Light Infantry, attached Royal Flying Corps, later Royal Air Force**

Military Cross, G.V.R.; British War and Victory Medals, together with the recipient's silver identity bracelet, engraved to 'Lt. D. G. B. Jardine R.F.C. & H.L.I.', original fabric R.A.F 'Wings' with M.C. ribband, and silver and enamel R.A.F sweetheart brooch, framed and glazed, *good very fine* (Lot)

£80-120

For the recipient's full-size Medals and biographical note, please see Lot 396.

- 647 **An unattributed group of five miniature dress medals, the property of an early aviator**



Distinguished Flying Cross, G.V.R.; British War and Victory Medals, M.I.D. oak leaves; Greece, Kingdom, Order of the Redeemer; Greece, Kingdom, War Cross 1916-17, mounted as worn by *Spink & Son, 5 King Street, nearly extremely fine* (5)

£60-80

Sold together with an original photograph of Royal Air Force pilots, and newspaper cuttings related to flying races of the 1920's which may well provide an attribution with further study.

- 648 **The mounted group of six miniature dress medals worn by Flight Lieutenant E. L. Baumann, Royal Air Force**



Distinguished Flying Medal, G.V.I.R.; 1939-45 Star; Air Crew Europe Star, clasp, France & Germany; Defence and War Medals; General Service 1918-62, 1 clasp, Palestine 1945-48, mounted as worn, *nearly extremely fine* (6)

£50-70

D.F.M. *London Gazette* 10 December 1943.



Edward Leslie Baumann qualified as an Air Bomber (Armament) on 17 July 1942 and served with No. 76 and No. 298 Squadrons, Royal Air Force. Having flown a number of sorties during the summer of 1943 including Essen, Dortmund and Gelsenkirchen, he flew on the famous Peenemunde Raid on 17 August as Bomb Aimer in Warrant Officer (Pilot) Myers's Halifax that took off from Linton-on-Ouse at 2055hrs. They were forced to land after some 7hrs 55mins and were then out on operations again just four days later, to Leverkusen and Berlin on 22 and 23 August. Tour expired, Baumann was back in 1944 after picking up his D.F.M. to fly during Operation 'Tonga' on 6 June 1944, his Log Book noting "Ditched" Picked up by minesweeper, spent 3 days at sea.' His final two operations on this second tour included 'Varsity' on 24 March 1945 and to Denmark on 3 April. He remained in the Royal Air Force after the War and saw further active service in Palestine; sold together with copied Log Book and a crew photograph with Baumann identified.



THINKING OF SELLING?

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Marcus Budgen
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*Left, the historically important C.B.E., D.S.O. and Two Bars D.F.C.
and Bar Group of Medals to Group Captain John "Cat's Eyes" Cunningham
Sold for £384,000*

- 649 **The mounted group of five miniature dress medals worn by Squadron Leader G. F. Phipps, Royal Air Force**



Air Force Cross, G.V.I.R.; 1939-45 Star; Air Crew Europe Star; War Medal 1939-45; Air Efficiency Award, G.V.I.R., mounted as worn by *Spink & Son, 5 King St., good very fine* (5)

£70-90

A.F.C. *London Gazette* 1 January 1942.

George Fitzgerald Phipps was born on 26 September 1910 at Udimore, Sussex and was commissioned Pilot Officer in the Royal Air Force Reserve on 14 July 1930. By trade a chartered accountant, Phipps was mobilised upon the commencements of hostilities. With his skills in high demand, Phipps was quickly promoted Acting Squadron Leader and rose to become Commanding Officer of flying at No. 5 Air Observer's School, Winnipeg. It was in this role that Phipps earned a deserved A.F.C.

Returned to Europe in the Spring of 1942 and posted to Bomber Command, he was soon flying as a pilot with No. 57 Squadron from Feltwell. His luck didn't last long, for Phipps was shot down whilst on a raid to Hamburg on 18 April. Having been shot down by the famous night fighter ace Oberleutnant Reinhold Eckardt, all the crew baled out and were taken prisoner. He was a Prisoner of War at Stalag Luft III during the 'Great Escape' but further study is required in relation to any participation. Having endured a forced march, Phipps and his comrades were liberated on 13 April 1945, being awarded the Air Efficiency on 13 December.

- x649A **The mounted group of six miniature dress medals awarded to Captain K. F. Smuts-Erasmus, Botha Regiment, South African Army**

John Chard Decoration, silvered, unnumbered, with crossed swords upon riband; 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Africa Service Medal, *good very fine* (6)

£40-60

Kenneth Francis Smuts-Erasmus was born on 29 June 1916. He enlisted into the Botha Regiment on 1 July 1936, serving in North Africa during the Second World War with the rank of Sergeant, in the 2nd Battalion. His service record states that on 28 November 1941 he was wounded in the right knee and elbow, also receiving a shrapnel wound to his back. These wounds likely occurred during the closing stages of 'Operation Crusader'. He gained a commission as a 2nd Lieutenant in the 4th Battalion, Railways and Harbours Brigade, becoming officer commanding 'A' Company on 1 March 1947. He advanced to Lieutenant on 11 February 1950 and Captain on 15 April 1951. He spent a year as an instructor with the Pretoria Army Cadet Force before being declared 'permanently medically unfit' on 12 May 1952.



650



651

650 A group of 27 original slide clasps for the Military General Service Medal

27 contemporary silver slide clasps, width 17mm, for the Military General Service 1793-1814, Chrystlers. Fm., Maida, Nivelles, Albuhera, Busaco, Nive, Badajoz, Egypt, Guadaloupe, Ft. Detroit, Salamanca, Corunna, Chateauguay, Martinique, Vimiera, Barrosa, Sahgn. & Benvtc., Java, Vittoria, Cuid. Rodrigo, St. Sebastian, Toulouse, Fuens. Donor, Pyrenees, Sahagun, Orthes, *good very fine* (27)

£140-180

651 A group of 13 miniature slide clasps for the Egypt and Sudan Medal

13 contemporary silver slide clasps, width 19mm, for the Egypt and Sudan 1882-89, Tel El Kebir, Tamaai, Gemaizah 1888, Kirbekan, Abu Klea, The Nile 1884-85, Suakin 1885, Tofrek, Suakin 1884, El-Teb, El-Teb_Tamaai, Alexandria 11th July, Toski 1889, *good very fine*

£60-80



652



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652 A rivetted block of 14 clasps for the miniature East and West Africa Medal

A rivetted block of 14 clasps for the East and West Africa 1887-1900, width 19mm, silver, Coomassie, 1887-8, 1891-2, 1892, 1893-4, Witu 1890, Liwondi 1893, Witu Aug. 1893, Juba River 1893, Lake Nyassa 1893, Gambia 1894, Benin River 1894, Brass River 1895, Niger 1897, *a good original piece, good very fine*

£80-120

653 A group of 18 original slide clasps for the East and West Africa Medal

18 contemporary silver slide clasps, width 19mm, for the East and West Africa 1887-1900, 1893-4, 1896-98, 1897-98, 1898, 1899, Dawkita 1897, Lagos 1892, Juba River 1893, Benin 1897, Witu Aug. 1893, Witu 1890, Liwondi 1893, Brass River 1895, Lake Nyassa 1893, Niger 1897, Benin River 1894, Gambia 1894, Sierra Leonne 1898-99, *good very fine* (18)

£80-120



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654 A group of 24 original slide clasps for the Queen's South Africa Medal

24 contemporary silver slide clasps, width 18mm, for the Queen's South Africa 1899-1902, Diamond Hill, Belfast, Def. of Mafeking, Cape Colony, Wittebergen, Dreifontein, Transvaal, Orange Free State, Laing's Nek, Rel. of Ladysmith, Talana, Elandslaagte, Modder River, Natal, Def. of Kimberley, Rhodesia, Tugela Heights, Rel. of Mafeking, Rel. of Kimberley, Johannesburg, Paardeberg, Def. of Ladysmith, Wepener, Belmont, *good very fine* (24)

£70-90

655 A group of 25 original slide clasps for the Queen's South Africa Medal

25 contemporary silver slide clasps, width 12mm, for the Queen's South Africa 1899-1902, Def. of Mafeking, Rel. of Mafeking, Modder River, Elandslaagte, Transvaal, Diamond Hill, Dreifontein, Wepener, Johannesburg, Laing's Nek, Rhodesia, Rel. of Kimberley, Def. of Kimberley, Paardeberg, Orange Free State, Talana, Wittebergen, Belmont, Def. of Ladysmith, Rel. of Ladysmith, Tugela Heights, Belfast, Cape Colony, Natal, *good very fine* (25)

£60-80

656 A rivetted block of 12 clasps for the miniature Africa General Service Medal

A rivetted block of 12 clasps for the Africa General Service 1902-56, width 18mm, silver, N. Nigeria, N. Nigeria 1902, N. Nigeria 1903, N. Nigeria 1903-04, N. Nigeria 1904, N. Nigeria 1906, S. Nigeria, S. Nigeria 1902, S. Nigeria 1902-02, S. Nigeria 1903, S. Nigeria 1903-04, S. Nigeria 1904, *a good original piece, good very fine*

£70-90

657 A rivetted block of 21 clasps for the miniature Africa General Service Medal

A rivetted block of 21 clasps for the Africa General Service 1902-56, width 18mm, silver, S. Nigeria 1904-05, S. Nigeria 1905, S. Nigeria 1905-06, East Africa 1902, East Africa 1904, East Africa 1905, East Africa 1906, West Africa 1906, West Africa 1908, Somaliland 1901, Somaliland 1902-04, Somaliland 1908-10, Jubaland, Uganda 1900, B.C.A. 1899-1900, Gambia, Aro 1901-02, Lango 1901, Jidballi, Kissi 1905, Nandi 1905-06, *a good original piece, good very fine*

£80-120



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- 658 **A group of 29 original slide clasps for the Africa General Service Medal**
 29 contemporary silver slide clasps, width 18mm, for the Africa General Service 1902-56, Gambia, Jidballi, Jubaland, B.C.A. 1899-1900, Uganda 1900, Lango 1901, Aro 1901-02, Kissi 1905, Nandi 1905-06, Somaliland, Somaliland 1901, Somaliland 1902-04, N. Nigeria, N. Nigeria 1902, N. Nigeria 1903, N. Nigeria 1906, S. Nigeria, S. Nigeria 1902-03, S. Nigeria 1904-05, S. Nigeria 1905, S. Nigeria 1905-06, East Africa 1902, East Africa 1904, East Africa 1905, East Africa 1906, West Africa 1906, West Africa 1908, West Africa 1908-10, *good very fine* (29) £140-180
- 659 **A group of 13 slide clasps for miniature dress medals**
 13 contemporary silver slide clasps, including Stanhope Medal clasp, 2nd Award Bar for D.F.C. and M.M. and top riband Bars, *good very fine* (13) £30-50
- x660 Order of St. John of Jerusalem, Serving Brother's Badge, 20mm, silver and enamel, *good very fine* £20-30
- x661 Order of St. John of Jerusalem, a Badge by *Spencer, London*, 20mm, silver-gilt and enamel, hallmarks to reverse, top riband bar dated '22 June 1914', silver-gilt and enamel, maker's marks to reverse, *good very fine and unusual* £30-50
- x662 **The mounted group of four miniature dress medals worn by Chief Surgeon J. B. Wilkinson, St. John Ambulance Brigade**
 The Order of St. John of Jerusalem, Honorary Associate's Breast Badge, silver; St. John Medal for South Africa 1899-1902; Jubilee 1935; St. John Service Medal, silver, mounted as worn, *nearly extremely fine* (4) £30-50
 For the recipient's full-sized awards and a biographical entry, please see Lot 326.

FOREIGN MINIATURE DRESS MEDALS

x663	<p>Austria, Kriegsfürsorgeamt (State Official) Fundraising Cross, 22mm, gilt, silver-gilt and enamel, adapted with ring and loop for wear, <i>very fine and unusual</i></p> <p>After the declaration of the Great War, the Kriegsfürsorgeamt, an Austrian organization in the Military Assistance Office used items such as these to raise funds for the war effort.</p>	£60-80
x664	<p>Belgium, Kingdom, Order of Leopold, 15mm, gold and enamel, enhanced with 13 chip diamonds, <i>extremely fine</i></p>	£40-60
x665	<p>Belgium, Kingdom, Order of Leopold, Civil Division, 17mm, gold and enamel, <i>of very fine quality, extremely fine</i></p>	£50-70
x666	<p>Belgium, Kingdom, Order of Leopold II, 17mm, gold, silver and enamel, enhanced with 4 chip diamonds, rosette with gold and silver flashes upon riband, <i>good very fine</i></p>	£30-50
x667	<p>Belgium, Kingdom, Order of Leopold II, 19mm, silver-gilt, silver and enamel, <i>very fine</i></p>	£20-30
x668	<p>Belgium, Kingdom, Order of the Crown, 23mm, silver-gilt, gold and enamel, rosette upon riband, <i>very fine</i></p>	£20-30
x669	<p>Belgium, Kingdom, Order of the Crown, 20mm, silver-gilt and enamel, rosette with silver flashes upon riband, <i>good very fine</i></p>	£20-30
x670	<p>A superb continentally-mounted group of ten miniature dress medals</p> <p>Belgium, Kingdom, Order of Leopold, Military Division, 27mm including crown and crossed sword suspension x 15mm, gold and enamel and enhanced with 13 diamonds; Order of the Crown, 24mm including wreath suspension x 15mm, gold and enamel and enhanced with 6 diamonds; Croix de Guerre, gold; Medal of Belgian Recognition, gold; War Medal, gold; Victory Medal, gold; Decoration for Industry and Agriculture, gold and enamel; France, Legion of Honour, silver and enamel; Croix de Guerre, dated '1939-1940', gold; 1939-45 Star, gold and gilt, mounted continental-style as worn upon double braided gold chain with pins at either end as worn, <i>a fine combination and of the finest quality, nearly extremely fine</i> (10)</p>	£600-800
x671	<p>Belgium, Kingdom, Civil Decoration, 16mm, gold, silver-gilt and enamel, <i>good very fine</i></p>	£20-30
x672	<p>China, Republic, Order of the Clouds and Banner, 17mm, silver, gilt and enamel, with fittings for wear as issued, <i>centre a little loose, very fine, scarce</i></p>	£70-90
x673	<p>Czechoslovakia, Order of the White Lion, Civil Division, 15mm, silver and enamel, hallmark to ring, <i>nearly extremely fine</i></p>	£50-70
x674	<p>Egypt, Kingdom, Order of the Nile, 22mm, silver-gilt and enamel, <i>nearly extremely fine</i>, with rosette upon riband</p>	£40-60
x675	<p>France, Legion of Honour, 30mm including crown suspension x 18mm, silver, gold centres and enamel, <i>some enamel chipping, nearly very fine</i></p>	£30-50
x676	<p>France, Decoration of the Order of the Fleur de Lys, 22mm, silver, silver-gilt crown and enamel, <i>enamel chipping, very fine</i></p>	£60-80



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x677	France , Republic, Legion of Honour, 23mm, silver-gilt, gold and enamel, <i>light enamel chipping, very fine</i>	£30-50
x678	France , St Helena Medal, 12mm, gilt and black enamel around the portrait, <i>very fine</i> , mounted upon an old bow and tails riband perhaps upon the death of Napoleon	£30-50
x679	Germany , Bayern, Prince Luitpold 1876, 14mm, gilt, <i>very fine</i>	£20-30
x680	Germany , Bayern, Distinguished Service Cross, 20mm, <i>extremely fine</i>	£10-20
x681	Germany , Bayern, Distinguished Service Medal, 2nd Class for 12 Years, 16mm, gilt, <i>good very fine</i>	£15-20
x682	Germany , Bayern, War Cross 1866, 15mm, bronze, <i>good very fine</i>	£20-30
x683	Germany , Bayern, Distinguished Service Cross for 15 Years, 16mm, bronze, <i>nearly extremely fine</i>	£15-20
x684	Germany , Prussia, 12 Year Service Medal, 12mm, gilt, <i>good very fine</i>	£10-20
x685	Germany , Prussia, 15 Year Long Service Cross, 16mm, gilt, <i>nearly extremely fine</i>	£15-20
x686	Germany , Prussia, Merit Cross, 17mm, iron, <i>very fine</i>	£10-20
x687	Germany , South-West Africa Medal, 17mm, bronze, <i>extremely fine</i> , mounted upon triangular riband	£20-30
x688	Germany , China 1900 Medal, bronze, 17mm, <i>nearly extremely fine</i> , mounted upon triangular riband	£20-30
x689	Germany , China 1900 Medal, non-combatants issue, 17mm, <i>nearly extremely fine</i> , mounted upon triangular riband	£20-30
x690	Greece , Kingdom, Order of George I, 20mm, gilt and enamel, <i>very fine</i>	£30-50
691	The mounted group of miniature dress medals awarded to Lina Tsaldari, Greece's first female Minister (1956-58), who became Greece's Permanent Representative to the United Nations	
	Greece , Kingdom, Royal Order of Welfare; Royal Order of George I; Medal of Outstanding Acts, 1940; Greco-Turkish War Medal, 1912-13, Army issue; Greco-Bulgarian War Medal, 1912-13; 1940-41 Campaign Medal; 1912-13 Balkan Wars Red Cross Medal, 1st type; 1913-13 Balkan Wars Red Cross Medal, 2nd type; 1924 Hellenic Red Cross Medal; Hellenic Red Cross Decoration 1946-49, with silver star upon riband; Hellenic Red Cross Decoration 1956; France , Republic, Legion of Honour, Officer's breast Badge, with rosette upon riband, mounted court-style as worn, <i>the first two with loss of white enamel, overall very fine</i> (14)	£160-200
	For the recipient's biography and full-size awards, see Lot 781.	
x692	Italy , Kingdom, Order of the Crown, 16mm, silver-gilt, gold and enamel, <i>good very fine</i>	£20-30
x693	Italy , Republic, Order of Merit, 18mm, silver-gilt and enamel, rosette upon riband, <i>good very fine</i>	£10-20
x694	Netherlands , Kingdom, Antwerp Citadel Defence 1832, 16mm, bronze, <i>good very fine</i>	£40-60
x695	Netherlands , Kingdom, Order of Orange-Nassau, Civil Division, 17mm, silver-gilt, gold and enamel, rosette upon riband, <i>good very fine</i>	£30-50
x696	Netherlands , Kingdom, Military Order of William, 16mm, silver, enamel and gold centres, with large original loop, <i>good very fine original manufacture</i>	£70-90
x697	Peru , Republic, Order of Aeronautical Merit, 17mm, silver (marked 925) and enamel, <i>good very fine</i> , mounted as issued with pin for wear	£20-30



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x698	A continentally-mounted pair of Romanian miniature dress medals	
	Romania , Kingdom, Danube Cross 1877; Independence Medal 1877-78, gilt, mounted continental-style for wear upon linked chain, with pin and loop for wear at ends, <i>good very fine</i> (2)	£70-90
x699	A continentally-mounted pair of Romanian miniature dress medals	
	Romania , Kingdom, Danube Cross 1877; Independence Medal 1877-78, bronze, mounted continental-style for wear upon linked chain, with pin and loop for wear at ends, <i>good very fine</i> (2)	£70-90
x700	Russia , Empire, Order of St. Anne, 14mm, gold and enamel, <i>good very fine with well detailed centres</i>	£80-120
x701	Russia , Empire, Cross of the Order of St George, 14mm, silver, <i>nearly extremely fine</i>	£30-40
x702	Russia , Empire, Order of Queen Tamara, 18mm, silver and enamel, <i>good very fine and scarce</i>	£60-80
x703	Serbia , Kingdom, Order of St. Sava, 17mm, silver-gilt, gold centre and enamel, <i>reverse centre lacking, very fine</i>	£40-60
x704	Serbia , Kingdom, Order of the White Eagle, Military Division, 36mm x 18mm, silver-gilt and enamel, <i>good very fine and a good example</i>	£70-90
x705	Spain , Kingdom, Order of Isabella the Catholic, 23mm, gold and enamel with large fluted ring, <i>enamel chipping, very fine, nonetheless a fine Badge c.1860</i>	£70-90
x706	Spain , Kingdom, Military Merit Cross, 24mm, gold and enamel, <i>good very fine</i>	£60-80
x707	Sweden , Kingdom, Order of the Sword, Military Division, 18mm, gold and enamel, <i>superior quality, good very fine</i>	£40-60
x708	Sweden , Kingdom, Order of the North Star, 17mm, silver-gilt, gilt and enamel, <i>very fine</i>	£30-50
x709	Tunisia , Kingdom, Order of Nichan Iftikhar (2), 14mm and 13mm, silver and enamel, <i>good very fine</i> (2)	£20-30
x710	Turkey , Ottoman Empire, Order of the Osmanieh, 18mm, silver, silver-gilt and enamel, <i>nearly extremely fine</i>	£60-80
x711	Turkey , Ottoman Empire, Order of the Medjidie, 18mm, silver, gold and enamel, <i>good very fine</i>	£60-80
x712	Vatican , Holy See, Order of St. Gregory, a superb gold Badge, 18mm, gold and enamel, <i>in exquisite detail, extremely fine</i>	£60-80
x713	Vatican , Holy See, Order of St. Sylvester, 17mm, gold and enamel, <i>some enamel loss, very fine</i>	£40-60



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FOREIGN AVIATION BADGES

714 **Austria**, Empire, Field Pilot's Badge 1913 by *Zimmler, Vienna*, Franz Joseph, 63mm x 64mm, bronze and enamel, *good very fine and rare* in fitted case of issue together with Pilot's tie stick-pin £500-700

715 **A very rare Great War period Bulgarian Pilot's Badge**



Bulgaria, Kingdom, Great War period Pilot's Badge, 77mm x 46mm, silver and silver-gilt, of fine German manufacture, *good very fine*, in base of original case of issue, lid lacking £1,400-1,800

716 **Bulgaria**, Kingdom, Great War period Air Force Observer's Badge, 80mm x 45mm, gilt, *polished, nearly very fine, nonetheless rare* £800-1,000

717 **Bulgaria**, Kingdom, Great War period Air Force Observer's Badge, 80mm x 45mm, silver, retaining pin marked '935', *nearly extremely fine and very rare* £1,400-1,800

718 **Bulgaria**, Kingdom, Second War period Pilot's Badge, 38mm, silvered, gilt and enamel, *the reverse fittings adapted with retaining pin and clip, very fine* £80-120

719 **Bulgaria**, Kingdom, Second War period Pilot's Badge, Type II, by *Milosheva, Sofia*, 38mm, silvered, gilt and enamel, maker's name to backplate with screw-back fittings, *very fine* £80-120

720 **Germany**, Bavaria, Pilot's Badge, by *Carl Poellath, Schrobenhausen*, 75mm x 46mm, silver, maker's mark and stamped 'SILBER' to reverse, *repair to retaining pin, otherwise good very fine*, in original case of issue, additionally the stick-pin with miniature Badge £600-800

721 **Germany**, Prussia, Pilot's Badge, by *C. E. Juncker, Berlin*, 73mm x 46mm, silver, maker's mark and '800' to reverse, *good very fine*, in original case of issue £600-800

722 **Germany**, Prussia, Great War period Observer's Badge, 73mm x 46mm, silvered and enamel, *good very fine*, in fitted case of issue with old paper label affixed to lid stating 'Beobachter-Abzeichen (Flieger) (12.4.1916)' £200-300



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- 723 **Germany**, Great War period Naval Observer's Badge, 73mm x 47mm, gilt, *nearly extremely fine and rare*, mounted upon an old cloth-covered wooden frame £800-1,000
Although unmarked, this exhibits characteristics of those Badges made by *Schaper*.
- 724 **Great Britain**, Royal Flying Corps, a superb pair of 'Wings', 96mm, gold, silver-gilt and enamel, *nearly extremely fine and of the finest quality* £380-420
- 725 **Great Britain**, Royal Flying Corps, Cap Badge, 37mm, gilt, *one prong missing, otherwise good very fine* £60-80
- 726 **Great Britain**, Royal Air Force, Officer's Eagle, 68mm, gold, unmarked, reverse stamped 'FIX', *good very fine and of superior quality* £160-200
- 727 **Japan**, Empire, Second War period Officer's Pilot Badge, 55mm x 40mm, silver, silvered and with silver-gilt star, unmarked, reverse with original clip to reverse, *good very fine and rare* £400-500
- 728 **Japan**, Empire, Second War period Officer's Pilot Badge, 50mm x 35mm, silvered with gilt star, *nearly very fine and rare* £340-380
- 729 **The Pilot's Badge and Polish Air Force Certificate of Sergeant Pilot A. Niewiara, Polish Air Force & Royal Air Force**, a Spitfire pilot killed in action over France in September 1941, who had previous experience - and a brace of victories to boot - while flying with the famous 114th Fighter Escadrille, Polish Air Force in 1939
- Polish Pilot's Badge, by *J. Knedler, Warsaw*, with its screw-back plate, chain and retaining pin; Polish Air Force Certificate, No. 2778, in the name of 'Andrej Niewiara' and with his portrait photograph (wearing the Badge), finger prints and signature, *chain lacking one loop, pin present, good very fine* £500-700



Andrej Niewiara was born at Jelcza, Miechów on 10 November 1917 and served initially in the Polish Air Force with the 114th Fighter Eskadra (Escadrille) in France. He was credited with scoring victories of a destroyed Heinkel 111 at 0700hrs on 1 September 1939 and another just days later on 6 September when he scored a Dornier 17. His luck ran out on 9 September when he was himself shot down. Not to be perturbed, he went on to serve with No. 145 and No. 315 Squadron as a pilot of Spitfires. Niewiara was shot down and killed by a Bf109 whilst flying Spitfire IIb P8696 in France on 9 August 1941 and is buried in Boulogne-sur-Mer Cemetery.



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- 730 **The archive of personal effects of Pilot P. B. Marciniszyn, Polish Air Force & Royal Air Force, a gallant Polish pilot of No. 300 Squadron who was lost on Operations over Hamburg on 4 February 1943**
- Poland, Pilot's Badge, by *J. Knedler, Warsaw*, the reverse privately inscribed 'for May. Blackpool III/IX 40', with its screw-back plate and original retaining chain and pin; Royal Air Force Identity Tag, impressed '782886 Marciniszyn RC RAF'; United States of America, Pilot's 'wings', by *Firmin, London*; a postcard of Marciniszyn by *J. Capstack, The Promenade, Blackpool*, and additionally inscribed in ink 'Souvenir for my best friend May! Bolek.' and dated 'IX 40', *good very fine* (Lot)
- £400-500



Pawel Boleslaw Marciniszyn was born on 3 June 1915 at Ropienka, Poland and qualified in the Polish Air Force before the outbreak of the Second World War. He served in the Royal Air Force as a Sergeant Pilot (No. 782886) with No. 300 Squadron. Flying Wellington III, BK511 BH-X from RAF Hemswell, he and his all-Polish crew lifted off at 1813hrs for operations over Hamburg. The entire crew were lost without trace - believed to have been shot down whilst over the sea - and are commemorated upon the Northolt Memorial.

- 731 **Poland**, Republic, a Pilot's Badge pin, 50mm overall, silver, *very fine* £30-50
- 732 Polish Air Force Officer's Cap Badge, 53mm, a rare original example in cloth and gilt bullion thread, *traces of thread to reverse having been removed from a uniform, good very fine* £180-220
- 733 **A pair of Navigator's Badges**
- Poland, Air Force Navigator's Badges, silver wreath with gilt winged wheel, reverse officially numbered '1090' and maker's stamp 'B', with two loops for wearing; silver wreath topped with gilt wheel, with a pair of wings, reverse officially numbered '48' and maker's stamp 'B', traces of removal of loops, replaced with screw and back-plate, the plate by *W. Contarczyk, Warsaw, very fine, rare* (2) £60-80
- 734 **Poland**, Air Force Badge, by *J. Michrowski, Warsaw*, 38mm, silver and enamel, officially numbered '2109', screw-back plate with maker's name, *good very fine and rare* £140-180
- 735 **A very rare Polish Air Force Balloon Observer's Badge**
- Polish Air Force Balloon Observer's Badge, by *J. Knedler, Warsaw*, 52mm x 54mm, silver, silver-gilt, silvered and gilt, maker's screw-plate and stamped 'Metal', *applied eagle a little loose otherwise good very fine* £600-800
- 736 **Romania**, Kingdom, Pilot Academy Badge, by *Weiss, Bucharest*, 65mm x 36mm, silvered and enamel, the reverse gilt, *good very fine*, in fitted case of issue £240-280
- 737 **Romania**, Kingdom, Pilot's Badge (1914-27), 58mm x 46mm, silvered, *good very fine and scarce* £140-180



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738 **Romania**, Kingdom, Great War period Air Force Observer's Badge, 38mm, silvered, *good very fine* £80-120



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739 **Romania**, Kingdom, Second War period Pilot's Badge, 43mm, silver, silvered and enamel, *slight damage to reverse catch, otherwise very fine* £180-220



740

740 **Romania**, Kingdom, Second War period Air Force Observer's Badge, 40mm, silvered, bronzed and enamel, *good very fine*, in fitted case of issue £120-160



741

741 **Yugoslavia**, Kingdom, Second War period Pilot's Badge, by *Karnet-Kisely, Prague*, 65mm, silver-gilt and silver, reverse officially numbered '309', *one screw back lacking, otherwise good very fine* £180-220



742

742 **Yugoslavia**, Kingdom, Second War period Observer's Badge, 70mm, bronze-gilt and bronze, reverse officially numbered '54', *good very fine* £160-200

POLISH ORDERS, DECORATIONS AND MEDALS

- 743 A scarce Cross of the Order of St. George and Virtuti Militari group of three, awarded to a veteran of the Turkish War of 1828-29



Russia, Empire, Cross of the Order of St. George, 34mm, silver, officially numbered '96627' to reverse; Order of Virtuti Militari, Type IV, 5th Class Cross, 29mm, silver; Turkish War Medal 1828-29, 25mm, silver, each individually mounted upon original ribands as worn, *very fine and a rare group* (3)

£1,800-2,200

- 744 The Polish Virtuti Militari awarded to Corporal Z. Guzik, 1st Grenadier Regiment, Polish Army



Poland, Republic, Order of Virtuti Militari, 5th Class, officially numbered '8928', *good very fine*

£300-400

Guzik Zbigniew served with the 1st Grenadier Regiment, 1st Grenadier Division and was awarded this Order during the Second World War. The unit served in France in 1940.



Poland, Cross of Valour; Army Active Service Medal, mounted with pin as worn; 1939-45 Star; Italy Star, *good very fine* (4)

£80-120

Jan Paczkowski was born at Mosarz, Wilno, Poland on 19 September 1910 and enlisted in the Polish Army on 15 February 1942. Serving with the 1st Battalion, KW, Polish Army he saw active service in Italy and was discharged to the reserve on 13 November 1946. Paczkowski emigrated to Canada and was awarded citizenship in March 1954, bringing with him the distinguishing feature of a 'scar on left cheek', no doubt a reminder of his time in Italy. A member of the Sackville Branch of the Royal Canadian Legion, he died on 11 November 1986 and is buried in the Four Corners Cemetery, Sackville, New Brunswick. Sold together with an original archive comprising:



- (i) His pair of identity tags, on their original string as worn, in the name of 'A.P. 1910 43/III Rz. Kat. Paczkowski Jan'.
- (ii) Polish Armed Forces Certificate of Demobilization, completed in ink, confirming the entitlement and also that for the Monte Cassino Cross, *condition fair*.
- (iii) The riband bars for the awards present, together with a group photograph with a less-than-friendly regimental mascot, the recipient wearing the Polish portion of his ribands.
- (iv) Copied research and newspaper cutting, together with a portrait photograph.

The following five Lots the property of a long-served Polish Air Force Officer, as acquired from a family member in the 1990's

746

The medals and Navigator's Badge as worn by an unknown Officer of the Polish Air Force



Poland, Cross of Valour 1920, reverse officially numbered '1053'; Cross of Merit, *of superior quality*; 1918-21 War Medal; Independence Anniversary Medal 1928; Long Service Medal, 10 Years; Long Service Medal, 20 Years, all on their original ribands with loops and fixings for wear, *good very fine* (6)

£150-200

Together with two sets of matching riband bars neatly cut from a tunic, and the recipient's Polish Air Force Navigator's Badge, by *J. Knedler, Warsaw*, stamped with maker's name to the reverse and upon screw-back, with original chain and pin for wear.

747 An impressive O.B.E., Polish Virtuti Militari and Cross of Valour group of seven awarded to Squadron Leader S. J. Zurek, Polish Air Force and Royal Air Force, who served with distinction during the Second World War, taking a particular liking to attacking enemy submarines and who was commander of No. 304 (Land of Silesia) Polish Bomber Squadron during 1945



Poland, Republic, Order of Virtuti Militari, bronze and enamel; Cross of Valour 1920, bronze; The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast Badge, silver-gilt; 1939-45 Star; Atlantic Star; Defence and War Medals, in their card box of issue to 'Sqn Ldr S J Zurek OBE, 49 Sweetcroft Lane, Hillingdon, Uxbridge, Middlesex, UB10 9LA', with the issuance slip, tape stating 'P1102 Sqn Ldr' and another for the 4 awards, *good very fine* (7)

£500-700



Stanislaw Jozef Zurek was born on 3 May 1911 at Krakow, Poland and in the summer of 1934 undertook an aviation course at Luck. From September 1934-35 he attended the Air Force Officer Cadet School at Deblin before returning to his job in the Earth Sciences while remaining as a Reserve Pilot.

On the outbreak of war he made his way, via Romania, to France and joined the Polish Air Force at Lyon-Bron. At the fall of France he came to England and was assigned to the Polish Depot at RAF Blackpool. Commissioned into the Royal Air Force he went on to 6 Air Observers Navigation School then joined 18 Officer Training Unit and served with No. 304 Squadron from 10 August 1942. A little under a month later on 2 September 1943, he was flying as co-pilot to Marian Kucharski when they attacked a large surfaced U-boat with depth charges and anti-submarine bombs, strafing the decks of the submarine and observing the crew fall or dive into the water. It was in fact the Italian submarine *Reginaldo Giuliani* and she was severely damaged. Intelligence later confirmed the boat had been forced to limp into Santander for repairs that ended her operational career. The Log of the submarine gives further details of their daring attack going in:

12:44 From an altitude of about 30 meters the airplane drops four depth charges which fall one on deck, aft of the tower and then rolls into the sea, the other three within a few meters of the hull forward to the left. The bombs explode under the hull and the boat, hit full on, undergoes a very violent shock first, and then a tremble. I'm pushed upward and then fall on deck. The boat is hit full on by columns of water which completely cover it; it is still and heavily listing portside. The sea is covered in fuel which is copiously leaking out of the main tanks and the other tanks which still have any left. From the explosion, helmsman 3rd Class Andra Assali and gunner Francesco Perali are thrown into the sea.

12:50 The airplane comes back for another attack and opens fire with machine guns and launches another depth charge which falls 40 meters off the stern. Gunner Pietro Capilli, who at the time was holding the portside gun, suffers a broken arm. Double hull N. 3 portside has been completely removed. Even double hulls 2 and 4 portside must have also been seriously damaged.

13:40 The airplane, after having strafed the submarine, goes away. The inside of the submarine is devastated by explosions and there is no light. The boat is slowly recovering from listing, but at the same time is sinking. From double hull N. 2 seaside some fuel is leaking from holes caused by the machine gun fire. Gunner Mario Gentilini - shrapnel in the right thigh - and sailor Odilio Malatesta - loss of a finger and large wound on his right arm - are also wounded. Helmsman Andrea Assali and gunner Francesco Perali are lost at sea.

Zurek continued on operations until 12 April 1943, when he transferred to 6 (Coastal) OTU as Instructor and Officer in Command of the Polish Flight. He was clearly not done on operations, for he was posted back to No. 345 in December 1944 to command 'B' Flight. Higher command followed when he was appointed to overall command from 3 January-1 September 1945. Zurek was clearly not one to be left 'flying' his desk, for he sighted a submarine on the night of 12-13 January. Piloting a trusty Wellington, he flew at just 200ft to deliver depth charges in what was officially counted as an inconclusive action. At war's end, Zurek moved to Polish Air Force Headquarters and was the Polish Liaison Officer to Coastal Command by 1947. Having settled in Hillingdon, he died on 11 July 1979 at Runcorn, Cheshire; some online sources suggest further entitlement to one or two Polish awards (and erroneously state a DFC) but this group appears as when it was originally acquired from the family in the UK some 20 years ago.

748 **Six: F. Slotwinski, Polish Air Force and Royal Air Force**

Poland, Cross of Valour; Cross of Merit; War of Independence Medal 1918-21; 10th Anniversary of Independence Medal; Independence Cross; War Medal 1939-45, *very fine* (6)

£140-180

F. Slotwinski is known to have settled in Newlands Park, SE26 after the Second World War. Sold together with a good original archive comprising:

- (i) Riband bars for the awards, together with two 'POLAND' shoulder titles.



- (ii) A fine dedicated silver cigarette case, dated 31 March 1930 at Lwów, obverse with dedication and reverse with signatures engraved, gilt inner, 125mm x 85mm, silver-gilt.

- (iii) Five Polish unit Badges, three with reverse maker's screw-plates.

749

Seven: Warrant Officer H. Golebiowski, Polish Air Force & Royal Air Force, an experienced pilot who flew with No. 301, 304 and 138 Squadrons during the course of the Second World War, including a number of 'Special Ops'



Poland, Order of Virtuti Militari, 5th Class, silvered, gilt and enamel, officially numbered '6930'; Cross of Valour, with Second, Third and Fourth Award Bars; Air Force Active Service Medal, with Second, Third and Fourth Award Bars; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence and War Medals, locally mounted half court-style as worn, *very fine* (7)

£700-900



Henryk Golebiowski was born on 23 July 1917 at Warsaw, Poland. Educated for a year at the Polish Secondary School in Glasgow and then at the Craftsmens School, Warsaw (Plumbing Department), Golebiowski worked for the Avia Precision Machine Company, 1934-37. He subsequently entered the Polish Air Force Reserve as a Pilot from 4 November 1937-29 September 1939. Having served in France and Romania, September 1939-June 1940, he made it to England and underwent further training. He went on to fly as a pilot with No. 304 (Land of Silesia) Polish Bomber Squadron from 7 December 1941-8 February 1943, before returning to No. 6 OTU (Polish) as a Pilot Instructor until August 1943.



With the high turnover and losses experienced throughout Bomber Command, Golebiowski was soon back on an operational footing, joining No. 138 Squadron, 1586 Flight on 24 August. From October 1941 several Polish volunteer crews, were attached to No. 138 Squadron on special duty operations. C Flight was established on 1 April 1943, consisting of Polish airmen and ground crew. It had seven crews and on 4 November 1943, C Flight, No. 138 Squadron RAF became No. 1586 (Polish Special Duties) Flight RAF at RAF Derna Libya. It was still named locally by their ex 301 crews and Polish authorities as No. 301 Squadron Land of Pomerania. On 22 December 1943, the Polish flight was transferred to Campo Cassale near Brindisi, Italy, from where it flew over occupied Europe on special duties. Golebiowski remained with them until 10 June 1944 and his service in Italy is noted upon his service record. Besides this, his presence on 9 operational sorties with the flight are certainly known, including Operations 'Ohio 3' (18-19 December 1943), 'Tupman 2' (5-6 January 1944) and 'Weller 14' (12-14 April). On all the noted ops, he flew as co-pilot with Flying Officer Jan Dziedzic. Following the end of the war, he subsequently flew with No. 301 Squadron during the early part of 1946. Like so many fellow airmen, he emigrated to Canada and settled in Quebec. Sold together with the following archive:

- (i) The related miniature awards, also mounted half court-style as worn in the same manner as the full-size awards, together with a later Order of Polonia Restituta breast Badge.
- (ii) Polish Pilot's Badge, by *Sosnowski, Warsaw*, silver metal and gilt.
- (iii) Polish Armed Forces Badge, by *Mennica, Panstwowa*.
- (iv) A quantity of copied research, including service papers, group photograph and a portrait photograph of the recipient wearing his Virtuti Militari, Cross of Valour with 3 Bars and Pilot's Badge.

FOREIGN ORDERS, DECORATIONS AND MEDALS



x750

Albania, Kingdom, Order of Black Eagle, breast Badge, 41mm, silver, silver-gilt and enamel, *good very fine*

£400-500



x751

Albania, Italian Occupation, Order of Scanderbeg, Officer's Badge by *Cravanzola, Rome*, 82mm x 46mm, silver-gilt and enamel, maker's cartouche to reverse, retaining pin stamped with maker's initials and '800', *nearly extremely fine*

£500-600



x752 **Austria, Empire, Order of the Iron Crown, by C. F. Rothe, Vienna, breast Badge, 60mm including crown suspension x 30mm, silver-gilt and enamel, maker's name to loop and silver mark to reverse of crown tassel, *good very fine*, mounted as worn upon original ribband with crown emblem**

£250-300



x753 **Austria, Empire, Order of Franz Joseph, Civil Division, Commander's pin-back Badge, by Vinc Mayer's Söhne, Vienna, 75mm including crown suspension x 40mm, silver-gilt and enamel, with additional green enamel bands from crown, maker's cartouche on reverse, silver marks to retaining pin and reverse, *good very fine***

£300-400

- x754 **Austria, Empire, Order of Franz Joseph, breast Badge, 54mm including crown suspension x 32mm, gilt and enamel, *very fine*, with brass stripe across triangular ribband** £80-120



- x755 **Austria, Empire, Order of Elisabeth, 2nd Class Badge, 43mm, silver and enamel, *areas of repair, very fine*** £500-700



- x756 **Austria, Empire, Military Merit Cross, with War Decoration and Crossed Swords upon ribband, silver, silver-gilt and enamel, *very fine*** £60-80



x757 **Austria, Empire, Red Cross Decoration, breast Badge, silver and enamel, *very fine*, mounted as worn** £60-80



x758 **Austria, Empire, Red Cross Decoration, breast Badge with War Decoration Wreath, silver and enamel, *very fine*, mounted as worn** £60-80

x759 **Belgium, Kingdom, Order of the Crown, Commander's neck Badge, silver-gilt and enamel, *good very fine*, with full length of neck riband** £70-90

x760

A pair of awards bestowed upon His Excellency Sir J. Le Rougetel, K.C.M.G., M.C. and Bar, a notable and distinguished British diplomat who held appointments in Tokyo, Peking, Moscow and Tehran before becoming British Ambassador to Belgium



Cambridge University Sports Prize Bronze Medal, by *Peters, Cambridge*, the obverse bearing the university arms with legend ‘UNIVERSITAS CANTABRIGIENSIS’, the reverse featuring the motto ‘Creber Utraque Manu’ at centre surrounded by a laurel wreath, 51mm, bronze, the rim engraved ‘J. H. Le Rougetel. Nov. 27. 1919.’, *extremely fine*, in *Munsey & Co., Cambridge* box of issue; **Belgium**, Kingdom, Chamber of Commerce and Industry commemorative medallion by *Fisch, Brussels*, the obverse bearing the classical profile of Mercury alongside the Royal Arms of Belgium, the reverse engraved ‘A S. E. SIR JOHN LE ROUGETEL, K.C.M.G., M.C., AMBASSADOR DE SA MAJESTE BRITANNIQUE’, 71mm, bronze, *extremely fine*, in velvet-lined fitted leather box of issue (2)

£200-300

[M.C.] *London Gazette* 18 July 1917:

‘For conspicuous gallantry and resource in reconnoitring and placing his guns in forward positions under heavy artillery fire. It was entirely due to his devotion that after they had been buried and put out of action they were at once replaced and the front covered.’

[Bar to M.C.] *London Gazette* 11 January 1919:

‘He was in charge of three sections of guns, with which he accompanied the assaulting infantry, and sited all his guns in forward positions, whence he gave effective support to the attack. During two days’ hard fighting he displayed great courage and devotion to duty, and his untiring energy was a fine example to the men.’

John Helier Le Rougetel was born at Toxeth Park, Liverpool on 19 June 1894. Educated at Rossall School and Magdalene College, Cambridge, he was commissioned into the 3rd Battalion, Northamptonshire Regiment in August 1914. He was awarded the Military Cross for gallantry while attached to the 47th Battalion, Machine Gun Corps (*London Gazette*, 18 July 1917), later receiving a Bar to his M.C. He joined the Foreign Office in 1920, and served in postings to Vienna, Budapest, Ottawa, Tokyo, Peking, The Hague, Bucharest, Moscow and Shanghai. Appointed a First Secretary of the Foreign Office in 1930, he was taken prisoner by the Japanese at Shanghai in December 1941. On repatriation he was made Companion of the Order of St. Michael and St. George. From 1944 to 1946 he was Political Representative in Romania, before receiving his first ambassadorial posting to Tehran in 1946. He later served as British Ambassador to Belgium (1950-51) and as High Commissioner to South Africa (1951-55), receiving elevation to K.C.M.G. He retired in 1955, and died in Winchester, Hampshire on 3 January 1975.



761 **Bulgaria**, Kingdom, Order of St. Alexander, a very early sash Badge, 55mm, gold (56 zolotniki) and enamel, hallmark for St. Petersburg before 1900, maker's initials present, *lacking suspension, nonetheless good very fine*

£600-800



762 **Bulgaria**, Kingdom, Order of St. Alexander, Military Division, Commander's neck Badge, 90mm including crown suspension x 50mm, silver-gilt, gilt and enamel, *nearly extremely fine*

£380-420



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|------|--|----------|
| x763 | <p>Czechoslovakia, Republic, Order of the White Lion, Civil Division, Commander's neck Badge, 82mm including wreath suspension x 60mm, silver-gilt, silver and enamel, <i>red enamel chipping to suspension loop and obverse centre beneath lion, very fine</i></p> | £400-500 |
| 764 | <p>France, July Monarchy, Legion of Honour, Chevalier's breast Badge, 55mm x 37mm, silver, gold centre and enamel, poincon mark to obverse riband tassel below wreath, maker's mark to reverse riband tassel below wreath, miniscule loss of white enamel at edges, <i>good very fine</i></p> | £100-140 |
| 765 | <p>France, July Monarchy, July Cross 1830, 48mm including tower suspension x 38mm, gold and enamel, poincon mark to reverse ribbon tassel below wreath, maker's mark to obverse ribbon tassel below wreath, <i>nearly extremely fine</i></p> | £200-300 |
| x766 | <p>France, Legion of Honour, dated '1939-1940' on the reverse (2), one with Star upon riband, the other with Palme and three Stars upon riband, <i>very fine</i> (2)</p> | £30-40 |

- x767 **France**, Medaille Militaire (2), silver-gilt, gilt, silver and enamel, *very fine* (2) £20-30
- 768 **Germany**, Bavaria, Military Sanitation Order, by Gebrüder Hemmerle, Munich, 48mm x 44mm, gold and enamel, marked between the arms 'G.H. 950', *nearly extremely fine, scarce* £1,600-2,000



- x769 **Germany**, Lippe-Detmold, Honour Cross, 46mm, gold, silver-gilt and enamel, *extremely fine* £500-600



- x770 **Germany**, Prussia, Order of the Red Eagle, breast Badge, silver and enamel, *centre a little chipped, very fine* £70-90



x771 **Germany, Prussia, Hohenzollern House Order, Military Division, 57mm including crown suspension x 38mm, silver-gilt and enamel, the bottom arm engraved 'S&W 937' with additional silver engraving, the right arm edge engraved 'M', good very fine and rare** £300-400



x772 **Germany, Prussia, Order of the Crown, breast Badge, 43mm, gold and enamel, some areas of blue enamel overpainting and the centre sometime re-affixed, nearly very fine** £180-220



x773 **Germany, Kingdom, Order of Albert, Commander's neck Badge, by G. A. Scharffenberg, 88mm including crown suspension x 54mm, silver-gilt and enamel, marked 'S' to base, *good very fine*, with good length of neck riband**

£600-800



x774 **Germany, Schaumberg-Lippe, Noble's War Cross 1914, 36mm, gilt, *nearly extremely fine***

£240-280



- x775 **Germany**, Wurttemberg, Friedrich Order, Knight's Cross, 36mm, gold, unmarked, *nearly extremely fine* £800-1,000
- x776 **Great Britain**, Imperial Service Order, E.VII.R., silver, silver-gilt and enamel, unmarked, fitted with an *Elkington & Co., 22 Regent St. S.W.* top riband bar, *nearly extremely fine* £200-300
 One of 489 I.S.O.s awarded during the reign of King Edward VII.



- x777 **Greece**, Kingdom, Order of the Redeemer, Knight's breast Badge, 57mm including crown suspension x 35mm, *nearly extremely fine*, in *G. Pomonis, Athens* fitted case of issue £80-120

- 778 **Greece**, Kingdom, Royal Order of George I, Civil Division, Grand Officer's Cross, 81mm including hinged crown suspension x 47mm, silver and enamel, *very fine*, with length of neck riband £200-240
- 779 **Greece**, Kingdom, Order of the Phoenix, Type II, King Paul model, Civil Division, Grand Officer's set of Insignia, comprising neck Badge, 84mm including crown suspension x 58mm, silver-gilt and enamel; Star, 80mm, silver-gilt, 'EME' mark upon retaining pin, *good very fine*, with length of watered silk neck riband (2) £260-300
- 780 **Greece**, Kingdom, Order of the Phoenix, Type II, King George model, Civil Division, Grand Officer's neck Badge, 84mm including crown suspension x 58mm, silver-gilt and enamel, *good very fine*, with length of neck riband £160-200
- 781 **The impressive 'Red Cross' group of twelve awarded to Lina Tsaldari, a celebrated political campaigner decorated for a lifetime of public service; having been in the Greek Red Cross during the 1912-13 Balkan Wars and the Second World War, she became the first woman to serve in a Greek government, becoming Minister for Social Welfare in 1956. She later served Greece on the world stage, as Permanent Representative to the United Nations**



Greece, Kingdom, Royal Order of George I, Civil Division, Knight's breast Badge; Medal of Outstanding Acts, reverse dated 1940, with 2 crowns upon riband; Greco-Turkish War Medal 1912-13, Army issue; Greco-Bulgarian War Medal 1912-13; 1940-41 Campaign Medal; 1912-13 Balkan Wars Red Cross Medal, Type I; 1912-13 Balkan Wars Red Cross Medal, Type II; 1924 Hellenic Red Cross Medal, reverse officially named 'Lina Tsaldari 1948'; World War II Hellenic Red Cross Medal, with olive sprig emblem upon riband; Hellenic Red Cross Decoration 1946-49, with silver star upon riband; Hellenic Red Cross Decoration 1956; **France**, Republic, Legion of Honour, Officer's breast Badge, with rosette upon riband, mounted court-style as worn, *the first with minor repair to red enamel, overall good very fine* (12)

£1,800-2,200



Lina Tsaldari was born in Athens in 1887, the daughter of Spyridon Lambros, a much-admired professor of Greek history who briefly served as Prime Minister during the National Schism. This troubled period of Greek history called into question the monarchy's constitutional role. It reached its nadir during the Great War, when King Constantine I preferred to remain neutral while the Greek Government, under the radical Prime Minister Eleftherios Venizelos, favoured joining the Allies. Constantine I was married to Sophia of Prussia, the Kaiser's sister; his policy of neutrality aided the Germans. Matters came to a head in October 1916, when Constantine formed his own government at Athens to implement his foreign policy agenda. Spyridon Lambros, a conservative to his fingertips, was chosen to head this new administration. The official government, under Venizelos, fled to Thessalonica and began conspiring with the Allies. On 1 December 1916, a pro-German mob opened fire on French Marines in Piraeus Harbour and besieged the British Embassy at Athens. The Allies' wrath was unleashed, and Lambros was their ideal scapegoat. Accused of turning a blind eye to the armed gangs roaming Athens' streets, Lambros was forced to resign. He went into self-imposed exile on the island of Skopelos, dying there on 23 July 1919. The king he served so faithfully did not reign for much longer: Greece's humiliating defeat in the 1919-22 Greco-Turkish War, in which Greece lost her claim to Smyrna, led to Constantine's abdication in 1922.

Lina Tsaldari was deeply influenced by these events; the bitterness she felt towards the radical Venizelists who caused her father's exile made her a staunch conservative. In 1919 she married Panagis Tsaldaris, a conservative politician. She had already served with the Greek Red Cross during the 1912-13 Balkan Wars, when Greece's territory expanded northwards. She continued this work during World War II, winning the 1940 Medal of Outstanding Acts with two Crowns, the Royal Order of George I, and France's Legion of Honour. An active suffragist, her relentless campaigning brought female enfranchisement forward by at least a decade. She became the first woman ever to serve in a Greek government, being appointed Minister for Social Welfare in Konstantinos Karamanlis' first administration (1956-58). After serving in Parliament, she became Greece's Permanent Representative to the United Nations. Lina Tsaldari died of a stroke on 17 October 1981.

For the recipient's miniature awards, see Lot 691.

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|-----|---|----------|
| 782 | <p>Greece, an interesting Greek Orthodox breast Badge, 62mm including crown suspension x 35mm, silver-gilt and enamel, <i>good very fine</i>, in velvet-lined box of issue</p> | £60-80 |
| 783 | <p>Greek Orthodox Patriarchate of Jerusalem, Order of the Orthodox Crusaders, Grand Officer's set of Insignia, comprising neck Badge, 110mm including crown suspension x 45mm, silver-gilt and enamel; Star, 95mm, silver, silver-gilt and enamel, maker's cartouche to reverse and hallmarks upon retaining pin, <i>nearly extremely fine</i> (2)</p> | £300-400 |



x784 **Hungary, Republic, Order of Merit, with Star device upon riband, reverse dated '1946', 38mm, silver-gilt and enamel, *good very fine***

£300-400



x785 **Hungary, Republic, Order of Merit, with Cross device upon riband, reverse dated '1946', 38mm, silver-gilt and enamel, *good very fine***

£300-400





- x786 **Hungary**, Republic, Order of Kossuth, with Star device upon riband, reverse dated '1948', 40mm, silver-gilt, silver and enamel, *good very fine*, mounted as worn £80-120
- 787 **Iraq**, Monarchy in Exile, Order of the Hashemite Crown, Grand Cross set of Insignia, by *Royal Insignia, Singapore*, comprising sash Badge, 102mm x 82mm, silver-gilt and enamel, maker's cartouche to reverse; breast Star, 92mm, silver-gilt and enamel, maker's cartouche to reverse, *hairline cracks to white and pink enamel, very fine, scarce*, housed in velvet-lined, fitted leather case of issue £2,000-2,400
- King Faisal II of Iraq was deposed and executed in a bloody coup on 14 July 1958, ending 37 years of Hashemite rule. Sharif Ali Bin al-Hussein, his first cousin and the legitimate heir, vowed to restore the monarchy after the fall of Saddam Hussein in March 2003. He commissioned this attractive insignia, designed by Philip Eagleton, but the Hashemite restoration never transpired. Sharif Ali Bin al-Hussein continues to lead Iraq's Constitutional Monarchy Movement.
- 788 **Italy**, Milan, Fraternal Order, Knight Commander's set of Insignia, by Alberti & Co., Milan, comprising neck Badge, 90mm including crown suspension x 47mm, silver-gilt and enamel; Star, 75mm, silver and enamel, maker's cartouche at reverse centre and hallmarks to reverse, *very fine (2)* £80-120
- 789 **Italy**, Kingdom, Order of the Crown of Italy, Commander's neck Badge, 50mm, gold and enamel, unmarked, with full neck riband for wear, *miniscule hairline crack to white enamel, nearly extremely fine* £80-120
- 790 **Japan**, Empire, Order of the Sacred Treasure, 3rd Class neck Badge, 55mm, silver-gilt and enamel, Japanese characters to reverse, *extremely fine*, with full neck riband for wear £240-280



x791 **Luxembourg**, Grand Duchy, Order of Civil and Military Merit of Adolph of Nassau, Honour Cross for Ladies of the Court, 56mm including crown suspension x 38mm, silver-gilt and enamel, *nearly extremely fine and rare*, mounted on bow riband as issued, in fitted case of issue and with rosette pin with gold and silver flashes £450-500

The Honour Cross for Ladies was established in April 1914 by Grand Duchess Marie-Adelheid for women in the Grand Ducal Court. This Class of the Order corresponds with the Grand Officer Class, as per the rosette.

792 **Montenegro**, Kingdom, Order of Prince Danilo I, Commander's neck Badge, 74mm x 51mm, silver-gilt and enamel, *minor chips to edges of white enamel, very fine*, housed in velvet-lined box of issue £300-400



x793 **Montenegro**, Kingdom, Order of Danilo, Officer's breast Badge, 58mm including crown suspension x 38mm, silver-gilt and enamel, *good very fine* £140-180



x794 **Montenegro**, Kingdom, Order of Danilo, Knight's Cross, 38mm, silver and enamel, *good very fine* £100-140

x795 **Norway**, Kingdom, Order of St. Olav, Civil Division, Knight Grand Cross set of Insignia, by *Tostrup, Oslo*, comprising sash Badge, 88mm including crown suspension x 63mm, gold and enamel, maker's name and gold mark '750' to ring; breast Star, 80mm, gold, silver and enamel, maker's cartouche to reverse, *nearly extremely fine*, with full sash riband for wear and in a fitted case of issue £1,200-1,500



x796 **Poland**, Republic, Order of Poland Restored, Type Ia. (Eagle without feathers), reverse dated '1918', Grand Cross sash Badge, 68mm, silver-gilt, gilt and enamel, *very fine*, with full watered silk sash £180-220





798

425



x797 **Portugal**, Kingdom, Order of St. Avis, Grand Officer's breast Star, 86mm including Sacred Heart x 77mm, silver-gilt, silver and enamel, *repair to one ray, good very fine* £180-220

x798 **Portugal**, Republic, Order of St. James of the Sword, Grand Cross Collar Chain set of Insignia, by *da Costa, Lisbon*, comprising Collar Chain, 23 alternating medallions, 12 of sword and mottos, 12 wreaths and the central reverse medallion with a maker's cartouche and loop for wear, 700mm, silver-gilt and enamel; Badge, 100mm including wreath suspension x 50mm, silver-gilt and enamel, *some minor enamel loss, otherwise very fine* £500-700



x799 **Portugal**, Kingdom, Order of Villa Vicosa, Grand Cross breast Star, by *Souza*, 84mm including crown, gold, silver-gilt and enamel, maker's cartouche to reverse and twin retaining pin and loops, *good very fine* £300-400

800 A rare and interesting Rhodesian Legion of Merit group of six awarded to Major T. A. Wright, 15th Punjab Regiment, late Black Watch, who served in North Africa before being appointed the last General Manager of Rhodesia Railways



Rhodesia, Independent State (1965-79), Order of the Legion of Merit (O.L.M.), Civil Division, Officer's breast Badge, silver-gilt and enamel; Order of St. John of Jerusalem, Officer's breast Badge, silver and enamel; 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Territorial Force Efficiency Medal, G.V.I.R., 1st issue, Southern Rhodesia (CR 1977. T/Major Trevor A. Wright), mounted court-style for display, *light contact marks, very fine, scarce* (7)

£500-600

O.L.M. *Southern Rhodesia Gazette* 11 November 1971.

Only 126 Civil Division O.L.M.s were awarded, between 1970 and 1981.



Trevor Arnold Wright was born at Bulawayo on 16 March 1917, the son of George Albert and Mildred Eleanor Wright. His father worked for Rhodesia Railways as an engine driver, having served with the Royal Engineers during the Great War. The family emigrated to Bulawayo from East London, Cape Colony. Trevor's grandfather also drove engines, while his great-grandfather was an engineer. Educated at Milton High School, Bulawayo, he was a stalwart member of the town's Rover Scout Group. He joined Rhodesia Railways as a junior clerk in the accounts department in 1933, and was promoted to 'Clerk' in 1941. He enlisted at Bulawayo Training Camp on 4 June 1941, and was posted 'on commitment' to the 2nd Battalion, Black Watch in North Africa. He disembarked in Egypt on 24 September 1941. He then served in India as a 2nd Lieutenant in the 15th Punjab Regiment, rising to Captain on 26 January 1945. He appears in several group photographs with men of the 15th Punjabis. Stationed at Wana on the North-West Frontier, he was Brigade-Major by the war's end.



Wright returned to Bulawayo and on 4 March 1946 married Morag Ross Moore, with whom he fathered three children. Attesting for Territorial service, he was awarded the Efficiency Medal on 6 December 1946. He qualified as a chartered accountant and in March 1956 was appointed Chief Accounts and Finance Officer at Rhodesia Railways. In 1961 he became the company's first Regional Manager, Southern Region (Bulawayo). He was appointed its General Manager on 1 April 1964, the eleventh and last man to hold this appointment. The organisation comprised over 21,000 staff, and Wright was such an efficient organiser that his Headquarters at Bulawayo was nicknamed "The Kremlin" (*Rhodesian Financial Gazette*, 10 November 1972). For these services he was made an Officer of Rhodesia's Order of the Legion of Merit. In August 1975, he helped organise the important Constitutional Conference between representatives of the Rhodesian and Zambian governments. Symbolically, the meeting took place in a train carriage positioned half-way along the Victoria Falls Railway Bridge, so that the conference table was half in Rhodesia, half in Zambia. He retired on 1 April 1977. His obituary appeared in *The Herald* on 30 October 1991, and he was buried the next day at St. Mary's Anglican Church, Harare; sold with a folder of research.

- 801

Romania, Kingdom, Order of the Star of Romania, Type I, Military Division, Commander's neck Badge, 102mm x 65mm, silver-gilt and enamel, *extremely fine*, with full neck riband for wear

£240-280
- 802

Romania, Kingdom, Order of the Crown, Type I (1B), Commander's neck Badge, 63mm, silver-gilt and enamel, *some chipping to white enamel, nearly very fine*
£240-280



x803 **Romania**, Kingdom, Order of the Crown, Commander's breast Star, 75mm, by *Joseph Resch*, silver-gilt, silver and enamel, maker's cartouche to reverse and retaining pin, *good very fine* £140-180



804 **Russia**, Imperial, Order of St. Anne, First Class Star, Civil Division, 89mm, silver and enamel, the reverse silver-gilt denoting First Class, traces of assay and maker's marks to reverse and pin, *good very fine* £1,000-1,200

x805 **Russia**, Imperial, Order of St. Anne, Second Class breast Badge, with Swords, 44mm, gold (56 zolotniki) and enamel, marks to reverse, 1908-17 kokoshnik marks to sword hilts, *good very fine*, with full neck riband £700-900

806 **A very rare Russian Order of St. Anne Medal for Foreigners**



Russia, Empire, Order of St. Anne, Medal of Distinction for Foreigners, 1911 pattern, gold (56 zolotniki) and enamel, with mark for St. Petersburg (1908-17) and maker's mark to loop, *good very fine* £3,500-4,000



x807 **Russia**, Imperial, Order of St. Stanislaus, Second Class neck Badge, 49mm, by *Keibel, St Petersburg*, gold (56 zolotniki) and enamel, maker's name and court stamp on reverse, *repair to one eagle and green enamel chipping to wreath, very fine*, with length of neck riband £400-500

808 **A Russian Royal Service Jetton of Alexander III**



Russia, Empire, Jetton for service in the suite of Alexander III, 42mm, bronze, with backplate and screw, *good very fine* £140-180
Instituted 27 December 1894.

809 A Russian Royal Service Jetton of Nicholas II



Russia, Empire, Jetton for service in the suite of Tsar Nicholas II, 42mm, gilt, with backplate and screw, *good very fine*

£180-220

This Jetton was established on 24 January 1909 for those in the personal service of the Tsar. For Major-Generals the monogram and crown were in silver with a gold wreath. For Aides-de-Camp the monogram and crown were in gold with a silver wreath. This example, being that denoting service under both Alexander III and Nicholas II, is entirely in gold.

810 A Russian Jetton for the 250th Anniversary of the Imperial Grenadier Regiment



Russia, Empire, Jetton for the Thirteenth Erivan Imperial Grenadier Regiment of Czar Michael Fedorovich, 44mm, gilt and enamel, with backplate and screw, *some enamel flaking, very fine*

£80-120

Instituted 28 June 1909.



x811

Serbia, Kingdom, Order of the White Eagle, Civil Division, Knight Commander's set of Insignia, neck Badge, 84mm including crown suspension x 43mm, silver, silvered, gilt and enamel; Star, 82mm, silver-gilt and enamel, reverse gilt, unmarked, *blue overpainting and loss to banner and minor white enamel chipping*, Badge a little bent at suspension, nearly very fine, with length of neck riband (2)

£1,000-1,500

- x812 **Serbia**, Kingdom, Order of St. Sava, Type I, sash Badge, 80mm including crown suspension x 50mm, silver-gilt and enamel, *light enamel cracking, crown a little loose upon suspension, very fine* £400-500



- x813 **Serbia**, Kingdom, Order of St. Sava, Type I, Grand Cross breast Star, by *Arthus Bertrand*, 90mm, silver-gilt, silver and enamel, maker's initials and import mark to retaining pin, *good very fine* £400-600



814

- 814 **Serbia**, Kingdom, Order of St. Sava, Type II, Commander's neck Badge, 86mm x 52mm, silver-gilt and enamel, *good very fine*, with full neck riband for wear £300-400

- x815 **Serbia**, Kingdom, Order of St. Sava, Commander's neck Badge, 85mm including crown suspension x 52mm, silver-gilt and enamel, *good very fine*, with neck riband £200-240



816

- x816 **Spain**, Kingdom, Order of Charles III, Knights breast Badge, 60mm including wreath suspension x 40mm, gold and enamel, with rosette upon riband, *some blue enamel loss, very fine* £280-320
- 817 **Spain**, Kingdom, Order of Isabella the Catholic, Commander's neck Badge, 95mm including crown suspension x 57mm, gold and enamel, *extremely fine*, with length of neck riband £200-300



818

x818

Yugoslavia, Kingdom, Order of the Crown, Grand Commander's set of Insignia, neck Badge, 75mm including wreath suspension x 55mm, silver-gilt and enamel; Star, 75mm, silver-gilt and enamel, *minor enamel cracking to Badge reverse, otherwise very fine*, with length of neck riband (2)

£300-400

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ORDERS, DECORATIONS AND MEDALS



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19003

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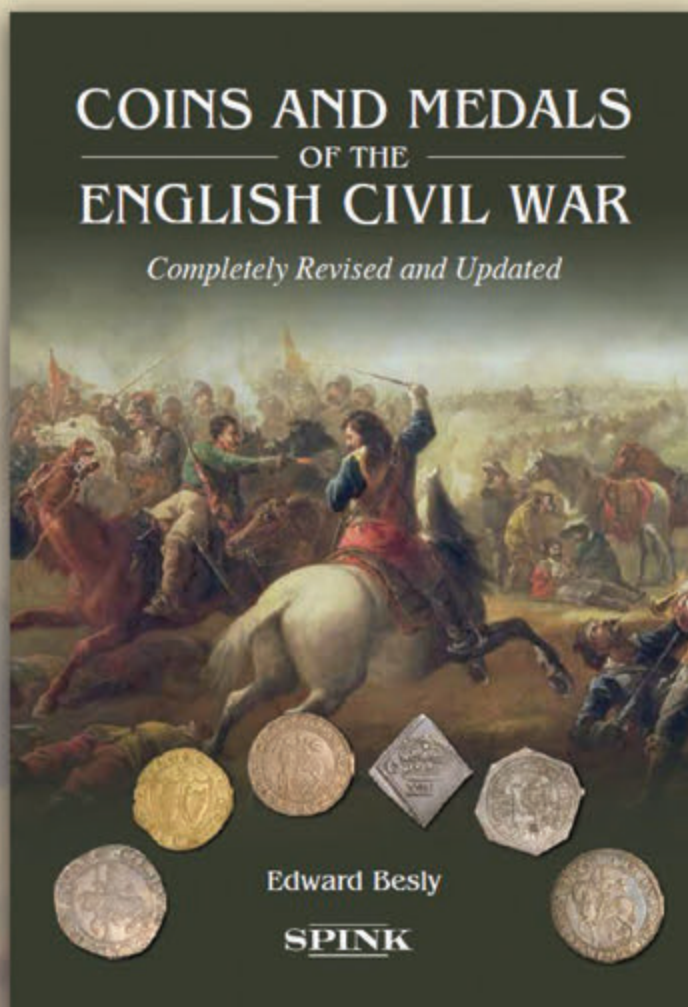
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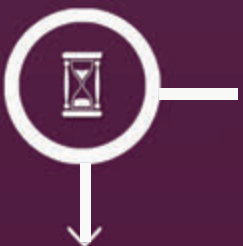
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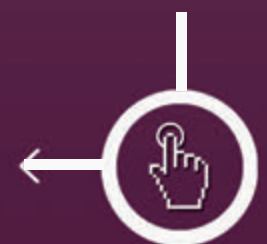
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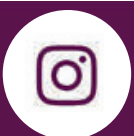
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Certificate of Authenticity	means a certificate issued by an Expert Committee confirming the authenticity of a Lot;
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Forgery	means a Lot constituting an imitation originally conceived and executed as a whole with a fraudulent intention to deceive as to authorship, origin, age, period, culture or source where the correct description as to such matters is not reflected by the description in the catalogue and which at the date of the auction had a value materially less than it would have had if it had been in accordance with the description in the catalogue. Accordingly, no Lot shall be capable of being a Forgery by reason of any damage and/or restoration work of any kind (including re-enamelling);
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- | | |
|--------------------|----------------------------------|
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| £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 £10,000 | by £500 |
| £10,000 to £20,000 | by £1,000 |
| £20,000 and up | Auctioneer's discretion |
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- 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.
- 4.10.3 Lots with this symbol (Ⓜ) indicate that a party has provided Spink with an irrevocable bid on the lot that will be executed during the sale at a value that ensures that the lot will sell. The irrevocable bidder, who may bid in excess of the irrevocable bid, will be compensated based on his bid in the event he or she is not the successful bidder or may receive a fixed fee in the event he or she is the successful bidder. If the irrevocable bidder is the successful bidder, the fixed fee for providing the irrevocable bid may be netted against the irrevocable bidder's obligation to pay the full purchase price for the lot. If the irrevocable bid is not secured until after the printing of the auction catalogue, a pre-sale announcement will be made indicating that there is an irrevocable bid on the lot.
- If you are interested in placing an irrevocable bid in an auction, please contact us at chairmanoffice@spink.com. Typically, only some of the lots with an estimate, which must exceed £100,000 or equivalent in other currencies are open to irrevocable bids.
- 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, Legacy Currency Grading).
- 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, postage charge 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 (Ω) 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 Repayment 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 (Ω) 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:
- 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.
 - By cheque or bank draft made payable to Spink and Son Ltd and sent to Spink at 69 Southampton 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 3%. 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), (c) 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 to:
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 If you fail to collect within fourteen days after the sale, whether or not payment has been made, you will be required
5.10.3.1 to pay a storage charge of £2 per item per day plus any additional handling cost that may apply.
5.10.3.2 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 acknowledge that we may (as necessary for our legitimate interests those of other auctioneers and live bidding platforms in referencing customers and avoiding customer defaults) disclose 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 as set out in our privacy notice (available at <https://spink.com/privacy-policy>) and in particular 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, we may pass your information to credit reference agencies in order to obtain credit checks from them, and they may keep a record of any search that they do.
- 7.3 In accordance with clause 5.11, 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.
- 7.5 Where you provide us with personal information about other individuals, you must ensure that your provision of that information is compliant with applicable data protection law.

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 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 UK 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. Daggedged Lots

Lots which are Daggedged (†) 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. This VAT is payable on items imported from outside 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

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SALE CALENDAR 2019/2020

STAMPS

6/7 November	The Philatelic Collectors' Series Sale	Hong Kong	CSS43
6-18 November	Stamps and Covers of France and French Colonies e-Auction	London	19046
13 November	The 'Rochambeau' Collection of France	London	19047
13-14 November	Dr. Edward Grabowski Postal History Collection of French Colonies	London	19048
5 December	Important Stamps of India	London	19063
5 December	The Davies Collection of Great Britain and Selected Other Countries	London	19058
11 January	The Treaty Ports of the Shanghai Postal System - Part IV	Hong Kong	20018
12 January	Fine Stamps of China and Hong Kong	Hong Kong	CSS46
17-31 January	Stamps and Covers of the World e-Auction	London	20012
28 January	The Freshwater Collection	New York	172
29 January	The 'Lionheart' Collection of Great Britain and British Empire - Part XI	London	20011
29 January	The Philatelic Collectors' Series Sale	New York	173
30/31 January	The Philatelic Collectors' Series Sale	London	20010

COINS

4-14 November	Coins and Commemorative Medals e-Auction	New York	353
25 November - 11 December	World Coins e-Auction	London	19057
10 December	Coins and Commemorative Medals: Winter Auction	London	19007
4/5 January	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS45
19 January	The Numismatic Collector's Series at NY INC, Grand Hyatt	New York	355
20-30 January	Coins and Medals e-Auction	New York	356

BANKNOTES

22 November - 2 December	World Banknotes e-Auction	London	19064
4/5 January	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS45
17 January	World Banknotes at NY INC, Grand Hyatt	New York	354
19 January	The Numismatic Collector's Series at NY INC, Grand Hyatt	New York	355

MEDALS

27/28 November	Orders, Decorations and Medals	London	19003
4/5 January	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS45
19 January	The Numismatic Collector's Series at NY INC, Grand Hyatt	New York	355

BONDS & SHARES

9-22 January	Bonds and Share Certificates of the World e-Auction	London	20016
5-18 February	Stocks and Bonds of the United States of America e-Auction	London	20017
4/5 January	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS45
19 January	The Numismatic Collector's Series at NY INC, Grand Hyatt	New York	355

HISTORICAL DOCUMENTS

9 July	Historical Documents, Postal History and Autographs	London	19022
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LIFESTYLE COLLECTABLES

25 October - 4 November	Handbags and Accessories e-Auction	Hong Kong	SHA03
7-21 January	A Collection of early Cutlery sets, Veterinary and Medical Implements, Scales and other Measuring Instruments, Objets Vertu and Scientific Instruments. Property of a gentleman	London	20020

The above sale dates are subject to change

Spink offers the following services:

- VALUATIONS FOR INSURANCE AND PROBATE FOR INDIVIDUAL ITEMS OR WHOLE COLLECTIONS -
- SALES ON A COMMISSION BASIS EITHER OF INDIVIDUAL PIECES OR WHOLE COLLECTIONS -



£25



BY APPOINTMENT TO
HER MAJESTY THE QUEEN
INCORPORATED IN GREAT BRITAIN
SPINK & SPINK LTD, LONDON



BY APPOINTMENT TO
HIS MAJESTY THE KING OF SWEDEN
INCORPORATED IN GREAT BRITAIN
SPINK & SPINK LTD, LONDON

SPINK

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