
ORDERS, DECORATIONS AND MEDALS



22-23 APRIL 2020
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Sale Details | Wednesday 22 April 2020 at 10.00 a.m. (Lots 1-456)
Wednesday 22 April 2020 at 2.00 p.m. (Lots 457-758)
Thursday 23 April 2020 at 10.00 a.m. (Lots 759-1162)
Thursday 23 April 2020 at 2.00 p.m. (Lots 1163-1439)

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INTRODUCTION

‘I truly hope that your collection serves as a reminder to future generations regarding sacrifices made, both physical and psychological and that lessons are learnt most importantly. I truly hope that this is a friendship that will sustain and appreciate you for your interest in capturing what is future history.’

The words of Warrant Officer Class II J. L. Oliphant, Royal Artillery, a veteran of Northern Ireland and Afghanistan (Lot 602).

It gives me great pleasure to introduce you all to our April Auction of Orders, Decorations and Medals, the largest ever assembled by this Department. We hope that the remarkable stories narrated and illustrated in the following catalogue inspire you as much as they have inspired us as we have toiled away since the November Auction.

Whilst cataloguing the array of stories told in the notable collection of modern campaign awards (Lots 586-630), the words quoted above leapt from the page. They seemed to distil the importance and resonance of this enduring hobby into a few short lines - hearing them from a former serviceman whose medals we have the privilege to offer only served to affirm the views.

As collectors, specialists or auctioneers we are only custodians of these amazing stories for a short while; I see it as our job to preserve and research them whilst concurrently enthusing and educating the next generation whenever possible.

Besides those items which have been enjoyed by collectors for some years, as always we have the privilege to offer you the opportunity to acquire a number of choice pieces on the market for the first time. These items are indicated as such and are often accompanied by original archive material which provide a unique insight into the campaigns & careers of the recipients.

This diverse Auction has something to suit almost every taste. Please do not hesitate to contact us if we can assist in any way possible - we are at your disposal.

With our best wishes,

Marcus and the Medal Department

Order of Sale

Wednesday 22nd April 2020

Morning Session; Commencing at 10.00 a.m.

Single Campaign Medals 1- 456

Afternoon Session; Commencing at 2.00 p.m.

Long Service, Coronation and Jubilee Awards 457- 585

An Important and Well-documented Collection of
Modern Campaign Awards..... 586- 630

Awards for Gallant or Distinguished Service 631- 758

Thursday 23rd April 2020

Morning Session; Commencing at 10.00 a.m.

Campaign Groups and Pairs..... 759-1070

Miscellaneous..... 1071-1098

British Orders and Single Decorations 1099-1162

Afternoon Session; Commencing at 2.00 p.m.

British Miniature Dress Medals 1163-1181

Foreign Miniature Dress Medals 1182-1187

Foreign Orders, Decorations and Medals 1188-1439

WEDNESDAY 23 APRIL 2020

Morning Session commencing at 10.00 a.m. (Lots 1-456)

All Sales are subject to the Terms and Conditions for Buyers printed at the back of this catalogue. Please note that 'Spink Live' is running on an 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, 1 clasp, Syria (Chas. Richards, Clerk.), <i>nearly extremely fine</i>
Served aboard H.M.S. <i>Stromboli</i> . | £500-600 |
| 2 | Naval General Service 1793-1840, 1 clasp, Syria (Jam-s Tout.), <i>ex-brooch mounted, replacement suspension, neatly plugged obscuring part of name, very fine</i>
James Tout served as a Private in the Royal Marines aboard the frigate H.M.S. <i>Talbot</i> ; sold with copied roll entry. | £300-400 |



- 3 Naval General Service 1793-1840, 2 clasps, Boat Service 21 Jan 1807, Basque Roads (William Howard.), *toned, extremely fine* £1,800-2,200
8 'Boat Service 21 Jan 1807' clasps issued.



William Howard, a native of Nottingham, entered H.M.S. *Galatea* as a Landsman on 1 July 1803, aged 21. He served aboard this 32-gun fifth rate during her daring capture of the French corvette *Lynx*, 16 guns, off Les Saintes, Guadeloupe on 21 January 1807. *Lynx* had broken through the British blockade of Rochefort on 25 September 1806, easily outrunning H.M.S. *Windsor Castle*, 98 guns, and successfully carrying troops and provisions across the Atlantic to the French garrison of Martinique. At dawn on 21 January, *Lynx* was sailing towards Caracas when *Galatea* caught sight of her and gave chase. *Lynx*, with her sweeps spread, was so much faster than the British frigate that by 2 p.m. only her top-gallants were visible above the horizon. Captain Sayer of *Galatea* refused to let this prize escape, so he launched six boats containing fifty seamen and twenty Royal Marines under the command of Lieutenant W. Coombe. The men rowed determinedly for seven hours, in the blazing sun, covering a distance of over twelve leagues. Fanning out in two lines, by 9 p.m. the boats were within pistol shot of the *Lynx*.

After hailing the French vessel, which had a crew of 161 men and boys, the boat crews attempted to board her on both quarters. French grape and musketry took a fearful toll, wounding Lieutenant Coombe and keeping the attack at bay. A second attempt to board met with no more success than the first. With the odds heavily stacked against them, the boat crews dropped astern of *Lynx* and poured a destructive fire of small arms into her quarter gallery. Their shots ricocheted through the length of the ship, causing severe casualties, and with a great cheer the third attempt began. The fighting was desperate, but this time the boarders drove all before them. Their loss was severe: one officer and eight men killed, three officers and nineteen men wounded. *Lynx* entered the British service under the name H.M.S. *Heureux*, though Lieutenant Coombe never lived to receive the Patriotic Sword subsequently voted him. Just eight men of *Galatea*'s company lived to claim the 'Boat Service 21 Jan 1807' clasp.

Howard transferred to the 8-gun bomb vessel H.M.S. *Thunder* on 3 April 1809, serving as an Ordinary Seaman at the Battle of the Basque Roads. This action, in the Bay of Biscay, foiled another French attempt to resupply the French Caribbean islands. After the French 74-gun *Régulus* became stranded on a shoal at the entrance to the Charente Estuary, *Thunder* shelled her mercilessly, but the French gradually towed her into Rochefort. *Thunder* took part in the Walcheren campaign that year, shelling enemy formations on the banks of the Scheldt. Howard was invalided to England per H.M.S. *Colossus* on 15 December 1810; sold with copied research.

4 **The 3-clasp Naval General Service Medal awarded to Able Seaman Joseph Clark, who served in two celebrated frigate actions, ending his career aboard H.M.S. *Minotaur* at Trafalgar**

Naval General Service 1793-1840 (Joseph Clark.), 3 clasps, Blanche 4 Jany. 1795, Minerve 19 Decr. 1796, Trafalgar, *clasps re-fitted, contact marks, nearly very fine*

£14,000-18,000

A unique name upon the rolls.

One of just five 'Blanche 4 Jany. 1795' clasps issued. A unique combination.

Note this Medal was originally issued with single 'Minerve' clasp. Clark's other Medal with 'Blanche 4 Jany. 1795' and 'Trafalgar' clasps was sold in the Goddard Collection, noting the likely existence of this award. The medal offered here has been fitted with genuine 'Blanche 4 Jany. 1795' and 'Trafalgar' clasps, to reflect Joseph Clark's full entitlement.



Joseph Clark was born at Deptford, Kent in 1779. He entered the muster book of H.M.S. *Blanche*, a 32-gun sixth rate, as a Boy 3rd Class on 10 September 1792, and was present at *Blanche's* capture of the French frigate *Pique*, 38 guns, on 4 January 1795. *Blanche*, under Captain Robert Faulknor, was cruising off Guadaloupe when she discovered *Pique* at anchor outside the harbour of Pointe-à-Pitre. *Pique* scurried away with all her sails spread, and *Blanche* gave chase for twelve hours before eventually coming alongside. The two vessels traded broadsides just after midnight; the action became desperate at 2.30 a.m. when *Blanche's* main and mizzen masts fell. Captain Faulknor was shot through the heart attempting to lash *Pique's* bowsprit to *Blanche's* capstan. Assuming command, Lieutenant Watkins succeeded in this bold endeavour, which enabled *Blanche* to tow her antagonist into the wind. Marksmen in *Pique's* foc'sle brought heavy fire to bear on *Blanche's* quarterdeck, but were quickly silenced by grapeshot from *Blanche's* stern chasers. The French withstood this galling fire until 5 a.m., when they struck their colours. Such was the intensity of the firefight that not a single boat remained intact on either ship: Lieutenant Milne, with ten seamen, had to swim aboard *Pique* to take possession of her. By Act of Parliament, a monument to Captain Faulknor's memory was erected in St. Paul's Cathedral. Only five clasps were issued to surviving men who took part in this action.

Clark continued to serve aboard *Blanche*, witnessing the dramatic 'Blanche Mutiny' of 1796. Captain Charles Sawyer took command of *Blanche* following *Pique's* capture, and became deeply unpopular with the crew due to his blatant homosexual relations with two midshipmen and his coxswain. The Captain Sawyer of Hornblower fame appears closely based on this depraved, real-life character, who inflicted sadistic punishments on any who dared to challenge his rule. *Blanche's* First Lieutenant, Archibald Cowan, wrote to Captain George Cockburn, the fleet's senior Captain, charging Sawyer of 'odious misconduct'. Sawyer was court-martialled on 17 October 1796, and judged 'incapable of ever serving in any military capacity whatever.' These events were recorded by the American seaman and diarist Jacob Nagle, who served on *Blanche* alongside Clark.

Even before this infamous trial, Admiral Sir John Jervis had found *Blanche* a new Captain, D'Arcy Preston, who led her against the Spanish frigates *Santa Sabina* and *Ceres* off Cartagena on 19

December 1796. H.M.S. *Minerve*, 40 guns, lent support. Though Clark was still part of *Blanche's* crew, appearing on her muster book, he was 'lent' to H.M.S. *Minerve*, 40 guns, for this daring action, thus receiving a 'Minerve 19 Decr. 1796' clasp. He served alongside a certain Commodore Horatio Nelson, who hoisted his broad pennant aboard *Minerve* and directed the action from her quarterdeck. According to Nelson's account, *Minerve* engaged the *Sabina* at 10.40 p.m. and shot away her mizzen mast, inflicting 164 casualties. *Minerve* struck her colours at 12.30 a.m., and Nelson put aboard her a prize crew of 42 men led by Lieutenants John Culverhouse and Thomas Hardy (of Trafalgar fame). Just as *Minerve* was preparing to tow away her prize, the Spanish frigate *Matilda* arrived from nowhere, followed by four more Spanish ships including the *Principe-de-Asturias*, 112 guns. After a desperate struggle, the prize crew were obliged to surrender. Culverhouse, Hardy and the surviving men were imprisoned but later released. Their brave stand enabled *Minerve*, with Nelson aboard her, to slip away and rendezvous with Sir John Jervis, bringing vital intelligence of the Spanish fleet.

Clark served as an Able Seaman aboard H.M.S. *Minotaur*, 74 guns, at Trafalgar. Her Captain, Charles Mansfield, famously pledged to his crew that he would stick to any ship engaged 'till either she strikes or sinks - or I sink.' At the climax of the battle, he deliberately placed *Minotaur* between the damaged *Victory* and an attacking French ship; he was later awarded a Patriotic Sword and Gold Medal for this gallant act. Both are now in the National Maritime Museum. Clark was one of 16 men from the crew of *Minotaur* who lived to receive a 'Trafalgar' clasp. The 1851 Census shows that he returned to Deptford, living with his wife Hanna at 20 Old King Street. He died that same year.

Sold with a folder of copied research, in addition to:

- (i) A Spanish Charles IV Real coin of 1796, 32mm, silver, *very fine*
- (ii) Two contemporary naval metal tokens, the first 25mm diameter, engraved 'WILLM. WILLS 1797 MINOTAUR' to obverse, 'SUCCESS TO THE 17 UNITED BRIGHT STARS' to reverse; the second 27mm diameter, engraved 'MWBtt Minerve 1796' to obverse, 'August 9th on the C of Fc.' to reverse, *good very fine*

5 Naval General Service 1793-1840, 3 clasps, Java, Algiers, Navarino (**William Bray.**), *contact mark to obverse profile, good very fine*

£2,800-3,200

PROVENANCE:
 Sotheby's, May 1910.
 Glendining's, June 1942.
 Hayward, October 1971.
 Baldwin's, November 2001.



William Bray served as a Boy aboard H.M.S. *Illustrious*, 74 guns during the capture of Java in July 1811, and as an Ordinary Seaman aboard H.M.S. *Albion*, 74 guns at the bombardment of Algiers in 1816. At the Battle of Navarino on 20 October 1827, he was Captain of the Mast aboard Admiral Sir Edward Codrington's flagship H.M.S. *Asia*, 84 guns. *Asia* was the first ship of the Allied combined fleet to enter Navarino harbour following the Ottoman refusal to withdraw troops from Morea. The Ottoman ships were deployed in a defensive crescent; *Asia* bore the brunt of the enemy fire as she advanced, initially unsupported. For the loss of 177 killed and 480 wounded, the Allied fleet sank or disabled 65 Ottoman ships and put paid to the Sultan's plans for re-conquering Greece.

x6 Alexander Davison's Medal for The Nile 1798, bronze-gilt, unnamed as issued, fitted with contemporary straight bar suspension, *nearly extremely fine* with length of neck riband

£200-300



x7 Military General Service 1793-1815, 2 clasps, Ciudad Rodrigo, Badajoz (**Elias Phillips, Serjt. 77th Foot**), *lightly polished, some edge bruising, nearly very fine*

£1,000-1,400

Elias Phillips was born in Broadwindsor, Dorset circa 1786, gaining civilian employment as a miller's apprentice. He joined the 77th (East Middlesex) Regiment of Foot as a drummer in 1798. The regiment saw action in India during the Fourth Anglo-Mysore War, and Phillips' pension papers confirm that he served five and half years there. The 77th formed part of the storming party at the Siege of Seringapatam on 4 May 1799, so Phillips may have received a pewter Seringapatam Medal. During the subsequent Polygar Wars, the regiment played a crucial role in securing southern India, enduring attritional jungle warfare against local tribes. Phillips was promoted to Corporal in 1802. When the 77th sailed for England in February 1807, one of its transports, *Ganges*, sank off the Cape of Good Hope. The East Indiaman *St. Vincent* managed to evacuate all 209 souls, with no loss of life.

After enduring the Walcheren Campaign of 1809, the 77th embarked for Spain in 1811 and took part in the Battle of El Bodón on 25 September that year. This rear-guard action occurred because Wellington was forced to abandon his siege of Ciudad Rodrigo when Marshal Marmont appeared with 60,000 men. Marmont drove Wellington back into Portugal, but the 5th Foot and 77th Foot, under Major-General Sir Charles Colville, put up a spirited defence on a small ridge called El Bodón. The two regiments, supported by Portuguese artillery, kept back a French infantry division and a large body of cavalry for three hours, buying vital time for the British withdrawal. At one stage the enemy cavalry overran the guns and were driven back with the bayonet - was this the closest Wellington ever came to losing a gun? When the 77th eventually withdrew, the presence of French cavalry forced them to retire across open ground in square, at the mercy of enemy artillery. Phillips went on to serve at the famous sieges of Ciudad Rodrigo and Badajoz. He appears on the regiment's Muster of 25 September 1817, taken at Limerick, in the rank of Company and 'Recruiting' Sergeant. Discharged to a Royal Hospital Pension on 24 October 1821, after 23 years and 6 months with the Colours, the 1851 census shows him still living at Sandpit Cottage, Broadwindsor. Phillips had seen the world, but still preferred Dorset!

PROVENANCE:

Glendining's, September 1926 and March 1929.

- 8 A fine Military General Service Medal to Sergeant J. Taylor, 84th Foot, severely wounded at the Battle of the Nive
- Military General Service 1793-1840, 2 clasps, Nivelles, Nive (J. Taylor, Serjt. 84th Foot.), *minor contact marks and edge bruising, very fine* £600-800

PROVENANCE:

Glendining's, May 1911 & May 1965.

Joseph Taylor, a sawyer from High Wycombe, served with the 9th Garrison Battalion, stationed at Enniskillen, from 25 December 1806. He attested for the 2nd Battalion, 84th (York and Lancaster) Regiment of Foot at Dublin on 28 April 1808. Serving in Major Jonson's Company, he was promoted to Corporal on 25 September 1808 and Sergeant on 2 February 1810. His service papers reveal that he was present at the Siege of St. Sebastian in July-September 1813. After serving at the Battle of Nivelles (clasp) on 10 November that year he was severely wounded in action on 9 December 1813, during the climax of the Battle of the Nive (clasp). He was discharged on 28 April 1815.

- 9 'A French dragoon, who was dealing death all around, forced his way up to near where I stood. Every moment I expected to be cut down. My piece was empty; there was not a moment to lose. I got a stab at him, beneath the ribs, upwards; he gave a back stroke, before he fell, and cut the stock of my musket in two; thus I stood unarmed. I soon got another, and fell to work again...'

A stirring extract from Private Todd's remarkable *Journal*.

The regimentally important 8-clasp Military General Service Medal awarded to Private J. 'Thomas' Todd, 71st Foot (Highland Light Infantry), whose account of his service in the Peninsular War was published in 1819, under the title *Journal of a Soldier of the Seventy-First*

Revered by Charles Oman as one of the finest 'soldier biographies' of the Napoleonic period, this journal records the 71st Foot's progress from the early battles of Roleia and Vimiera through to Fuentes d'Onor and the brilliant ambush at Arroyo dos Molinos, concluding with Waterloo and the triumphant entry into Paris. Todd was at the heart of every action, repeatedly fighting for his life in hand-to-hand combat

Re-published in 2005 under the title *Bayonets, Bugles and Bonnets*, Todd's journal is an irreplaceable source of regimental history which instils his silent Medal with profound significance



- Military General Service Medal 1793-1814, 8 clasps, Roleia, Vimiera, Talavera, Fuentes D'Onor, Vittoria, Pyrenees, Nivelles, Orthes (James Todd, 71st Foot.), original riband, **bottom three clasps on slightly bent carriage**, *light contact marks and edge wear, nearly very fine* £4,000-5,000

3 'Talavera' clasps to the 71st Foot.

PROVENANCE:

Ex- Colonel Murray of Polmaise Collection (published in Tancred's 1891 'Historical Record').
Glendining's, May 1926.

James Todd was born in Musselborough, Edinburgh on 17 January 1789, the son of ‘poor but respectable parents’ who neglected their own comfort to buy him an education ‘superior to [his] rank in life.’ His own journal reveals a spoilt and petulant youth, a ‘gentleman in a house of poverty’ whose parents pinned all their hopes on his entering a learned profession. To their dismay, he began an acting career which came to an ignominious end when he dived on stage, chased off by hisses from the audience. He stormed out of his distraught parents’ home and would never see them again. Wandering the streets at night, aged just 16, he fell in with some redcoats and rashly volunteered his services. He embarked at Leith, with seventeen other recruits, and was transported to the Isle of Wight in July 1806. Initially he ‘could not associate with the common soldiers,’ but shared hardships and dangers would gradually earn him their esteem.

This, at least, is what we read in *The Journal of a Soldier of the Seventy-First Regiment*, a highly readable eyewitness account of the 71st Foot’s exploits from Buenos Aires to Waterloo. The author, given simply as ‘Thomas’, is really an amalgam of different soldiers’ accounts, compiled by an enterprising editor named John Howell (1788-1863). Howell conversed with veterans of the 71st in taverns across Edinburgh, acquiring anecdotes as he went and building them into a seamless narrative of the Regiment’s journey through the Napoleonic Wars which he published in 1819. He could not find a soldier whose career encompassed every campaign, but he did find one who furnished about 70% of the material required. In a letter held at The Royal Highland Fusiliers Museum, Howell states: ‘James Todd is the individual I got the greater part of the journal from. He was in the 71st all the time that I write of.’

Howell goes on to say that Todd was a highly literate individual who had fallen on hard times, wishing to remain anonymous. This fits with the *Journal’s* portrayal of Todd’s indulged childhood. No other 71st man by the name James Todd lived until 1848, or was working in Edinburgh at the time Howell made his enquiries. David Howarth therefore confirms, in his 2005 article for the *OMRS Journal*, that the 8-clasp Military General Service Medal catalogued here was indeed awarded to the man whose life inspired Howell’s *Journal of a Soldier of the Seventy-First*.

In the following precis of James Todd’s military career, the *Journal* is used to illustrate only those exploits which his service papers and regimental musters confirm to be true.

To Flanders, Portugal and Spain

Todd enlisted in the 2nd Battalion, 71st Foot on 31 January 1807 (WO12/7920). He had brown hair, marle eyes and a ‘swarthy’ complexion. Assigned to Captain LeButon’s Company, he was stationed at Strabane in Ireland during the summer of 1807. On Christmas Day that year, LeButon’s Company was transferred to the 1st Battalion, which had just returned from the disastrous Buenos Aires campaign. Greatly outnumbered, the 71st had been forced to surrender to the Spanish Viceroy, handing over both Regimental Colours (they are displayed to this day at Santo Domingo Convent, Buenos Aires). As if to wipe away this indignity, General Sir John Floyd presented new Colours to the 71st Foot on 21 April 1808. On 27 June that year, the reformed 1st Battalion (including Todd) sailed from Cork to join the expedition under Sir Arthur Wellesley, ‘consisting of nine regiments of infantry.’ Wellesley’s expedition reached Mondego Bay, Portugal on 29 July, intent on saving England’s oldest ally from the French. Rough weather delayed disembarkation by six days. Many landing craft capsized; the first British casualties of the Peninsular War were victims of drowning. The *Journal* recalls: ‘we found all the villages deserted, except by the old and destitute, who cared not what became of them.’

Todd and the 71st took part in Battle of Roleia (clasp) on 17 August. Though outnumbered 3 to 1, the French under Henri Delaborde held a strong position on high ground and were able to repulse three determined British attacks. The 29th (Worcestershire) Regiment made an ill-judged oblique movement and were cut to pieces. Though Wellesley managed to drive the French back at 4 p.m., his lack of cavalry enabled them to retire in good order. After receiving 4,000 reinforcements from England, Wellesley fought the Battle of Vimiera (clasp) on 21 August. The French commander, Major-General Junot, sent his infantry forward in two columns, ignoring the lessons of Maida two years before. The British line, silent as ever, delivered one crushing volley before charging forward with the bayonet, capturing 13 guns and inflicting 2,000 casualties. The *Journal* relates:

‘In our first charge, I felt my mind waver; a breathless sensation came over me. The silence was appalling. I looked along the line: It was enough to assure me. The steady determined scowl of my companions assured my heart, and gave me determination. How unlike the noisy advance of the French!’

Just as the battle was coming to a close, Wellesley was forced to give up his command to Sir Harry Burrard and Sir Hew Dalrymple, newly arrived from Gibraltar. These men chose not to pursue the fleeing French army. Instead they negotiated the scandalous Convention of Cintra with Junot. This treaty instructed the Royal Navy to transport the entire French army, with all its arms, ammunition and Portuguese loot, safely back to Bordeaux.

After Portugal was liberated, command of the British forces went to Sir John Moore. Though the bulk of the 71st took part in Moore's advance into Spain and subsequent retreat to Corunna, a small detachment of the 71st remained 'on command' at Alba de Tormes. The regiment's muster (WO12/7857) confirms that Todd was part of this detachment, comprised largely of the regiment's sick men (see Howarth, 2005). This detachment, acting independently of the 1st Battalion (recuperating in England), fought at the Battle of Talavera (clasp) on 27-28 July 1809, as part of the 2nd Battalion of Detachments. Clasps to the 71st Foot for Talavera are therefore extremely rare: just three were officially issued, one of them to Todd.

Following Wellington's withdrawal into Portugal, the 71st detachment was transported back to England, re-joining the 1st Battalion at Deal, Kent in September 1810. The 1st Battalion had just returned from the Walcheren Expedition, where it suffered terrible hardships. The *Journal* states that a draft of 600 recruits joined the 1st Battalion at Deal, hinting at the huge losses caused by Walcheren Fever. The regiment's name had changed to reflect its new Light Infantry role, a transformation perhaps inspired by the performance of sharpshooters during the Retreat to Corunna.

'Skirmishing every day'

Two frigates conveyed the 1st Battalion once again to Portugal, Todd sailing aboard the *Melpomene* with the 4th Company (WO12/7358). The Battalion disembarked at 'Blackhorse Square' (christened as such by the British due to a large and prominent equestrian statue of King Joseph I) in Lisbon, Todd being billeted in a cook-shop. The French army under Marshal Masséna now surrounded the city, but was kept at bay by the Lines of Torres Vedras. The 71st defended a section of the Lines at Sobral de Monte Agraço, comprising earthworks atop steep hills. The French attacked this point in great numbers on 14 October, and almost broke through; a fierce hand-to-hand combat ensued. The historian Charles Oman referred to this incident as the 'highest watermark' of the French invasion, and the 71st were in the thick of it. The *Journal* recalls:

'We were scarce able to withstand their fury. To retreat was impossible; all behind being ploughed land, rendered deep by the rain. There was not a moment to hesitate. To it we fell, pell-mell, French and British mixed together. It was a trial of strength in single combat; every man had his opponent, many had two. I got one up to the wall, on the point of my bayonet. He was unhurt. I would have spared him, but he would not spare himself. He cursed and defied me, nor ceased to attack my life, until he fell, pierced by my bayonet. His breath died away in a curse and menace. This was the work of a moment: I was compelled to this extremity. I was again attacked, but my antagonist fell, pierced by a random shot. We soon forced them to retire back over the wall.'

Masséna reluctantly called off the attack. He knew that a protracted siege was impossible: Wellington's 'scorched earth' policy had removed opportunities for foraging, the traditional method by which a French army sustained itself. He withdrew his tired and ragged troops back across the River Tagus, via Santarém, and concentrated around Ciudad Rodrigo on the Spanish border. Wellington set off in pursuit, laying siege to the French-held border fortress of Almeida. Masséna swept back into Portugal to break the siege. Taken by surprise, Wellington rushed the 1st and 3rd Divisions into the hill town of Fuentes d'Onor (clasp), blocking the French advance on 3 May 1811. The 71st were pivotal to the British defence, staging a brilliant charge which evicted the French just in time to save the town. Todd writes that he charged three times that day, and 'fired 107 rounds of ball-cartridge.' On 4 May, the fighting was even more desperate. The *Journal* continues:

'About half-past nine o'clock, a great gun from the French line, which was answered by one from ours, was the signal to engage. Down they came, shouting as usual. We kept them at bay, in spite of their cries and formidable looks. How different their appearance from ours! Their hats set round with feathers, their beards long and black, gave them a fierce look. Their stature was superior to ours; most of us were young. We looked like boys, they like savages. But we had the true spirit in us. We foiled them, in every attempt to take the town, until about 11 o'clock, when we were overpowered, and forced through the streets, contesting every inch. A French dragoon, who was dealing death all around, forced his way up to near where I stood. Every moment I expected to be cut down. My piece was empty; there was not a moment to lose. I got a stab at him, beneath the ribs, upwards; he gave a back stroke, before he fell, and cut the stock of my musket in two; thus I stood unarmed. I soon got another, and fell to work again... On my arrival in the lines, when I unpacked my knapsack, I found a ball had pierced the centre of it, and dimpled the back of my shoe-brush.'

The slaughter in Fuentes d'Onor was terrible, but whereas two companies of the 79th Foot (Cameron Highlanders) were annihilated by fighting in close formation, the 71st, employing light infantry tactics, suffered half the casualties. Pushing into Spain, Todd next took part in Lord Hill's brilliant night attack which destroyed General Girard's Division at Arroyo dos Molinos on 27-28

October. The French were completely unprepared, many of them fighting in their nightshirts. Amid much swearing and confusion, the French general emerged from a verandah and stamped on his cocked hat in frustration. Todd and his comrades caught sight of the glinting medals and decorations on this general's chest. The *Journal* wryly states: 'in a minute his chest was as bare as a private's.'

On 18/19 May 1812, Todd took part in another of Lord Hill's great achievements, the storming of Almaraz. This French-held fortress guarded a pontoon bridge over the Tagus, which linked French forces in the north and south of Spain. By destroying this bridge, Hill split the French armies and enabled Wellington's crushing victory at Salamanca on 22 July. Todd describes rushing up scaling ladders as the French defenders threw rocks and grenades. The 71st were 'the first to mount the works,' turning the enemy's guns against them. In October that year, the 71st were part of Wellington's rearguard in the Retreat from Burgos, inflicting severe casualties on the enemy with little loss to themselves. The *Journal* recalls 'skirmishing almost every day.'

At the Battle of Vittoria (clasp) on 21 June 1813, the 71st were heavily engaged, losing 14 officers and 301 men killed and wounded. Todd went on to serve in the Pyrenees (clasp), including a desperate action in the Maya Pass on 25 July, when d'Erlon's Corps attempted to relieve Pamplona. The French advance nearly overwhelmed the British line. He was also present at Nivelle (clasp) on 10 November 1813, and Orthes (clasp) on 27 February 1814. His papers confirm that made a late claim for the Toulouse clasp. Interestingly, the regimental muster of 27 May 1814, taken after Napoleon's abdication, describes Todd as having been a 'Prisoner of War'. The *Journal* corroborates this, revealing that Todd was briefly captured during a French sally from Toulouse, and repatriated after the conclusion of hostilities.

Todd was also entitled to a Waterloo Medal, though the *Journal* devotes a mere three pages to that famous battle. By now, after eight years' hard soldiering, Todd was so accustomed to death that Waterloo made little impression. The *Journal* simply remarks: 'I looked over the field of Waterloo as a matter of course - a matter of small concern.' Todd did, however, reflect on the important part his Regiment played in repelling the French cavalry attacks. Part of Major-General Frederick Adam's Brigade in Clinton's 2nd Division, the 71st advanced towards Hougomont during the afternoon, forming square on the forward slope and pouring devastating fire into the massed ranks of French horsemen. The regiment's advanced position meant that when Wellington ordered a general advance at 8.30 p.m., following the repulse of the Imperial Guard, the 71st were in the vanguard. Legend has it that the 71st fired the last shot of the Battle of Waterloo, by capturing a French field gun and turning it against their fleeing opponents. The *Journal* goes on to describe the capture of Paris, and the inspection by Wellington at the Tuileries. Todd remained in France as part of the Army of Occupation, and was discharged on 19 March 1816.

Todd then returned to Edinburgh, gaining employment as a weaver on Carlton Hill. Despite his abject poverty, he would regale his old comrades with tales of his bravery at Fuentes d'Onor, or his near-escape at the Lines of Torres Vedras. While his meeting with John Howell may have resulted in an incredible book, revered by the historian Charles Oman as one of the finest 'soldier biographies' ever written, Todd never benefitted from its proceeds. Howell's letter in The Royal Highland Fusiliers Museum states that shortly after the meeting, Todd emigrated to South America and fell into obscurity. His *Journal*, re-published in 2005 under the title *Bayonets, Bugles & Bonnets*, is his legacy.

Sold with a copy of the *Journal* (2005 re-print), along with copies of all relevant service papers, pay lists, articles and muster rolls.

Recommended reading:

Howarth, D., 'James Todd: The Soldier of the 71st', *OMRS Journal* (March 2005), pp. 120-122.

Todd, J. 'Thomas', *Bayonets, Bugles & Bonnets: Experiences of hard soldiering with the 71st Foot - the Highland Light Infantry - through many battles of the Napoleonic Wars during the Peninsular & Waterloo Campaigns* (Leonaur, 2005).

- 10 Honourable East India Company Medal for Seringapatam 1799, silver-gilt, 45.90mm., fitted with silver loop for suspension, *gilding rather light, minor scratch to obverse, otherwise very fine*
Most likely struck by the Calcutta Mint during the 1850's from the original die.

£180-220



- 11 Waterloo 1815 (**Thomas Broad, 2nd Batt. 3rd. Reg. Guards.**), original steel clip and split-ring suspension, *good very fine* £1,800-2,200

Thomas Broad was born at High Wycombe, Buckinghamshire circa 1786. After civilian employment as a labourer, he enlisted into the 2nd Battalion, 3rd Foot Guards on 7 July 1804. He does not appear on the M.G.S. Roll, and his discharge papers do not suggest Peninsular service. He served as a Private in Lieutenant-Colonel D. Mercer's Company during the Waterloo Campaign. As a Centre Company, Mercer's Company did not take part in the initial defence of Hougoumont at 11.30 a.m., but it did march down from the ridge at 2.00 p.m. to support the two 1st Foot Guards Light Companies (under Lord Saltoun) in Hougoumont's Great Orchard. At 2.15 p.m., the 2nd Brigade of Foy's 9th Division, comprising six battalions (some 3,000 men) swept into the Great Orchard and were kept at bay by the tiny force of Guardsmen (around 300 men, including Broad). Seeing the crisis, Colonel Hepburn of the 3rd Foot Guards brought the remainder of the regiment (minus the Colours, kept on the ridge for safety) down to Hougoumont, enabling Saltoun's exhausted men to retire. At 2.45 p.m. Hepburn led the 3rd Foot Guards in a spirited charge which completely retook the Great Orchard. When the French cavalry began their mass advance at 4.00 p.m., Hepburn unleashed accurate enfilading fire which thinned their ranks considerably. At Waterloo the 3rd Foot Guards had a 23% casualty rate, losing 239 officers and men killed or wounded. Todd received prize money for the subsequent capture of Paris. He was discharged on 29 November 1820 due to 'Aneurysm of the femoral artery', possibly linked to an earlier amputation. He served 16 years and 146 days with the Colours; sold with copied discharge papers.

- 12 Of American interest - the superb Waterloo Medal awarded to Corporal T. Chapple, 4th (King's Own) Regiment of Foot, whose long career spanned Egmont-op-Zee, Copenhagen, Corunna, Badajoz, Salamanca, Vittoria and the War of 1812; present at the Battle of Bladensburg on 24 August 1814, he shared in the Burning of Washington and the failed assault on New Orleans

At Waterloo, Chapple was severely wounded in the left foot, his Regiment playing a key role in recapturing La Haye Sainte after the repulse of the Imperial Guard

Waterloo 1815 (Corp. Thomas Chapple, 1st Batt. 4th Reg. Foot.), original steel clip and replacement split-ring suspension, original riband, *minor edge bruising, toned, good very fine* £1,800-2,200

Thomas Chapple was born at High Wycombe, Buckinghamshire. He enlisted into the 1st Battalion, 4th (King's Own) Regiment of Foot from the militia on 19 July 1799, aged 24. Two years earlier, the 1st Battalion's officers had been attacked by French ships while being transported from Quebec to England. They became prisoners-of-war, and the Regimental Colours were captured. The Regiment was re-trained at Barham Downs in Kent, receiving 2,700 recruits from the militia, and the King presented new Colours on 3 September 1799. Eager for revenge, the 1st Battalion sailed for the Low Countries and took part in the Battle of Alkmaar on 2 October 1799. Returning home via Ipswich, Chapple was stationed at Winchester in 1801, Dover Castle in 1802-3, and Canterbury in 1804. In 1807 he served with the 1st Battalion in the Second Battle of Copenhagen.



Promoted to Corporal during the Retreat to Corunna in 1808-9, he went on to serve at the Siege of Badajoz. When this town was stormed on 6 April 1812, the 4th were prominent in the capture of the San Vicente Bastion. This success enabled them to fall upon the rear of the enemy ramparts, assisting the other British assaults. Present at Salamanca on 22 July, Chapple went on to fight at Vittoria and the Nive, later receiving a 5-clasp Military General Service Medal (sold at Spink in 2004).

On 4 May 1814, following Napoleon's abdication, the 1st Battalion, 4th Foot joined a Royal Navy convoy at Garonne and were transported across the Atlantic, participating in Major-General Ross's victory at Bladensburg on 24 August. With just over 4,000 men, Ross defeated an American force twice that size. The battle-hardened 4th Foot managed to outflank the U.S. Marines, taking over 100 prisoners and capturing ten guns. Had it not been for this manoeuvre, the British would have suffered far higher casualties in a frontal assault. 'Bladensburg' became a regimental Battle Honour. The Americans, including President Madison, fled in panic after putting up very little resistance. This retreat, forever known as 'The Bladensburg Races', has been described by an American historian as 'the greatest disgrace ever dealt to American arms,' and 'the most humiliating episode in American history' (Howe 2006, 67).

Entering Washington, just 8 miles away, Ross and his officers enjoyed a civilised dinner in the White House before setting it aflame. Numerous other government buildings were torched in retaliation for the American damage to York in Upper Canada the previous year. A heavy storm then saved the city, and within 24 hours the British had returned to their ships. General Packenham's needless assault on New Orleans, on 8 January 1815, was rather less successful. The 4th Foot were in the front line, almost reaching the Rodriguez Canal before withering American fire forced them to withdraw. The assault took place after peace had already been concluded with the United States under the Treaty of Ghent; the news had not yet reached the combatants.

The 4th Foot were still in America when Napoleon escaped from Elba. They were rushed across the Atlantic, arriving at Ostend on 15 June 1815. After a determined 48-hour march, they arrived at Waterloo just in time to influence the battle. The 4th reinforced Wellington's beleaguered centre at 6 p.m., when La Haye Sainte had fallen and it looked as if Napoleon might clinch victory. When the Imperial Guard recoiled at 8 p.m., the 4th Foot swept forward and retook La Haye Sainte. The Allied pursuit did not stop until Paris was reached, and Chapple later received prize money for his part in capturing the French capital. To commemorate the Regiment's performance at Waterloo, a laurel wreath was added to its insignia. Chapple served throughout the campaign as a Corporal in Captain Anwyls' (No. 2) Company, 1st Battalion, 4th Foot, receiving a severe wound to the left foot at Waterloo. He remained in France for two years with the Army of Occupation, and was discharged at Deal Barracks on 7 September 1816 after 17 years and 117 days with the Colours. His Captain described him as 'a steady, brave and good soldier'; sold with copied discharge papers.

- 13 Waterloo 1815 (**Corp. Peter Todd, 1st Batt. 71st Reg. Foot.**), fitted with original steel clip but lacking suspension and riband, *light contact marks and edge wear, very fine* £1,000-1,400
- Peter Todd** was born at West Church, Edinburgh circa 1778. After civilian employment as a labourer, he served with the local Fencibles from 1 November 1798 to 18 July 1802. He enlisted into the 2nd Battalion, 71st Foot (MacLeod's Highlanders) on 23 August 1806, aged 38. This Battalion was stationed in Scotland throughout the Napoleonic Wars, sending drafts of recruits to the 1st Battalion in Spain. Todd's only overseas service appears to have been the Waterloo Campaign (Medal), during which he served as a Corporal in Captain Henderson's No. 4 Company, 1st Battalion (*WO 100/15b*). Part of Major-General Frederick Adam's Brigade in Clinton's 2nd Division, the 71st advanced towards Hougoumont during the battle, forming square on the forward slope during the French cavalry attacks at 5 p.m. and pouring devastating fire into the Imperial Guard at 8 p.m. Stationed in France as part of the Army of Occupation, Todd was discharged as physically 'worn out' at York Depot, Chelsea on 12 November 1816, after 10 years and 82 days with the Colours; sold with copied discharge papers.
- 14 Waterloo 1815 (**John Aikens, Gunner Royal Foot Artillery.**), note spelling of surname, original steel clip with replacement ring suspension, *very fine* £700-900
- John Aitkins** served as Gunner in Captain Napier's Company, Royal Foot Artillery.
- 15 Waterloo 1815 (**Robert Dixon, Gunner, Royal Foot Artillery.**), original steel clip and split-ring suspension, *light contact marks, toned, nearly very fine* £800-1,000
- Robert Dixon** served as a Gunner with Captain Gordon's Company, Royal Artillery during the Waterloo Campaign.
- 16 St Jean D'Acre Medal 1840, silver, pierced with dual rings for suspension, *rings with traces of verdigris, minor edge nick, good very fine* £160-200
- x17 China 1842 (**Joseph Burton, H.M.S. North Star.**), officially impressed naming, *replacement swivel straight bar suspension, contact marks and edge wear, good fine* £200-300
- 18 China 1842 (**John Hopwood, Corporal, Royal Marines.**), original suspension, *edge nicks and light contact marks, very fine* £400-500
- John Hopwood** is noted by Captain Douglas-Morris as serving aboard *Blenheim* during operations in Canton, China. This third rate ship of the line landed 300 marines and seamen during the capture of the Bogue Forts on 26 February 1841, firing broadsides from starboard at the fort on Anunghoy Island (*Narrative of the Expedition to China from the Commencement of the War to its Termination in 1842*, by J. E. Bingham, refers). She subsequently sailed to Hong Kong, where her Captain, Sir Humphrey Fleming Senhouse, K.C.H., C.B., died aboard ship, the result of fever contracted on China Operations:
- 'On the morning of the 13th of June, when it was announced to him (Senhouse) that all hopes of saving his life was at an end, he immediately directed the signal be made for all Captains of H.M.'s ships to repair on board, but ere the first had arrived, our gallant commodore was a corpse' (*The War in China*, by Duncan MacPherson, refers).
- 19 Candhar, Ghuznee, Cabul 1842 (* **No. 1100 Pt. Peter Holden. H.M.'s 9h Regt.** *), *pierced and fitted with straight silver wire loop suspension, re-engraved naming, very fine* £160-200
- x20 Scinde Meeanee Hyderabad 1843 (**Meerza Roostum Beg. 12th Regt.**), officially impressed naming, fitted with silver clip and hinged bar suspension, *very fine* £400-500
- 21 Scinde Meeanee Hyderabad 1843 (**Dalloo Camel Baty**), fitted with silver clip and straight bar suspension, *very fine* £300-400
- 22 Punjab 1848-49, no clasp (**Chas. Mortimore, 32nd Foot.**), *good very fine* £180-220
- 23 Punjab 1848-49, 1 clasp, Mooltan (**Private. Peer Bux. Scinde. Camel. B. C.**), officially re-impressed naming, *good very fine* £250-300
- 24 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (**Corpl. G. J. Page. 1st. Bn. 60th. R. Rifles.**), *toned, minor edge nicks, good very fine* £300-400



25 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (**John Sandiford, 1st. Eur. Fus.**), *light contact marks and edge nicks, nearly very fine* £200-300

26 South Africa 1834-53 (**W. Tucker. Sailmaker.**), *minor edge nicks, nearly very fine* £240-280

William Tucker served as Sailmaker aboard H.M.S. *Styx*. During the campaign *Castor, Dee, Hermes, Rhadamanthus* and *Styx* were all heavily employed in conveying troops, ammunition and stores from one side of the Cape Colony to the other, and the crews were exposed to great danger in landing soldiers, horses and equipment through the heavy surf. It was aboard *Styx* that the Kaffir Chief Seyolo was taken as a prisoner to Cape Town towards the end of November 1852 (*The South Africa 1853 Medal*, refers).



27 Arctic 1818-55, unnamed as issued, *suspension re-affixed, light contact marks, nearly very fine* £500-700

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| 28 | India General Service 1854-95, 1 clasp, Pegu (Hy. Coombes. Caulkr. "Winchester"), <i>good very fine</i> | £160-200 |
| 29 | India General Service 1854-95, 1 clasp, Pegu (Pr—— Patrick Green 80th. Regt.), <i>suspension reattached, good fine</i> | £60-80 |
| 30 | Crimea 1854-56, 2 clasps, Sebastopol, Azoff, unnamed as issued, <i>very fine</i> | £140-180 |



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| 31 | Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (J. Pratt. Coldstream Gds.), <i>unofficial rivets between second and third clasps, contact marks, nearly very fine</i> | £300-400 |
| 32 | Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (J. Butler, 7th Regt.), <i>suspension claw re-attached, nearly extremely fine</i> | £300-400 |

Two men of the name John Butler (No. 2218 and No. 2590) served in the 7th Regiment under the command of the brilliant Colonel Yea. At the Alma, the Fusiliers advanced to the right of the Great Redoubt engaging in a bitter musketry duel with the Kazan Regiment at 50 yards. One was subsequently severely wounded at Inkermann on 5 November 1854, dying of his wounds the following day.



- 33 Crimea 1854-56, 4 clasps, Alma, Balaklava, Inkermann, Sebastopol (**F. Anderson. Grenadier Gds.**), fitted with an ornate *B. Bailey, Coventry* silver top ribband buckle hallmarked Birmingham 1856 (lacking pin), *light scratches, good very fine* £300-400
- Frederick Anderson** was born at High Wycombe in 1834, Buckinghamshire, gaining civilian employment as a chair maker. He attested for the Grenadier Guards in his home town on 1 November 1847, served as a Private in the 3rd Battalion during the Crimean War. His service record confirms that he 'died' on 7 February 1855, likely of sickness; sold with copied service record.
- 34 Crimea 1854-56, 4 clasps, Alma, Balaklava, Inkermann, Sebastopol, unnamed as issued, clasps separate and lacking rivets with exception of left side to third and fourth, evidence of filing, *nearly extremely fine* £200-300
- 35 Baltic 1854-55, unnamed as issued, *nearly extremely fine* £80-120
- 36 Baltic 1854-55, unnamed as issued, *good very fine* £80-120
- x37 Baltic 1854-55 (**John. Gould - H.M.S. - Royal. George**), naming contemporarily engraved in italic serif capitals, *nearly very fine* £80-120
- 38 Baltic 1854-55, unnamed as issued, *good very fine* £80-120
- 39 Baltic 1854-55, unnamed as issued, *contact marks, good very fine* £80-120
- 40 Baltic 1854-55, unnamed as issued, *nearly extremely fine* £80-120

- 41 Turkish Crimea 1855, Sardinian issue (**R Palmer H.M.S. Albion**), contemporarily engraved naming, fitted with Crimea Medal suspension, *attempted erasure, very fine* £30-50
- Robert Palmer** is recorded as serving as Private aboard the 90-gun second-rate ship of the line *Albion*. Deployed to the Black Sea during the Crimean War, her crew suffered many casualties from cholera in August 1854 (*The Royal Navy: A History from the Earliest Times to the Present*, refers). Taking part in the siege of Sevastopol, her Commanding Officer, Captain Stephen Lushington took charge of a Naval Brigade providing vital heavy artillery support. Set on fire three times by Russian shore batteries during the Anglo-French bombardment, *Albion* suffered 11 killed and 71 wounded, but managed to take part in the fifth bombardment of Sevastopol on 17 August 1855. Returned home to Devonport, the Crimea Medal to Robert Palmer was sent to Plymouth on 5 April 1856; sold with copied roll entry.
- 42 Turkish Crimea 1855, Sardinian issue (**Jas Turner 10th Hussars**), contemporarily impressed naming, *replacement claw and suspension, very fine* £40-50
- 43 Turkish Crimea 1855, British issue, unnamed, pierced with replacement ring suspension, *good very fine* £40-60
- 44 **A notable Indian Mutiny Medal to Private W. Clark, 9th Lancers, severely wounded at the Siege of Delhi**
 Indian Mutiny 1857-59, 1 clasp, Delhi (Wm. Clark, 9th Lancers), *minor edge bruise, otherwise very fine* £500-600



William Clark, a native of High Worthing, Essex, was severely wounded at Delhi on 14 September 1857, during the main assault on the city. Showing incredible bravery, the 9th Lancers positioned themselves close to the city walls in an attempt to draw enemy fire away from the British infantry attacking the breaches. Their exploits during the siege earned them the nickname 'The Delhi Spearmen'. Clark transferred to the 3rd Bengal Cavalry on 28 February 1859.

- x45 Indian Mutiny 1857-59, 1 clasp, Lucknow (**Ceo. Goodall. 3rd. Bn. Rifle Bde.**), note first letter of forename, *suspension post slack, claw tightened, nearly very fine* £200-300
- x46 Indian Mutiny 1857-59, 1 clasp, Lucknow (**John, Moss, 97th Regt.**), *very fine* £200-240
- 47 Indian Mutiny 1857-59, 1 clasp, Central India (**Private. Shaik Hoossain. 25th. Regt. N.L.I.**), *nearly very fine* £160-200



48 Indian Mutiny 1857-59, 2 clasps, Defence of Lucknow, Lucknow (Wm. Fenton, 84th Regt.), *light contact marks, very fine*

£400-500



49 Indian Mutiny 1857-59, 4 clasps, Delhi, Defence of Lucknow, Lucknow, Central India, a gilt specimen with obverse glazed lunette, *reverse lunette lacking, otherwise nearly extremely fine*

£500-700



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| 50 | Indian Mutiny 1857-59, 5 clasps, Central India, Lucknow, Relief of Lucknow, Defence of Lucknow, Delhi, an unnamed specimen, <i>extremely fine</i> | £600-800 |
| 51 | China 1857-60, 1 clasp, Canton 1857, unnamed as issued, <i>claw slightly loose, edge knocks and minor contact marks</i> , very fine | £140-180 |
| x52 | China 1857-60, 1 clasp, Taku Forts 1860 (Wm. Thoday. 31st Regt.), officially impressed naming, <i>nearly very fine</i> | £160-200 |
| 53 | China 1857-60, 2 clasps, Taku Forts 1860, Pekin 1860 (Corpl. John Holford. 2nd. Bn. 1st. — Regt.), <i>officially re-impressed naming, good fine</i> | £140-180 |
| x54 | New Zealand 1845-66, reverse dated 1860 to 1865 (247 Ralph Leigh, 65th. Regt.), <i>minor edge nicks, good very fine</i> | £280-320 |
| x55 | New Zealand 1845-66, reverse dated 1864 to 1866 (2548. Gunr. Thos. Henderson, 2nd. Brigade, R.A.), <i>minor contact marks and wear to naming, nearly very fine</i> | £280-320 |

x56	Canada General Service 1866-70, 2 clasps, Fenian Raid 1866, Fenian Raid 1870 (Pte. J. Greendale, 21st Bn.), <i>nearly extremely fine</i>	£200-240
57	Canada General Service 1866-70, 2 clasps, Fenian Raid 1866, Fenian Raid 1870 (Pte. J. Kees, Havelock R. Co.), <i>toned, nearly extremely fine</i> James Kees , a resident of East Sherbrooke, Quebec, later served with the 53rd Battalion during the 1870 Fenian Raid.	£200-240
58	Abyssinia 1867-68 (570 Corp. H Cargill 26th Regt), <i>polished, good fine</i>	£80-120
59	Abyssinia 1867-68 (R. Arthur. Musician H.M.S. Daphne), <i>light contact marks, good very fine</i> The Amazon-class sloop H.M.S. <i>Daphne</i> was launched at Pembroke Dockyard on 23 October 1866. She took part in the successful Abyssinian Campaign under Lieutenant General Sir Robert Cornelis Napier, G.C.B., G.C.S.I., and contributed 170 men to the force of some 12,000 soldiers and 1,981 naval personnel which advanced 300 miles to Magdala in April 1867. The ship was subsequently engaged in anti-slavery operations in the Mozambique Channel and the South China Sea, before sailing for Bombay and on towards Suez and the Mediterranean. She was eventually sold out of naval service on 7 November 1882.	£200-300
60	Ashantee 1873-74, no clasp (W. M. Welman, Car: Crew. H.M.S. Amethyst. 73-74), <i>minor contact marks to obverse, very fine</i> William Michael Welman was born on 21 December 1851 at Devonport, the son of Joseph F. Wellman of Ordnance Street, Stoke Damerel, Devonport. A young man 'pitted with small pox,' Wellman enlisted into the Royal Navy on 28 March 1873, serving as Caulker's Mate and Carpenter's Crewman aboard <i>Amethyst</i> from 7 July 1873-7 June 1878. Promoted Shipwright aboard <i>Implacable</i> on 21 May 1880, Welman later served aboard a wide variety of vessels and shore bases including <i>Cambridge</i> , <i>Indus</i> , <i>Agincourt</i> and the training ship <i>Lion</i> . Discharged at Lambeth on 25 July 1904, Welman died on 6 March 1932, his last address recorded as 37 St. George's Terrace, Devonport; sold with copied service papers and research.	£240-280
61	Ashantee 1873-74, 1 clasp, Coomassie (1308, Pte. A. Davis, 2nd. W.I. Regt. 1873-4), <i>nearly very fine</i>	£160-200
62	India General Service 1854-95, 1 clasp, Perak (E. Bishop, Gunr. 2 Cl: H.M.S. "Charybdis"), <i>clasp a little bent, good very fine</i> Edwin Bishop enlisted in the Royal Navy and served at the Devon training establishment <i>Impregnable</i> from 26 February 1865. Acting as Gunner 2nd Class aboard the 21-gun corvette <i>Charybdis</i> , he was transferred to <i>Indus</i> on 6 September 1881; sold with copied roll entries.	£140-180
x63	India General Service 1854-95, 1 clasp, Perak (G. Petherick. Boy 1. Cl: H.M.S. Modeste), <i>very fine</i>	£160-200
64	South Africa 1877-79, no clasp (W. S. Gardner, P.O, 2 Cl: H.M.S. "Tamar"), <i>minor edge nicks, nearly extremely fine</i> W. S. Gardner served aboard the Royal Navy troopship <i>Tamar</i> during the Zulu War. His Medal was sent to <i>Warrior</i> on 26 August 1881; sold with copied roll.	£300-350
x65	South Africa 1877-79, 1 clasp, 1877-8 (Corpl. A. Wood. Diamond Fds. Horse), <i>ex-brooch mounted, slack suspension, light contact marks, good fine</i>	£250-300



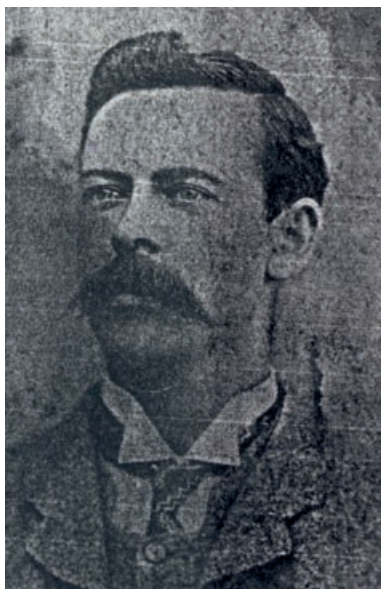
- 66 South Africa 1877-79, 1 clasp, 1877-8 (**Lieut. J. B. Austin. Diamond Fds. Horse.**), *very fine* £500-700
 Originally known as the Dutoitspan Hussars, 291 men of the Diamond Fields Horse served under Captain Warren in the Ninth and Northern Border Wars. A contingent of 101 men under Captain Stewart served against Sekukuni in 1878. The unit was merged with the Kimberley Regiment in 1899 but served as a mounted unit to the close of hostilities, when amalgamation took place.
- 67 South Africa 1877-79, 1 clasp, 1877-8-9 (**H. Pilley. Cooks Mte. H.M.S. "Active"**), *toned, nearly extremely fine* £500-600
Harry Pilley was born on 11 July 1855 at Cheltenham, the son of Henry and Jemima Pilley of 19 Winchcombe Place, Cheltenham, Gloucestershire. Rather than follow his father in the tailoring trade, Harry enlisted into the Royal Navy on 1 January 1873 and was posted as Boy 1st Class to *Vanguard*. Transferred to *Royal Adelaide* and *Duke of Wellington* as Cook's Mate 2nd Class on 6 May 1876, his service papers note 'run' whilst based at Portsmouth. Fined £18, he was transferred to Lewes gaol for 90 days on 29 November 1876, before being released and sent to the corvette *Active* from 19 April 1877-25 October 1879.
 According to the *London Gazette* of 7 November 1879, 173 men from this ship served ashore in South Africa as part of the Naval Brigade, including seamen, Marines, Kroomen and medical attendants. Attached to No. 1 column commanded by Colonel Charles Pearson, 100 seamen from *Active* saw action at the Battle of Inyezane and successfully drove off an attacking force of Zulus with rockets, Martini-Henry rifles and a Gatling gun (*London Gazette* 11 March 1879, refers).
 Advancing to Eshowe on the same day as the disastrous defeat at Isandlwana, Pearson's Column was besieged for two months until relieved on 3 April. During the campaign, *Active's* crew suffered one man killed and nine wounded in action, whilst nine died of disease during the siege and one man drowned whilst crossing the Tugela. Returning home in 1879 to allow *Active* to be rearmed and refitted, Pilley returned to the *Duke of Wellington* but was invalided to the naval hospital at Haslar on 2 April 1880. His medal was sent on 24 August 1881; sold with copied service record.

x68

The particularly fine Zulu War Medal awarded to Lieutenant C. C. Perring, Corps of Guides, late Diamond Fields Horse, who became a successful Johannesburg printer and was affectionately known as 'Wopsie' on the cricket pitch - a clever ruse which likely scared the life out of opening batsmen when they discovered that he was a bowler with a 'lightning delivery!'

South Africa 1877-79, 1 clasp, 1878 (Tpr. C. C. Perring. Diamond. Fds. Horse.), *nearly extremely fine*

£600-800



Charles Cambert Perring was born at Port Elizabeth, South Africa, on 7 March 1858. Schooled at St. Andrew's College, Grahamstown, Perring first took employment as a printer at Grocott's Penny Mail, Grahamstown, and subsequently worked for the *Diamonds Field Advertiser* at Kimberley. Aged 20 years, Perring served as a Trooper with the Diamond Fields Horse and later held a commission as Lieutenant in the Corps of Guides. He was also present during Major-General Charles Warren's Expedition into Bechuanaland from 1884-85.

Moving to Johannesburg in the pioneering days, Perring worked for printers *W. E. Burmeister & Co.* before taking the opportunity to establish his own printing business which ran successfully for many years. At around this time he met his future wife Agnes, a Scots-born Rand Pioneer, who came to South Africa in 1886 and the Rand in 1889 and opened the original millinery department branch of Harvey Greenacre's in President Street, Johannesburg. Joining the Wanderers' Club in 1889, Perrin displayed a love of cricket which stayed with him all his life:

'He was an exceptionally fast bowler. But he also interested himself in all other games and was a veritable statistician when it came to recalling individual performances. For some time, in later life, he was Chairman of the Transvaal Umpire's Association.'

As a mainstay of The Kimberley Cricket Club during the 1880's and a member of the 'Kimberley Stray Klips', Perring developed a somewhat fearsome reputation:

'Charles C. Perring must also be set down as one of the acquisitions to the K.C.C. Fastest of fast bowlers, as well as straightest of the straight, it was a pleasure to play him when the pitch was in good order, but the batsmen preferred to be at the other end if the pitch was otherwise. Considering his pace he had a wonderfully easy action and could bowl all day if required. He was also a reliable batsman, and always made runs when they were most wanted.' (*The History of South African Cricket*, refers)

As well as displaying a passion for sport, Perring devoted himself to civic affairs in Johannesburg, becoming a founder member of the Rand Pioneers and later their Vice-Chairman. He moved his family to a particularly grand townhouse at 112 De Korte Street, Bramfontein, and served as a member of the Master Printers' Association and South African Printers' Sick Benefit Society for 30 years. Perring died on 5 November 1931 at Johannesburg and was buried the following day at Brixton Cemetery:

'A number of speeches were made at the graveside, and the service, which was conducted by the Rev. J. Gray, himself a pioneer, was a very impressive one.'

Sold with an extensive file of copied research.

- x69 South Africa 1877-79, 1 clasp, 1878 (Pte. N. Hand. Snyman's Burghers.), *unit officially corrected, suspension somewhat slack, very fine* £500-600
Confirmed on roll.



- 70 South Africa 1877-79, 1 clasp, 1879 (2345. Pte. J. Dean. 91st. Foot.), *extremely fine* £500-600
- 71 Afghanistan 1878-80, no clasp (Havildar Shaick Abdoolla. 12th. Regt. N:I.), *good very fine* £80-120
- 72 Afghanistan 1878-80, no clasp (6105. Corpl. Cr. Mr. R. Hunt. G/3rd. R.A.), *nearly extremely fine* £80-120
- x73 Afghanistan 1878-80, 1 clasp, Ahmed Khel (15,B/1339, Pte. G. Harris, 59th Foot), *very fine* £140-180
- 74 Afghanistan 1878-80, 1 clasp, Peiwar Kotal (143. Pte. H. Lester. 2/8th. Regt.), *nearly extremely fine* £140-180



- 75 Afghanistan 1878-80, 1 clasp, Peiwar Kotal (1917. Pte. J. Connors. 2/8th Regt.), *pawnbroker's mark to reverse upper field, good very fine* £140-180



- 76 Afghanistan 1878-80, 2 clasps, Charasia, Kabul (40B/303 Pte. C. Newman. 67th Foot), *minor edge bruises, very fine* £200-240
- 77 Kabul to Kandahar Star 1880 (1748. Pte. O. Dilks. 2/60th Foot.), original watered riband, *minor damage to tip of Star at 8 o'clock, otherwise good very fine* £180-220
- 78 Kabul to Kandahar Star 1880, unnamed, *very fine* £140-180
- x79 Kabul to Kandahar Star 1880, unnamed as issued, *good very fine* £80-120
- 80 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th July (J. H. Haynes. Boy. 1 Cl: H.M.S. Superb.), *worn, good fine* £80-120
- John Henry Haynes** was born on 22 January 1865 at Stoke Damerel, Devon, and enlisted into the Royal Navy for 10 years on his eighteenth birthday. Appointed Boy 2nd Class at *Impregnable*, Haynes was promoted Able Seaman aboard *Superb* on 9 August 1883 and Leading Seaman aboard *Turquoise* on 19 April 1891. His steady career was somewhat tarnished aboard *Duncan* when he spent 60 days imprisoned in Lewes gaol, reasons unknown, his character noted as 'indifferent'. Nevertheless, he continued to witness extensive service with the Royal Navy and was ultimately pensioned to shore on 4 February 1904.
- Joining the Royal Fleet Reserve at Devonport the next day, Haynes served aboard the Merchant Fleet Auxiliary supply vessel *Floridean* from 2 August 1914-17 May 1915. Aged just 49 years, he was discharged dead on 17 May 1915, in consequence of lobar pneumonia. The husband of Violet Louisa Haynes of 2 Ford Hill, Stoke, Devonport, he is buried at Plymouth (Ford Park) Cemetery; sold with copied service record, roll entry and CWGC details.
- x81 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-El-Kebir (2347 Pte. T. Cartwright —Dn. Gds.), *wear to naming, pitting and contact marks, fine* £80-100
- 82 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (2438 G. Meads. 2/York & Lanc. R.), *heavy contact marks overall, good fine* £60-80
- 83 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-El-Kebir (330. Pte. W. Battison. 2/York & Lanc. R.), *wear to naming, suspension a little slack, very fine* £100-140



- 84 Egypt and Sudan 1882-89, undated reverse, 1 clasp, The Nile 1884-85 (**890, Pte. W. Coomber, 2/D of Corn: L.I.**); Khedive's Star 1884-6, unnamed as issued, *nearly very fine* (2) £180-220
- The 2nd Battalion, Duke of Cornwall's Light Infantry was part of the River Column of the Nile Expeditionary Force under General Earle, which left Korti in December 1884 to relieve General Gordon at Khartoum.
- 85 Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (**G. L. Mills Bosn. R.N. H.M.S. Tync.**), *good very fine* £140-180
- George Leonard Mills** was born on 27 December 1877 at Painswick, Gloucestershire, and joined the Royal Navy on his eighteenth birthday. A labourer by occupation, he served as Boy 2nd Class at the training base *Impregnable* before witnessing extensive service aboard a variety of ships and shore bases including *Ganges*, *Bowcawen*, *Colossus*, *Howe* and *Resolution*. Promoted Able Seaman on 22 September 1898, his service record was not without controversy, being twice sentenced to 28 days' hard labour - including once for striking a superior officer - and spending 14 days in the cells whilst serving aboard the cruiser *Astraca*.
- Discharged on 28 March 1910, he re-joined the Royal Fleet Reserve at Devonport and witnessed Great War service aboard *Rinaldo*, *Maid of Honour*, *Marvel* and *Mechanician*. Whilst aboard the former, he was sentenced to a further three days in the cells, followed by another 28 days' detention for disorderly behaviour. Mills was finally demobilised on 5 May 1919, his conduct noted as 'satisfactory.'; sold with copied service record.
- 86 Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (**D. Bearer Luchman Nagoo Bo: Comt. Dept./ Transport/**), *nearly extremely fine* £80-120
- 87 Khedive's Star 1884, reverse privately engraved '1978 Pte. W. Sapey 5th. Lancers', *very fine* £60-80
- 88 Khedive's Star 1884-6, unnamed as issued, *very fine* £40-60
- 89 Khedive's Star, undated, unnamed as issued, *minor contact marks, good very fine* £40-60
- 90 North West Canada 1885, 1 clasp, Saskatchewan, unnamed, *minor edge nicks, good very fine* £240-280
- 91 India General Service 1854-95, 2 clasps, Bhootan, North West Frontier (**Havildar Driver Sing Rajpoot 66th. Goorkha Regt.**), *traces of brooch mounting to obverse, contact marks and wear, good fine* £80-120

92	India General Service 1854-95, 1 clasp, North West Frontier (3213. Corpl., W. Thorndike. H.Ms. 98th. Regt.), <i>nearly extremely fine</i>	£160-200
93	India General Service 1854-95, 1 clasp, Burma 1885-7 (Chas. E. Tooley, Ord., H.M.S. Ranger.), <i>toned, good very fine</i> Charles Edward Tooley was born on 4 December 1867 at Dartmoor, Devon, and first served at the Devon training establishment <i>Impregnable</i> from 29 November 1883. Appointed Ordinary Seaman aboard <i>Bacchante</i> on 4 December 1885, he was promoted Able Seaman aboard <i>Ranger</i> and Leading Seaman aboard <i>Defiance</i> on 8 May 1896. An indication of the time spent in the Indian Ocean is given in his service record: 'Indian ink bracelets tattooed on both wrists.' Tooley ended his career with the Royal Navy as a Rigger at Chatham Dockyard from 17 May 1898-6 January 1899. He later joined the Royal Naval Reserve at Devonport on 1 April 1907 and lived with his wife Florence in Plymouth; sold with copied service record and roll entry for the Third Burmese War.	£120-150
94	India General Service 1854-95, 2 clasps, Burma 1885-7, Sikkim 1888 (No. 47066. Bombr. William Harris. No. 3. Mountain Battery R.A.), <i>good very fine</i>	£120-150
	William Harris served with the 9th (Mountain) Battery, 1st Brigade, Northern Division, Royal Artillery, during the Third Burmese War. Transferred to the 3rd (Mountain) Battery, he was discharged by purchase on 20 February 1890, giving his future address as Hotel Stadt, Bremen, Hamburg; sold with nominal roll entries.	
95	India General Service 1854-95, 3 clasps, Burma 1889-92, Burma 1887-89, Burma 1885-7 (89 Sepoy Hans Ram (1st.) Bhamo Mily Police Bn.), <i>toned, claw loose and suspension slack, very fine</i>	£120-150
	The Bhamo Battalion served as part of the Burma Military Police, being headquartered at Bhamo (also spelt Banmaw), a city of Kachin State.	
96	India General Service 1854-95, 1 clasp, Burma 1887-89 (493 Pte. H. G. Cawdron 2nd. Bn. Norf. R.), <i>very fine</i>	£120-160
x97	India General Service 1854-95, 2 clasps, Burma 1889-92, Burma 1887-89 (40/1521 Drumr. W. Tyte 1st. Bn. Hamps R.), <i>good very fine</i>	£160-200
98	India General Service 1854-95, 1 clasp, Sikkim 1888 (1224 Naick Chattar Singh 32nd. Bl. Infy.), <i>very fine</i>	£80-120
99	India General Service 1854-95, 1 clasp, Burma 1889-92 (1332 Pte. A. Meakin 1st. Bn. D.C.L.Infy.), <i>light edge bruising, good very fine</i>	£80-120
100	India General Service 1854-95, 1 clasp, N.E. Frontier 1891 (3944 Pte. M. W. Jones 4th. Bn. K. R. Rif C.), <i>extremely fine</i>	£160-200
101	India General Service 1854-95, 2 clasps, Hazara 1891, Hazara 1888 (51 Driver Nur Din No. 2 By. 1st. Bde. Sc. Dn. R.A.), <i>clasps mounted in this order with unofficial rivets and suspension, wear to last few letters of unit naming, good fine</i>	£80-120
102	India General Service 1854-95, 2 clasps, N. E. Frontier 1891, Chin-Lushai 1889-90 (1496 Sepoy Bahadur Gharti 44th. Bl. Infy.), <i>suspension slack, otherwise very fine</i>	£120-160
103	India General Service 1854-95, clasp, Waziristan 1894-5 (1954 Sepoy Mir B-2nd. Punjab Infy.), <i>contact marks and wear to naming, good fine</i>	£50-70
x104	Cape of Good Hope General Service 1880-97, 1 clasp, Basutoland (Corp. Bugler T. Wiley. P.A.V.G.), <i>minor contact marks, nearly very fine</i>	£200-240
105	Cape of Good Hope General Service 1880-97, 1 clasp, Bechuanaland (Pte. J. Langdon. Spl. Pol.), <i>light contact marks, nearly very fine</i>	£180-220

106 **The rare 3-clasp East and West Africa Medal awarded to Domestic 1st Class D. Statt, Royal Navy**

East and West Africa 1887-1900, 3 clasps, Benin River 1894, Brass River 1895, Benin 1897 (D. Statt. Dom.2 Cl., H.M.S. Widgeon.), *lightly polished, very fine*

£600-800

Ex Douglas-Morris Collection 1997, where described as a unique combination of clasps to the Royal Navy or Royal Marines. However, there are believed to be three recipients of this clasp combination.

Daniel Statt was born on 5 October 1869 on Jersey, and took employment as a servant before joining the Royal Navy. He entered the service as Domestic 3rd Class aboard *Indus* on 7 May 1888, before being promoted and transferred to *Lion* as Domestic 2nd Class in August 1889. Posted to *Shannon* in April 1891, *Sirius* in April 1892 and *Vivid I* in June 1893, Statt was paid off to shore, 'services no longer required' in August 1893. Despite this entry in his record, he rejoined the Royal Navy a month later and served aboard the packet boat *Widgeon* from September 1893 and the cruiser *St George* from December 1896.

It was whilst aboard *Widgeon* that Statt was landed for service on shore in various Naval Brigades. He took part in the Expedition up the Benin River in 1894 to punish the rebellious Chief Nana Olomu, and served in the punitive expedition against King Frederick William Koko Mingi VIII of Nembe on the Brass River in 1895. Appointed Domestic 1st Class aboard *St George* on 1 December 1896, Statt participated in the Benin Expedition of 1897 against the slave trading Chief Overiami, culminating in the capture and destruction of Benin City. It is also noted in a number of sources that at least one of these Chiefs were involved in regular human sacrifices (*Bush Warfare 1906*, by W. G. C. Heneker, refers), indeed a report on the Nembe uprising by Sir John Kirk, G.C.M.G., K.C.B., F.R.S., companion to explorer David Livingstone - which was published in March 1896 - found that 43 of Koko's hostages had been murdered and ceremoniously eaten. Chief Koko was offered a settlement of his grievances by the British but found the terms unacceptable; he was deposed and died in exile in 1898. For his service during these actions, Statt was awarded the East & West Africa Medal with three clasps. Put ashore at Simonstown in South Africa at his own request, Statt joined *Philomel* in December 1898 as Domestic 2nd Class. Serving during the Second Boer War (Queen's Medal without clasp) Statt was transferred to shore 'unsuitable' on 30 June 1900, but once again re-entered the service aboard *Britannia* on 16 July 1901 as Domestic 1st Class. Transferred to *Niobe*, he was finally paid off on 18 November 1902, Domestic at this time being ineligible for the L.S. & G.C. Medal.



x107 **East and West Africa 1887-1900, 1 clasp, Benin 1897 (...lect, Lg. Sean. H.M.S. Theseus.), part of name obscured, otherwise very fine**

£60-80



- 108 East and West Africa 1887-1900, 1 clasp, 1897-98 (Clerk J. T. B. Orelans, G. C. Constby:), *good very fine* £60-80
- x109 East and West Africa 1887-1900, 1 clasp, 1897-98 (1388 Drmr: Mama Womgara, 4. G.C. Constby:), *traces of lacquer, very fine* £160-200



- 110 East and West Africa 1887-1900, 1 clasp, 1900 (525 Pte. Abu. 1st N. Nigeria Regt.), *extremely fine* £140-180
- x111 Central Africa 1891-98, ring suspension, no clasp (107 Pte. Jarafi. B.C.A. Rifles.), *good fine* £400-500
- x112 Central Africa 1891-98, *replacement* straight bar suspension, no clasp (85 Pte. Chikoya. B.C.A. Rifles.), *plugged, good fine* £300-400



- 113 Central Africa 1891-98, 1 clasp, Central Africa 1894-98 (**3 Corl. Majawa. B.C.A. Rifles.**), *suspension somewhat slack, light contact marks and edge wear, thus nearly very fine* £600-800
- 114 British South Africa Company Medal 1890-96, Matabeleland 1893 reverse, 1 clasp, Rhodesia 1896, (**Troopr. J. Schukala Salisbury Horse.**), *very fine* £200-300
- 115 British South Africa Company Medal 1890-97, reverse Rhodesia 1896, no clasp (**Troopr. H. W. Rowbotham. S.F.F.**), *good very fine* £200-250
- 116 British South Africa Company Medal 1890-97, reverse Rhodesia 1896, 1 clasp, Mashonaland 1897 (**Troopr. J. Flynn. M.R.F.**), *ex-brooch mounted, light edge nicks and polishing, nearly very fine* £180-220
- 117 Royal Niger Company Medal 1886-97, 1 clasp, Nigeria 1886-1897, impressed 'Copy' to rim, *very fine* £10-20
- 118 Royal Niger Company Medal 1886-97, bronze issue, 1 clasp, Nigeria, impressed 'Copy' in two places to rim, *very fine* £10-20
- 119 India General Service 1895-1902, 3 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Tirah 1897-98 (**4169 Pte. P. Rooney 1st. Bn. Gord: Highrs**), the second and third clasps attached with contemporary small split-rings, *good very fine* £140-180
J. Rooney later fought in South Africa with the 2nd Battalion, Gordon Highlanders (Queen's Medal & 3 clasps, King's Medal & 2 clasps); sold with copied roll entries.
- 120 India General Service 1895-1902, 1 clasp, Punjab Frontier 1897-98 (**5049 Pte. J. Robinson. 2d. Bn. Oxf: Lt: Infy.**), *edge nicks, suspension a little slack, very fine* £70-90
- 121 India General Service 1895-1902, 4 clasps, Punjab Frontier 1897-98, Samana 1897, Tirah 1897-98, Relief of Chitral 1895 (**Muleteer Thakur No2 Derajat Mtn. By:**), *suspension a little slack, contact marks, very fine* £70-90
- 122 India General Service 1895-1902, 4 clasps, Punjab Frontier 1897-98, Malakand 1897, Tirah 1897-98, Waziristan 1901-2 (**Sepoy Roda Singh. 45th. Sikhs.**), *claw loose, worn, good fine* £140-180
- 123 Ashanti Star 1896, unnamed as issued, *minor contact marks, very fine* £140-180



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| 124 | Ashanti Star 1896, unnamed as issued, <i>good very fine</i> | £140-180 |
| x125 | Queen's Sudan 1896-98 (5925. Pte. R. Murray. 1/Gren: Gds:), <i>good very fine</i> | £140-180 |
| 126 | Queen's Sudan 1896-98 (5279. Pte T. Salisbury, 2/Lan: Fus:), <i>contact marks, edge wear and replacement British War Medal-style suspension, good fine</i> | £60-80 |
| 127 | Queen's Sudan 1896-98, bronze issue (Syce. Mussai. (2) 1st. Bn: Lancers.), <i>light contact marks, nearly very fine</i> | £50-70 |
| 128 | Khedive's Sudan 1896-1908, no clasp (W. J. Nolan. A.B. Suakim. H.M.S. Melita.), engraved naming, <i>suspension a little slack, very fine</i> | £140-180 |
| | 139 no-clasp Medals issued to <i>Melita</i> for service in Sudan, 30 March and 23 September 1896. They have no further entitlement to the Queen's Sudan Medal. | |
| | William Joseph Nolan was born on 16 August 1876 at Shanbally, Cork. A shepherd by occupation, he enlisted at Devonport into the Royal Navy and initially served as Boy 2nd Class at the training establishment <i>Impregnable</i> . Promoted Boy 1st Class aboard <i>Lion</i> on 22 February 1894 and Ordinary Seaman aboard <i>Rupert</i> on 16 August 1894, Nolan was appointed Able Seaman aboard the sloop <i>Melita</i> on 1 April 1896. Following a long naval career, his conduct described as fluctuating between 'very good' and 'fair,' Nolan was transferred to the cruiser <i>Challenger</i> . In the twilight of his career he was twice sent to the cells, before being finally discharged to shore, conditions of service expired on 11 September 1906. His Medal was delivered whilst aboard the <i>Melita</i> ; sold with copied service record and research. | |
| x129 | Khedive's Sudan 1896-1908, 1 clasp, Khartoum (4605 Pte. H. Tuff. 5th. Fusers.), <i>erased and re-engraved, very fine</i> | £80-100 |
| x130 | Khedive's Sudan 1896-1908, 1 clasp, Khartoum (4812. Pte. J. P. Farley. R.I. Fus.), <i>later re-engraved naming, sometime re-pinned, claw loose, very fine</i> | £40-60 |
| 131 | Khedive's Sudan 1896-1908, 2 clasps, The Atbara, Khartoum (4247 Pte. J. Christie 1st. Sea: Highrs.), engraved naming, <i>minor edge nicks, very fine</i> | £100-150 |
| 132 | British North Borneo Company Medal 1897-1916, bronze issue, 1 clasp, Punitive Expeditions, impressed 'Copy' to rim, <i>solder repair to suspension and reverse of clasp, nearly very fine</i> | £10-20 |

- 133 British North Borneo Company Medal 1898-1900, bronze issue, 1 silver clasp, Tambunan, impressed 'Copy' to rim, *suspension separate, good fine* £10-20
- 134 Queen's South Africa 1899-1902, no clasp (**A. West. A.B. H.M.S. Monarch**), *nearly extremely fine* £70-90
Albert West was born on 2 June 1870 at Moira Toun, Stoke Damerel, Devon, the son of engine fitter John West and his wife Sophia. He attested for the Royal Navy at Chatham as Boy 2nd Class on 14 September 1885 and served aboard a variety of vessels including *Impregnable*, *Royal Adelaide* and *Bellerophon*. Promoted Able Seaman aboard the corvette *Tourmaline* on 1 September 1889, West later served aboard the armoured battleship *Monarch* during the Boer War before being transferred to shore on 15 June 1900, time expired. He subsequently took lodgings in Battersea and worked as a carriers checker, but appears to have fallen on hard times, being admitted to the Holborn workhouse in December 1902 and the Tower Hamlets workhouse from 23 October-7 November 1904; sold with copied roll entry.
- x135 Queen's South Africa 1899-1902, no clasp (**3139 Pte. L. E. Hart. Rand Rifles.**), *toned, nearly extremely fine* £50-70
- 136 Queen's South Africa 1899-1902, no clasp (**Condr: F. Stranghan. A.S.C.**), *extremely fine* £50-70
- x137 Queen's South Africa 1899-1902, 1 clasp, Cape Colony (**21583 Pte. J. Hall. Marshall's Horse**), *edge bruising, nearly very fine* £50-70
- 138 Queen's South Africa 1899-1902, 1 clasp, Natal (**14674 Pte. E. Browne. A.S.C.**), *extremely fine* £100-140
E. Browne died of enteric fever at Mooi River on 12 June 1900 whilst serving with the Army Service Corps.
- 139 Queen's South Africa 1899-1902, 1 clasp, Rhodesia (**1323 Tpr: W. McKeon. B.S.A. Police**), *nearly extremely fine* £80-120
- 140 Queen's South Africa 1899-1902, 1 clasp, Defence of Mafeking (**L. Schreiber. Mafeking Town Gd.**), *nearly extremely fine* £600-800
- 141 Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (**Pte. C. H. Jackson. Kimberley Town Gd.**), *good very fine* £80-100
- x142 Queen's South Africa 1899-1902, 1 clasp, Defence of Ladysmith (**1390 Sgt. B. Bowen. Liverpool Regt.**), *good very fine* £60-80
- 143 Queen's South Africa 1899-1902, 1 clasp, Orange Free State (**Mr. J. Dolman. Imp: Mil: Rly.**), *extremely fine* £70-90
- 144 Queen's South Africa 1899-1902, 1 clasp, Transvaal (**770 Tpr: H. G. Starkey. Johannesburg M.R.**), *very fine* £70-90
- 145 Queen's South Africa 1899-1902, 1 clasp, South Africa 1901 (**27328 Tpr: R. Mattinson. Imp: Yeo.**), *minor edge nick, nearly extremely fine* £100-140
Robert Mattinson was born around 1881 at Tamworth, the son of Caroline Mattinson of 3 Calcutta Terrace, Tamworth, Staffordshire. He attested for the Imperial Yeomanry on 19 February 1901, and witnessed active service in South Africa from 15 March 1901. Initially reported 'dangerously ill' (*London Standard*, refers), Mattinson died at Durban from enteric fever on 31 May 1901, whilst serving with the 61st (South Irish Horse) Company, 17th Battalion, Imperial Yeomanry. He was not alone; the contamination of water supplies meant that ultimately, more men died of enteric - more commonly known today as typhoid - than were killed in action (*The Enteric Fevers (1800-1920)*, by A. Patrick, refers), 8,225 succumbing to the disease, the majority in static postings; sold with copied service record and Imperial Yeomanry Roll for the Boer War, 1899-1902, by K. J. Asplin.
- x146 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Wepener (**212 Tpr: C. Richards. Brabant's Horse.**), *minor edge nicks, bent lugs to second clasp, otherwise very fine* £70-90

- x147 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State (**6128 Pte. E. Turner. W. Riding Regt.**), *edge nicks, nearly very fine* £50-70
Eli Turner was born around 1871 at Huddersfield and attested for the West Riding Regiment on 16 January 1900. A mason by trade, he is noted in a newspaper account as having been invalidated home from South Africa, returning to Huddersfield where he received a 'hearty welcome' from his friends. He was later discharged at his own request on 17 November 1906; sold with copied service record and research.
- 148 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Wepener (**30 Sjt: P. Blackmore, Brabant's Horse**), *extremely fine* £80-120
- 149 **A poignant Queen's South Africa Medal awarded to Private D. S. Mead, Imperial (Buckinghamshire) Yeomanry, who was killed in action at Lindley on 1 June 1900**
 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State (5001 Pte. D. S. Mead, 38th Coy. 10th Imp: Yeo:), *nearly extremely fine* £200-300
D. S. Mead served during the Second Boer War with the 38th (High Wycombe) Company, 10th Imperial Yeomanry, and was killed in action at Lindley on 1 June 1900. He is commemorated on the Wendover Boer War Memorial; sold with roll and clasp confirmation.
Recommended reading:
<http://samilitaryhistory.org/vol153sw.html>
- x150 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902 (**Agent F. Pearce. F.I.D.**), *nearly extremely fine* £80-100
- x151 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902 (**18133 Tpr: T. Partner. Imp: Yeo:**), officially re-impressed naming, *correction before rank leaving impressed mark, nearly very fine* £40-60
Thomas Partner was born at Braintree, Essex, and served as a Driver with the Royal Horse Artillery from 3 August 1886. A gentleman servant and kitchen porter by occupation, he served in India from 20 February 1887-13 December 1893 and in South Africa from 5 February 1902 with the 26th Battalion, Imperial Yeomanry. Discharged at Elandsfontein on 18 July 1902, his discharge papers note that he left at his own request to take up employment with the Central African Railway at Johannesburg; sold with copied service record.
- x152 Queen's South Africa 1899-1902, 2 clasps, Cape Colony, South Africa 1902 (**130 Tpr. H. Weston. Stockenstrom D.M.C.**), *minor edge bruise, very fine* £60-80
- 153 Queen's South Africa 1899-1902, 2 clasps, Elandslaagte, Defence of Ladysmith (**433 Tpr: R. C. Luxford. Imp: Lt. Horse**), *nearly extremely fine* £200-300
Reginald Cottenham Luxford was born on 27 June 1870 at Dalton, South Africa, the son of Sussex-born John Cottenham Luxford and Edith Mary Perfect. A farmer by occupation, he joined the Natal Police on 14 April 1896 (No. 1622) and served soon thereafter in the Natal Troop Volunteer Corps who were engaged in putting down the rebellion which had started in Rhodesia; as 1 of approximately 59 volunteers, the Troop were described as 'picked men' who, 'with few exceptions, were old hands at the game' (*The Natal Witness*, 15 April 1896, refers). On 2 May he served under the B.S.A. Company and left Durban bound for Beira aboard the S.S. *Umbilo* (*The Natal Witness*, refers).
 Returning home, Luxford served in South Africa with the 1st Battalion, Imperial Light Horse, from 27 September 1899 until his discharge on 11 April 1900, and then transferred as a Private to Steinacker's Horse. He died of disease at Fort Mpisane on 11 June 1901, leaving effects to the value of £2489 13s. 11d. to his widow, Elizabeth Marion Hussey. He is commemorated upon a brass memorial plaque in St. Mary the Virgin's Church, Salehurst, Sussex; sold with copied roll entry.
- 154 Queen's South Africa 1899-1902, 2 clasps, Defence of Ladysmith, Belfast (**90919 Gnr: C. Kiddy, 42nd. Bty: R.F.A.**), *good very fine* £80-120
Charles Kiddy was born around 1873 at Tottenham, London, and attested at Shorncliffe for the Cameron Highlanders on 9 May 1892. A gold blocker by occupation, he transferred to the Royal Field Artillery on 7 June 1892 and was posted to India, being appointed Bombardier on 3 April 1895. Reduced to Gunner having committed a crime on 27 April 1895, he was further punished with eight days of imprisonment with hard labour on 14 August 1895, 'by order of Commandant Wellington.'

It seems that the Commandant of the Wellington Depot - originally known as the Jakatalla Depot, located in the Nilgiris Mountains of southern India - was again displeased with Kiddy's conduct on 17 September 1895, resulting in him being imprisoned a further ten days. This was followed by 56 days of imprisonment from 25 January 1896, when found guilty by District Court Martial of 'using insular remarks to his superior officers'. After fracturing a finger in January 1899, Kiddy had clearly fallen out of love with India and fully exasperated those around him; he was transferred to South Africa and witnessed extensive service with No. 42 Battery, Royal Artillery, from 17 September 1899-12 October 1902.

Having continually forfeited good conduct pay, Kiddy was discharged as Gunner on 5 May 1904. He returned to service with the R.F.A. at the outbreak of the Great War, being posted to the 14th (Reserve) Battery on 28 August 1914, and various anti-aircraft and divisional ammunition columns in France thereafter. Transferred to Class 'Z', he was finally permanently discharged in February 1919, his character noted as 'good'; sold with copied service record.

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The Queen's South Africa Medal awarded to Private W. J. Leo, Rifle Brigade, who was severely wounded when a member of the raiding party which destroyed a 'troublesome' enemy artillery piece in the dead of night on Surprise Hill

Queen's South Africa 1899-1902, 2 clasps, Defence of Ladysmith, Laing's Nek (6020 Pte. W. J. Leo. Rifle Brigade), *minor edge nicks, very fine*

£140-180

William J. Leo was severely wounded on the night of 10/11 December 1899 at Surprise Hill whilst serving with the 2nd Battalion, Rifle Brigade. Departing Ladysmith at 10 p.m., 500 men of the Battalion climbed the 600ft high square-topped kopje Surprise Hill undiscovered, which enabled Lieutenant Robert J. T. Digby-Jones, V.C., of the Royal Engineers, to destroy a 4.7-inch howitzer with gun-cotton:

'For weeks past it had been one of the most troublesome guns of the thirty-two that surround us. It had a long range and accurate aim. Its position commanded Observation Hill, part of the Newcastle Road, Cove Hill and Leicester Post, the whole of the old camp and all the line of the country away to Range Post and beyond. It was this gun that shelled the 18th Hussars out of their camp and continually harassed the Irish Fusiliers. It was constantly dropping shells into the 69th Battery and on the King's Royal Rifles at King's Post.' (*The Capture of Surprise Hill*, refers)

Having 'blown the breech clear out' and destroyed the screw, the order was given to retire and the line began to climb down in the darkness. As they descended, the British were met by the Pretoria Kommando, the young Denys Reitz among its ranks. In the darkness it became increasingly difficult to differentiate friend from foe and the British resorted to fighting their way with the bayonet:

'The only way was to stoop down till you saw the edge of a broad-brimmed hat. Then you drove your bayonet through the man, if he did not shoot your first. Many a poor fellow was shot down by some invisible figure who was talking to him in English and was taken for a friend.'

Despite bayonetting their way through the Boer ranks and inflicting considerable losses, the British were subject to a ferocious and sustained enemy assault, and lost approximately 12 killed and 44 wounded, with a further six men trusted to the care of those left on the hillside being captured as the sun began to rise. By 3.30am the battle was over and the survivors slowly made their way to Leicester Post, all the while harried by Boer sniping, particularly towards the medical units.

A cairn to the memory of the Riflemen killed in action was later constructed at the base of the hill and affixed with a plaque. The gallant Lieutenant Digby-Jones was killed in action not long thereafter on 6 January 1900 when struck in the throat by a bullet. He was buried in Ladysmith Cemetery and a second cairn was erected on neighbouring Waggon Hill at the spot where he died.



- x156 Queen's South Africa 1899-1902, 2 clasps, Belmont, Modder River (**4158 Pte. J. Lindow, 1st. L. N. Lanc. Regt. M.I.**), *nearly extremely fine* £100-150
- x157 Queen's South Africa 1899-1902, 2 clasps, Relief of Kimberley, Paardeberg (**4158 Cpl. O. Murphy. 16th. Lancers**), official correction to name, *good very fine* £60-80
Clasps confirmed.
- x158 Queen's South Africa 1899-1902, 2 clasps, Orange Free State, South Africa 1902 (**Rev: E. Bronsgeest. C. to F.**), *officially re-impressed naming, very fine* £80-120
Edward Bronsgeest was born in Germany about 1849 and educated at the English College. Ordained by his Lordship the Bishop of Bruges on 21 December 1872, Bronsgeest served as a Roman Catholic Priest at the Church of the Immaculate Conception, Waltham Cross, and began his career by taking on small challenges relating to local people. He argued in the *Barnet Press* of 1 January 1881 that two children named Clarke should be allowed to enter divine services, whilst a girl named Butler should have her faith altered from Church of England to Roman Catholic upon the creed register 'having proof that the latter was the real religion' of the girl.
By the late 1880s Bronsgeest's focus had shifted to a far grander scale. On 8 May 1887, at Ponder's End, he opened an entire school for Catholic children, 'and as there is no chapel in the locality, a weekly service will be held there, to the joy of some hundred Catholics living in the neighbourhood, to whom the nearest church or school is distant four miles' (*The Tablet*, 14 May 1887, refers). By September of that year it was clear that the flock had soon outgrown their home and Bronsgeest appealed to the generosity of the public, claiming 'School held in a miserable cottage, which, unless suitable premises are provided, must be closed. Mass upstairs.'
Suitably accommodated, but with his aspirations undiminished, in 1889 Bronsgeest took out a further advert in *The Tablet* claiming 'Spiritual Distress at Ponder's End - School Chapel must be built; 184 children in temporary premises'. An appeal went out to raise £1100: 'Whoever has at heart the salvation of Christ's little ones, send a donation to the Rev. E. Bronsgeest, Waltham Cross, Herts.'
Having in June 1897 decided to move to South Africa, Bronsgeest's advertised his home for rent: 'A most desirable Residence, with handsome reception rooms, billiard-room, twelve bed and dressing rooms, good stabling, ample supply of pure water from artesian well, and every modern convenience. Rent for four years £170, afterwards £200 per annum. Apply the Rev. E. Bronsgeest, Waltham Cross.'
Bronsgeest subsequently served as a Chaplain to the Forces in the Boer War; his Medal was issued in November 1904.
Back home by 1905, he continued to improve the lives of local people: 'A Priest strongly recommends a man, 37 years of age, of respectable appearance and address, married, at Stock-keeper, Kennel-man, Motor-man (mechanical repairs), or any position of trust. Address Rev. E. Bronsgeest, Waltham Cross, Herts (*The Tablet* 10 June 1905, refers).
Sold with copied research, including 1881 census details and newspaper articles.
- 159 Queen's South Africa 1899-1902, 2 clasps, Tugela Heights, Relief of Ladysmith (**176585 Sto: H. T. Lane. H.M.S. Terrible.**), privately engraved naming, *contact marks, nearly very fine* £30-50
Henry Thomas Lane was born on 4 November 1873 at Portsmouth, Hampshire. Enlisting in the Royal Navy on 3 October 1893, he served aboard a variety of ships and shore bases including *Vulcan, Terrible, Duke of Wellington* and *Jupiter*. His record of service appears somewhat chequered, including three spells in the cells and absent without leave whilst aboard *Terrible* at Portsmouth on 4 July 1898. Discharged time-expired on 21 December 1905, he appears to have later worked as a shoeing and general smith and lived at No. 2 Verona, South Street, Hythe, Southampton. He saw further service during the Great War with the Merchant Navy; sold with copied service record and medal roll.

- x160 Queen's South Africa 1899-1902, 2 clasps, Tugela Heights, Relief of Ladysmith (**161 Tpr: W. E. G. Fitzpatrick. Bethune's M.I.**), *good very fine* £140-180
- 161 Queen's South Africa 1899-1902, 2 clasps, Transvaal, South Africa 1902 (**4456 Pte. J. Martin. Dorset: Regt.**), *ex-brooch mounted, suspension re-affixed, good fine* £30-50
- James Martin** was born around 1871 at Bethnal Green, London, the son of David Martin of 8 St. John's Terrace, Hoxton. A carman by occupation, he attested for the Dorset Regiment at Dorchester on 18 September 1894, stating previous service with the 1st Tower Hamlets Rifle Volunteers. Posted to Gibraltar, Malta, India and South Africa, he was discharged at termination of his first period of engagement on 17 September 1906. He re-engaged on 9 September 1914 and served with his former regiment in Egypt from 27 September 1915-1 April 1919, being discharged class 'Z' at Stoke Newington. His service papers note that he married Rebecca Butler at London on 18 June 1893. The couple later divorced; sold with copied service record.
- 162 Queen's South Africa 1899-1902, 2 clasps, South Africa 1901, South Africa 1902 (**1573 Tpr: J. B. Dixon. B.S.A.P.**), *extremely fine* £60-80
- 163 Queen's South Africa 1899-1902, 2 clasps, Relief of Ladysmith, Transvaal (**574 Pte. E. W. Till. Durban L.I.**), officially re-impressed naming, *good very fine* £50-70
- x164 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**51185 Dvr: C. Voisey. 9th. Bty: R.F.A.**), *very fine* £60-80
- Christopher Voisey** was born around 1866 at Liverpool, the son of rigger John Voisey, and attested at Liverpool for the Royal Field Artillery on 17 July 1885, noting previous service with the 4th Battalion, Liverpool Regiment. A former labourer living at 278 Beauforth Street, Liverpool, Voisey served in South Africa from 28 January 1900-4 August 1902 and was discharged three days later; sold with copied service record.
- 165 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**30461 Dr. W. J. Gibson. 37th. Batt. R.F.A.**), *light contact marks and polishing, good fine* £50-70
- William Joseph Gibson** was born around 1880 at Rochdale, Lancashire, and attested at Burnley for the 3rd Battalion, East Lancashire Regiment on 14 April 1898. A screw maker by profession, Gibson transferred to the Royal Artillery as Driver on 29 September 1898 and served in South Africa before returning home and working as a warehouseman.
- Called up for service on 28 July 1916, Gibson was sent to France and posted to 'B' Battery, 46th Brigade, R.F.A., on 16 February 1917. Transferred to No. 1 Section, 18th Divisional Artillery Column, he received an accidental wound to the chin by a bomb blast on 14 September 1918 and was evacuated across the English Channel aboard H.M.H.S. *Guildford Castle*. Posted to the Army Reserve following the cessation of hostilities, Gibson returned home to his wife who was then living at 41 Roberts Street, Preston; sold with copied service record.
- x166 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Johannesburg (**7171 Pte. A. Trubshaw. Vol: Coy. N: Staff: Regt.**), *good very fine* £70-90
- Henry Arthur Trubshaw** was born around 1875 at Stafford, and attested at Burton-upon-Trent for the North Staffordshire Regiment on 16 January 1900. Serving in South Africa from 4 March 1900-15 May 1901, he soon thereafter returned to civilian employment as a schoolmaster; sold with copied service record and extract from the Erin Lodge, Fordburg, Transvaal, noting that he was a Freemason.
- x167 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**206 Corp: W. Sanders. S.A.C.**), *edge bruising, nearly very fine* £50-70

- x168 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**833 Pte. W. Patterson. Cape Police**), *minor edge nicks, otherwise very fine* £60-80
- x169 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (**28777 Pte. T. R. Davies. 36th. Coy. Imp: Yeo:**), *very fine* £70-90
- Thomas Richard Davies** was born around 1870 at Trealaw, Glamorgan, and attested at Maidstone for the Imperial Yeomanry on 18 February 1901. Posted to the 36th (West Kent) Company, 11th Battalion, Imperial Yeomanry, he was wounded slightly in the left arm on 25 December 1901 at Tweefontein. Discharged at his own request to take up civil employment, his papers note his intended place of resident as the Brassells Restaurant, Market Square, Johannesburg; sold with copied service record.
- 170 Queen's South Africa 1899-1902, 3 clasps, Belmont, Modder River, Orange Free State (**3157 Pte. E. Allen, 2nd. Northampton Regt.**), *extremely fine* £100-140
- E. Allen** died of disease at Boshof on 24 May 1900 whilst serving with the 2nd Battalion, Northampton Regiment.
- 171 Queen's South Africa 1899-1902, 3 clasps, Modder River, Orange Free State, Transvaal (**6771 Pte. T. McFadyen, A.& S. Highrs:**), *very fine* £80-120
- 172 Queen's South Africa 1899-1902, 3 clasps, Relief of Kimberley, Paardeberg, Driefontein (**2058 Corpl: J. Dickson-Hill, Roberts Horse.**), *very fine* £100-120
- John Dickson Hill** was likely involved in the rearguard defence of 'Q' Battery at Sanna's Post where Roberts's Horse fought with distinction. He was killed in action on 23 May 1915, aged 40, whilst serving with the 2nd Battalion, King Edward's Horse.
- The younger son of John Hill of Kirkliston, and husband of Daisy Dickson Hill of Bedford, he is commemorated on Le Touret Memorial; sold with copied research.
- 173 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Laing's Nek, Belfast (**3481 Cpl. E. Basnett, Liverpool Regt.**), *nearly extremely fine* £70-90
- Edward Basnett** was born in 1871 at Liverpool, the son of James Basnett. He attested for the Liverpool Regiment on 9 February 1891 and served in Bermuda from 10 March 1892-19 March 1893. Briefly transferred to Halifax and promoted Corporal on 2 February 1895, he served in South Africa from 24 March 1900-6 August 1902 and is further entitled to the King's Medal. He was discharged on 8 February 1903; sold with copied service record confirming clasp entitlement.
- 174 **An interesting Queen's South Africa Medal awarded to Driver Henry Langley, alias Henry Huggins, Royal Field Artillery, late East Kent Regiment, who suffered from a poor disciplinary record and an ulcer which ultimately terminated his military career**
- Queen's South Africa 1899-1902, three clasps, Elandslaagte, Transvaal, Laing's Nek (7115 Dvr: H. Langley. 86th. Bty.: R.F.A.), *extremely fine* £200-300
- Henry Langley** was born around 1871 at Penge, Surrey, and attested for the East Kent Regiment on 7 July 1891. Posted to the 1st Battalion, he suffered a contusion to the toe of his left foot at Woolwich the following day, before serving in India from 27 January 1893-23 August 1898 and being present at the Relief of Chitral in 1895. His service record notes regular run-ins with authority, including 'making use of obscene language' on 28 June 1893, and 'injuring a native's garden' on 21st July 1894, for which he was confined to barracks for 3 days. The following year he was found asleep at his post and in 1896 he was confined to barracks for 10 days for 'making an improper reply to an N.C.O.' whilst serving with the Royal Artillery.
- Posted to South Africa from 27 January 1900-27 August 1900, Langley was invalided on 2 August 1900 and discharged on 6 July 1903 after spending 61 days in hospital suffering from an ulcer; sold with copied service record.
- 175 Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Rhodesia, Orange Free State, South Africa 1901 (**12586 Tpr: W. Gilbert. 70th. Coy. 18th. Imp: Yeo:**), *extremely fine* £120-150
- William Alex Gilbert** was born in 1875 at Edinburgh, the son of Thomas Gilbert of 10 Warriston Crescent, Edinburgh. A student by occupation, he attested for the Imperial Yeomanry at Edinburgh on 5 March 1900 and served in South Africa from 7 April 1900-17 June 1901. Gilbert was discharged at his own request on 25 June 1901, likely as a consequence of receiving an 'Accidental Severe Wound' near Cradock on 10 May 1901 (*The Roll of the Imperial Yeomanry*, refers); sold with copied service record confirming severe wound and full clasp entitlement.

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Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1902 (2/Lt: A. E. Balfour, Gordon Hdrs.), *extremely fine*

£160-200



Alec Edward Balfour was born on 4 May 1880 at North Mymms, Hertfordshire, the son of City broker, Robert Drummond Balfour. After a brief career following in his father's footsteps, Balfour was commissioned 2nd Lieutenant in the 1st Volunteer Battalion, Bedford Regiment (*The Supplement to the Army & Navy Gazette*, 16 February 1916, refers). He soon transferred to the Gordon Highlanders and served during the Great War as a Captain in the 8th Battalion, being posted to France in 1918. Following the Armistice, Balfour travelled to Musselburgh and stood as the National Democratic and Official Coalition Candidate for the Edinburgh East Parliamentary Seat (*The Midlothian Journal*, 29 November 1918, refers). His personal manifesto was little short of inspirational:

'Captain Balfour and the Soldiers.

Captain Alec E. Balfour, Gordon Highlanders, in his election address, claims that he knows the feelings of our fighting men in regard to what the country should do for them on their return to civil life. He will make it, he says, his first and constant business to see to it that they and their dependents should receive recognition and justice in the fullest and most liberal manner. Germany and her allies must be subjected to conditions which will make it impossible for them to repeat the hideous crime of this deliberately designed, devastation world-war. The magnificent services rendered by women in the country's greatest need justifies the belief that their advent in the world of politics will have an incalculably wholesome effect on our national life. All future legislation should be based on the recognition by the State of the equal value to the State of the male and female citizen' (*The Scotsman*, 30 November 1918, refers).

Notwithstanding these fine words, Balfour came runner-up in the 31st Parliamentary Election held on 14 December 1918; despite winning 5,136 votes (37.8%), he was unable to unseat the incumbent Liberal James Myles Hogge, who garnered considerable popularity amongst ex-servicemen, being President of the National Association of Discharged Sailors and Soldiers. Having been born in Edinburgh, educated at Moray College and Edinburgh University, and worked as a teacher, preacher and slum worker in the Scottish capital, Hogge proved a formidable political adversary.

On 29 March 1919, Balfour married Marie Amelie Louise Helene Robertine d'Harcourt, youngest daughter of the late Marquis d'Harcourt-Olonde. The couple went on to have three children, the eldest of whom, Lieutenant Roy A. E. Balfour, 2nd Battalion, Scots Guards, was killed in action at Salerno on 17 September 1943. Three years later, Balfour divorced his wife on the grounds of desertion, she likely returning home to 11 Rue Constantine, Paris. He later moved from Grosvenor Place to 52 Lennox Gardens, London, S.W.1., and died on 26 April 1970; sold with copied research.

- x177 Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Paardeberg, Driefontein, Wittebergen (4222 Pte. F. Powell, 2: R. Highrs.), *toned, nearly extremely fine* £80-100
- x178 Queen's South Africa 1899-1902, 4 clasps, Rhodesia, Relief of Mafeking, Orange Free State, Transvaal (221 R.Serjt:-Maj: R. B. Lough. S.R. Vols:), *officially re-impressed naming, clasps tailors copies, light contact marks, otherwise very fine* £40-60
Robb Brooks Lough was presented with his Medal on 7 July 1902; sold with copied roll entry.
- 179 Queen's South Africa 1899-1902, 4 clasps, Relief of Mafeking, Orange Free State, Transvaal, South Africa 1901 (63920 Dvr: C. Rowell, M'Bty: R.H.A.), *one minor nick to observe, otherwise nearly extremely fine* £80-100
Charles Rowell was born around 1869 at Basingstoke, the son of Arthur Rowell of 26 Flaxfield Road, Basingstoke, Hampshire. He attested for the Royal Artillery on 5 October 1887, his papers noting previous service with the 3rd Battalion, Hampshire Regiment. A labourer by occupation, he was posted to the Royal Horse Artillery on 25 September 1888 and sent to India where he remained until 17 December 1897. Re-engaging at Woolwich, following the termination of his first 12 year period of engagement, Rowell was posted to South Africa from 17 February 1900-25 October 1901, where he passed courses in swimming and rowing, before returning home and dying at Newbridge on 4 May 1906 as a result of pneumonia; sold with copied service papers confirming full clasp entitlement.
- 180 Queen's South Africa 1899-1902, 4 clasps, Talana, Defence of Ladysmith, Laing's Nek, Belfast (3792 Pte. H. Middleton. Leicester Regt.), *nearly extremely fine* £100-140
John Henry Middleton was born in 1870 at Leicester, the son of Charles and Clara Middleton of 113 High Cross Street, Leicester. A dyer by trade, he attested for the Leicestershire Regiment on 28 July 1893 and served in South Africa from 2 January 1896-12 September 1902. On 3 October 1900 he was tried and sentenced by Field General Court Martial for sleeping on his post; found guilty, Middleton spent 84 days in prison. He was later discharged on 27 July 1905; sold with copied service record.
- x181 Queen's South Africa 1899-1902, 4 clasps, Elandsplaagte, Relief of Ladysmith, Transvaal, South Africa 1901 (33 Gnr: C. Leverett. Natal F. Arty:), *unofficial rivets between state and date clasps, good very fine* £240-280
Just one Battery of Natal Field Artillery, armed with 7-pounders served at the Battle of Elandsplaagte, 21 October 1899.
- x182 Queen's South Africa 1899-1902, 4 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek (5748 Pte. J. Heath, R: Lanc: Regt.), *good fine* £70-90
James Heath was born around 1874 at Manchester and attested at Lancaster for the King's Own Royal Lancaster Regiment on 6 July 1898. A moulder by profession, his service record notes previous service with the local militia. Posted to South Africa from December 1899-24 April 1902, Heath left the Colours on 12 November 1912 before re-engaging with his former Regiment and serving in France from 24 February 1915. Posted to the 2nd Battalion, he died of wounds on 8 May 1915 and is commemorated upon the Menin Gate Memorial, Ypres; sold with copied service record.
- 183 Queen's South Africa 1899-1902, 4 clasps, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (235 Tpr. F. Gillan. Driscoll's Scts.), *toned, nearly extremely fine* £140-180

- 184 Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (**4625 Pte. R. Richardson. K.O.S.B.**), *extremely fine* £120-150
- x185 Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Johannesburg, Diamond Hill, South Africa 1901 (**20847 Tpr. J. Finlay. Driscoll's Scts.**), *good very fine* £140-180
- x186 Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (**7119 Pte. S. Mullen. Rifle Brigade.**), *nearly extremely fine* £80-100
- 187 Queen's South Africa 1899-1902, 5 clasps, Natal, Belmont, Modder River, Relief of Kimberley, Paardeberg (**3640 Pte. A. Hennessy. 9/Lcrs.**), *good very fine* £140-180
- Alfred Hennessy** was born in 1873 at Liverpool, and attested at Newbridge for the Corps of Lancers on 4 August 1893, his papers noting previous service with the 4th Battalion, Liverpool Regiment. Posted to the 9th Battalion, he served in South Africa from 26 August 1896-11 April 1898, 14 October 1899-7 July 1900, and 11 March 1901-17 May 1901, and also witnessed a little over a year in India. His record however was poor, being tried by District Court Martial on four occasions and subject to regular periods of imprisonment with hard labour. Transferred to the 5th Lancers following his third posting to South Africa, his record notes a six-day period of absence from 23-29 May 1902, and eventual discharge on 3 August 1905; sold with copied service record which also notes entitlement to clasp, South Africa 1901.
- x188 Queen's South Africa 1899-1902, 5 clasps, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek (**10635 Pte. J. Fleming, R.A.M.C.**), *very fine* £70-90
- James Fleming** was born around 1873 in the parish of St. James, London. A servant, he attested for the Medical Staff Corps on 30 November 1894 and witnessed overseas service in Egypt as part of the Nile Expedition (Medal & clasp) and South Africa from 20 October 1899-29 November 1902. Transferred to the Army Reserve, he was discharged on 29 November 1906, his conduct and character notes as 'very good, temperate and trustworthy'; sold with copied service record confirming clasp entitlement.
- x189 Queen's South Africa 1899-1902, 6 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, South Africa 1901 (**5635 Pte. L. Williams, Welsh Regt.**), note first initial, *heavy edge nicks, otherwise nearly very fine* £250-300
- J. Williams** served with the 1st Battalion, Welsh Regiment, and was killed in action on 20 May 1901 near Elandshoek, when British troops attempted to defend a derailed train on the railway line between Alkmaar and Godwaan. The circumstances are carefully described in the citation of the D.S.O. to 2nd Lieutenant D. L. Campbell, 1st Battalion, Welsh Regiment:
- 'He most gallantly held an armoured truck for more than an hour with only three men. The Boers had possession of the rest of the train and were firing into the truck from the roof of the next carriage and from the sides of the cutting. He was repeatedly called on to surrender but refused.'
- 190 Queen's South Africa 1899-1902, 6 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Belfast (**3313. Cpl. W. Newton. 6/Drgn: Gds:**), *suspension a little slack, otherwise extremely fine* £100-140
- William Newton** served in France from 16 August 1914 with the 6th Battalion, Dragoon Guards (Carabiniers), and was killed in action on 18 September 1914. He is buried in the Vendresse British Cemetery in the Department of the Aisne; sold with copied *MIC*.

- 191 The 6-clasp Queen's South Africa Medal awarded to Gunner J. Palmer, 'Q' Battery, Royal Horse Artillery, who fought in the legendary action at Sanna's Post



Queen's South Africa 1899-1902, 6 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen (14455 Gnr: J. Palmer, Q.B., R.H.A.), *toned, minor edge bruise, nearly extremely fine*

£600-800

Joseph Palmer was baptised at Southwold, Suffolk on 4 November 1877, the son of Joseph and Mary Palmer of 5 St. Edmund's Green, Southwold. After civilian employment as a baker's apprentice, he served in the Suffolk Artillery (a militia unit) before attesting for the Royal Artillery at Great Yarmouth on 5 March 1896, aged 18. He had a pale complexion, hazel eyes, brown hair, and a 'scar on left buttock.' Shortly after enlisting he gained a 3rd Class Certificate of Education (dated 29 April 1896). He transferred to 'Q' Battery, Royal Horse Artillery as a Gunner on 2 February 1897. On 5 March 1898 Palmer was awarded Good Conduct Pay, but two months later he was court-martialled, sentenced to 84 days' imprisonment. He only served half his sentence, and was re-admitted to the service on 20 September 1898. Palmer served in South Africa from 19 December 1899 to 18 May 1901, and is confirmed on the roll as having served with 'B' Sub-Division, 'Q' Battery, Royal Horse Artillery at Sanna's Post on 31 March 1900 (*WO100/139*).

During this famous V.C.-winning action, 'Q' Battery was part of a 2,000-strong column under General Broadwood which was viciously ambushed by 1,600 Boers under Christiaan de Wet. Armed with accurate Mauser rifles, the Boers employed the cover of a deep spruit created by the Modder River, and were supported by artillery from high ground. They deployed in darkness and surprised the British at first light, capturing over 100 wagons and an artillery piece. Entirely devoid of cover or any realistic opportunity to fight back without being slaughtered, over 200 British troops were forced to surrender in the first few minutes, including six guns of 'U' Battery. The remainder of Broadwood's column faced the almost suicidal return towards the only cover available - a railway station - across 1,300 yards of open ground.

As the British withdrew, the men of 'Q' Battery under Major Phipps-Hornby, supported by a single gun from 'U' Battery and the Mounted Infantry, decided to stand their ground and fight back. For four hours they fought continuously, aided by rifle fire from the railway station, and managed to transform a stampede into an orderly retreat. At that date the guns lacked protective shields, so the gunners were terribly exposed to Boer marksmen. In all, the British suffered 155 men killed or

wounded with approximately 430 taken prisoner. For the men of 'Q' Battery, it was a resounding example of bravery and professionalism, resulting in the award of 4 V.C.s and 3 D.C.M.s to the Battery, the former by ballot, there being no fair way to choose four from so many who performed so heroically on that day. This was the fifth case of the application of Clause 13 and the first since the conclusion of the Indian Mutiny.

Palmer was invalided to England as 'medically unfit' on 23 April 1901. Admitted to Ipswich Hospital, he was discharged to pension on 14 March 1902, his conduct described as 'good'; sold with copied service papers and clasp confirmation.

- 192 Queen's South Africa 1899-1902, 7 clasps, Cape Colony, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen, South Africa 1901 (68776 **Gnr: G. Borham. 82nd. Bty: R.F.A.**), *extremely fine* £160-200

George Borham was born around 1869 at Notting Hill, London, and attested for the Royal Artillery at Colchester on 20 September 1888. A farrier by occupation, he stated previous service with the 3rd Battalion, Middlesex Regiment. Sent to India from 12 February 1890-1 February 1896, he served as a Gunner during the Boer War in South Africa from 1 January 1900-20 August 1901, his papers confirming clasp entitlement and noting 'exemplary' service.

Discharged on 6 November 1906, Borham returned to his wife Annie and took employment as a charcoal burner and house-porter, living at 33 Bulow Road, Fulham. It wasn't long before Borham fell upon hard times, likely associated with raising three sons. The *Leominster News*, 5 July 1907, describes the circumstances:

'Jewels buried in Kew Gardens: Sequel to a Burglary at Kensington.

The robbery of £400 worth of jewellery from the residence of Mr. Henry Salmon, 27, Holland Villas Road, Kensington, on June 14th, has had an unusual sequel.

On Thursday, George Borham, aged 39, a discharged soldier, who had been employed once a week as a window cleaner at Mr. Salmon's house, was charged at West London Police Court with the theft. He then informed the police that he had hidden the property and offered to disclose the place. That he might do so, the magistrate allowed the accused out on his own recognisances.

On Friday, Borham led Detective-Inspector Fuller to Kew Gardens, and indicated a large oak tree in a remote part of the grounds. Here the officer did some digging, and found most of the jewels - a diamond ring, brooches, necklets, bracelets - wrapped in a newspaper. The prisoner said he pawned some of the jewels, and with the money went to Ascot and Brighton and Southampton; the remainder, being the largest jewels, he buried.

The accused was committed for trial.'

In April 1915, having become father to two further children, Borham returned to service with the Royal Field Artillery. Suffering from ill-health, he was posted to the 31st Battery and worked as a Storeman at the Maryhill Barracks in Glasgow. On 18 July 1917 his condition deteriorated significantly, a medical report citing difficulty breathing, likely attributed to malaria contracted in India in the early 1890's. This was compounded by problems with his heart which resulted in Borham being discharged physically unfit five days later. He died not long thereafter on 17 October 1917, his youngest daughter being just 3 years of age; sold with copied service record and newspaper articles.

- 193 Queen's South Africa 1899-1902, 8 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal, Laing's Nek, South Africa 1901, South Africa 1902 (5659 **Pte. J. Goddard. 1:Yk: & Lanc: Regt.**), *nearly extremely fine* £240-280

- 194 Queen's South Africa 1899-1902, 8 clasps, Belmont, Modder River, Relief of Kimberley, Paardeberg, Johannesburg, Diamond Hill, Wittebergen, South Africa 1901 (4187 **Pte. E. Higgins. 9th. Lancers.**), *minor edge nick, nearly extremely fine* £200-250

- 195 **The Queen's South Africa Medal awarded to Corporal M. McElligott, Connaught Rangers, who was severely wounded in action at Thaba N'chu**
Queen's South Africa 1899-1902, 10 clasps, Relief of Kimberley, Paardeberg, Driefontein, Transvaal, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Wittebergen, South Africa 1901 (3258 **Cpl. M. Mc.Elligott. 1st. Connaught Rang.**), *unofficial rivets and evidence of filing between fourth and fifth clasps, and state and date clasps, nearly extremely fine* £140-180

Michael McElligott was born on 17 January 1865 in the Ballyduff District of Kerry, Ireland, the son of Patrick McElligott and Johanna Fealy. A labourer by occupation, he attested for the

Connaught Rangers at Galway on 13 November 1888 and witnessed overseas service in Malta, Cyprus and Egypt. Posted to South Africa from 10 November 1899-25 May 1902, McElligott was promoted Corporal on 5 November 1900 and discharged on 30 June 1902.

The *South African Field Force Casualty List* notes that No. 3258 Lance-Corporal M. McKelligott (note spelling) of the 1st Battalion, Connaught Rangers, was 'severely wounded at Thaba N'chu on 27 April 1900,' and this is confirmed in the *Boer War Casualty Roll, 1899-1902*, by Alexander M. Palmer. It is likely that McElligott received his wounds whilst serving under General Ridley's Brigade of Mounted Infantry against a mass of some 6,000 Boer horsemen at Thaba N'chu. The Halt at Bloemfontein records approximately a dozen men *hors de combat* (disabled from fighting) during this action; sold with copied service record, clasp entitlement unverified.

196 **A Specimen Queen's South Africa Medal with 26 clasps**

Queen's South Africa 1899-1902, 26 clasps, Cape Colony, Natal, Rhodesia, Defence of Kimberley, Elandsplaagte, Defence of Mafeking, Talana, Defence of Ladysmith, Belmont, Modder River, Relief of Ladysmith, Tugela Heights, Relief of Kimberley, Paardeberg, Orange Free State, Driefontein, Wepener, Relief of Mafeking, Transvaal, Johannesburg, Laing's Nek, Diamond Hill, Wittebergen, Belfast, South Africa 1901, South Africa 1902, unnamed as issued, *neat contemporary rivets, nearly extremely fine*

£400-600

x197 Queen's South Africa 1899-1902, no clasp, bronze issue, (178....), *naming all but obliterated, good fine*

£30-40

198 Queen's South Africa 1899-1902, bronze, no clasp (34 Bhisti Moonesamy S & T. Corps), engraved naming, *minor edge nicks, nearly extremely fine*

£50-70



199 Transport 1899-1902, 1 clasp, S. Africa 1899-1902 (**G. Findlay**), *minor contact marks, good very fine*

£500-700

G. Findlay served as Chief Engineer aboard the *Pomeranian* during the Boer War. Constructed at Hull in 1882 and named the *Grecian Monarch*, the ship was acquired by the Allan Line Steam Ship Co. Ltd. In 1887 and renamed *Pomeranian*. Employed on the Glasgow-Montreal route, she nearly foundered in February 1883 in the North Atlantic when huge waves carried away the bridge, charthouse, and foredeck saloon, killing 12 people. During the Boer War she served as a mule transport, wooden stalls being erected from the foremast to funnel superstructure. The ship was lost on 15 April 1918 when torpedoed by *UC-77* twelve miles off Portland Bill; struck in the crews quarters, the *Pomeranian* sank at such a rate that of a crew of fifty six, only the Second Engineer William Bell survived.

200	Mayor of Kimberley's Star 1899-1900, reverse hallmarked with date letter 'c', unnamed as issued, with integral top riband bar, <i>nearly very fine</i>	£100-140
201	King's South Africa 1901-02, 1 clasp, South Africa 1902 (100 Tpr. W. Moore. C.C. Forces), <i>minor scratches to obverse, good very fine</i>	£50-70
202	King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (1781 Pte. J. H. Welsh. Devon: Regt.), <i>extremely fine</i>	£50-70
x203	King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3242 Pte. W. Duckworth. Manch: Regt.), <i>very fine</i>	£30-50
	<p>William Duckworth was born around 1873 at Manchester and attested at Ashton-under-Lyne for the Manchester Regiment on 2 June 1891. Posted to the 2nd Battalion, he was sentenced to 84 days' imprisonment with hard labour for theft on 22 January 1897. Serving in India from 3 September 1894-20 November 1898 and South Africa from 16 March 1900-14 November 1901, Duckworth was discharged at the termination of his first period of engagement on 1 June 1903; sold with copied service record.</p>	
x204	King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (89343 Dvr: J. Chapman. R.F.A.), officially re-impressed naming, <i>clasp lugs bent, very fine</i>	£30-50
	<p>John Chapman was born in October 1873 at Lancaster, the son of coachman Henry Chapman, and attested at Woolwich for the Royal Artillery on 8 March 1892. Sent to South Africa from 15 November 1899-6 September 1902, he was discharged in consequence of the termination of his first period of engagement; sold with copied service record.</p>	
205	King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (5813 Pte. J. Balch. Durham L.I.), officially re-impressed, <i>nearly very fine</i>	£30-50
x206	Anglo-Boer War Medal 1899-1902 (Korpl. C. A. Henning.), <i>very fine</i>	£40-50
x207	Anglo-Boer Oorlog Medal 1899-1902 (Korpl. H. G. Olivier.), <i>good very fine</i>	£30-40
	<p>Hendrik Gerhardus Olivier served as a Corporal in the light infantry Wepener Kommando from 3 October 1899-1902; sold with copied service record, dated 10 January 1923.</p>	
x208	Anglo-Boer Oorlog Medal 1899-1902 (Burger B. J. Lombard.), <i>officially re-impressed naming, good very fine</i>	£20-30
x209	Anglo-Boer Oorlog Medal 1899-1902 (Korpl. B. L. Hattingh.), <i>very fine</i>	£20-30
210	Anglo-Boer Oorlog Medal 1899-1902, silver (Burger. P. J. Pretorius.), <i>good very fine</i>	£20-30
x211	Queen's Mediterranean 1899-1902 (4324 Pte. C. Towers. W. York: Regt.), <i>minor wear and polishing, nearly very fine</i>	£180-220
212	Queen's Mediterranean 1899-1902 (8500 Pte. W. Clark. RI: W. Kent Regt.), <i>nearly extremely fine and scarce</i>	£200-250
213	China 1900, 1 clasp, Relief of Peking (R. Burnicle, A.B., H.M.S. Orlando.), <i>nearly extremely fine</i>	£160-200
	<p>Robert Burnicle was born on 21 November 1877 at Bishopwearmouth, the son of Thomas Burnicle of 1 Villiers Street, Durham. He enlisted in the Royal Navy at Portsmouth on 21 November 1895 and initially served as Boy 2nd Class aboard the ironclad <i>Caledonia</i>. Transferring to <i>Edinburgh</i> and <i>Royal Sovereign</i>, he served seven days in the cells whilst aboard <i>Alexandra</i> from 18 October 1897-17 February 1898. Transferred to cruiser <i>Orlando</i> during the Boxer Rebellion, he served as part of the force led by Vice-Admiral Sir Edward Seymour which attempted to relieve the British Legation in Peking. Burnicle was discharged to shore on 31 January 1902 and died on 20 May 1919 at Worle, Somerset.</p>	
214	China 1900, 1 clasp, Relief of Peking (517 Havr: Musahib Khan. Hong Kong Regt.), <i>minor edge nick, nearly extremely fine</i>	£140-180
215	China 1900, no clasp, bronze (1024 Cooly Bahadur. S & T Corps), <i>nearly extremely fine</i>	£60-80

216	India General Service 1895-1902, 1 clasp, Waziristan 1901-02 (3633 Sepoy Ganda Singh 29th. Pjb: Infy:), <i>good very fine</i>	£60-80
x217	Africa General Service 1902-56, 1 clasp, B.C.A. 1899-1900 (48 Pte. Mbera. 1st K. A. Rifles), <i>slack suspension, polished, nearly very fine</i>	£60-80
219	Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (3533 Sepoy Ganda Singh. 29th. Punjabis.), <i>nearly very fine</i>	£40-60
220	Africa General Service 1902-56, bronze, 1 clasp, Somaliland 1902-04 (83 Cooly Sher Baz. S. & T.C.), <i>nearly extremely fine</i>	£80-120
221	Tibet 1903-04, silver (1749 Sapper Buddan Khan 12Co 2d POS & M), <i>nearly extremely fine</i>	£100-140
222	Tibet 1903-04, silver, 1 clasp, Gyantse, erased naming, <i>suspension very slack, thus nearly very fine</i>	£60-80



223	Tibet 1903-04, 1 clasp, Gyantse (Pte. Servt. Hayat Khan), <i>extremely fine</i>	£80-120
224	Tibet 1903-04, bronze (228 Yak Driver. Tawolnk S & T. Corps), <i>extremely fine</i>	£80-120
x225	Africa General Service 1902-56, 1 clasp, Nandi 1905-06 (213 Pte. Bandera. 1/K.A.R.), <i>slack suspension, light contact marks, nearly very fine</i>	£100-140
x226	Africa General Service 1902-56, 2 clasps, Nandi 1905-06, Somaliland 1908-10 (450 Pte. Tamvekenje. 1/K.A.R.), <i>very fine</i>	£140-180

The Africa General Service Medal awarded to Colonel Commandant P. R. Legh, 116th Mahrattas, who commanded the 16th Bombay Infantry during the Jubaland campaign with distinction



Africa General Service 1902-56, 1 clasp, Jubaland (Lt: Col: P. R. Legh, 16/Bombay Inf:), *good very fine*

£400-500

Piers Richard Legh was first appointed to a commission in the 16th Bombay Infantry in 1879 and served as Major (Commanding Officer) - one of just seven officers - with the unit during the Jubaland operations in 1901. The operations were brought against the Ogaden Somalis following the murder of Mr Jenner (Sub-Commissioner of Jubaland) in the previous November. With the unit being called to action in January 1901, the force was placed under the command of Colonel Trevor Ternan, C.B., D.S.O. - who was taken ill at Dida Hare on 1 February. Legh was thus appointed Acting Commander for the following day of operations.

The Regimental History gives a good account of the following actions:

‘The operations consisted of roughly two phases. (1) Advance of a column to Afmadu, and of a small column from thence into the dense Jungle, country into which the enemy had retired. (2) Advance of a column by the river road to Mfudu, supplies being brought up by boat, and the occupation of Kurkumes by a mixed force.

In the first phase Kismayu, Gobwen and Yonti were garrisoned by Detachments of the 16th Bombay Infantry under Captain Mead, Lieutenant Robinson and Lieutenant Hunter; Major Legh with Lieutenant and Adjutant Bridges, Lieutenants Holmes and Robertson, Glasgow and 150 men proceeded with the advance column.

...On the 12th a Flying Column consisting of the Aden Camel Corps, 1 gun of the Battery, one Company 16th Bombay Infantry with Major Legh and Lieutenant Bridges and 3 Companies East African Rifles set off under Colonel Ternan. On 13th Captain Gordon of the Camel Corps managed to capture about 100 of the enemy’s cattle. On the 14th tracks of the enemy were found and it became evident that they were retiring into the thick and waterless jungle country.

Major Legh was placed at this time in charge of the Camel Corps, Captain Gordon has been knocked up with the hard work and sun.’

The Column found themselves in a number of hot engagements with the enemy, with a fierce attack on 16 February from the thick jungle, having stalked the flanks of the Column that by this time had become trailed out. The attack on the hospital cost the life of Colonel Maitland, Indian Medical Service, besides about forty others killed and wounded - the 16th Bombay lost two killed and two

wounded. Legh's unit had provided fine service, they sailed home on 12 June, earning the Battle Honour 'East Africa 1901' for their colours, with Legh being the first name in Colonel Ternan's despatch:

'Major Legh commanded the 16th Bombay Infantry throughout the operations in an entirely satisfactory manner, and proved himself to be a most hard-working and energetic officer.'

Legh marched the regiment from Poona to Nasirabad to relieve the 25th Bombay Rifles in November 1902 and was promoted Colonel Commandant on 3 June 1907, having also passed the Russian language examination; sold together with related copied extracts.

228 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**6985 Pte. M. Hanrahan 1st. Rl. M. Fus.**), *nearly extremely fine* £30-50

M. Hanrahan served at Rawal Pindi with the 1st Battalion, Royal Munster Fusiliers; sold with copied roll entry.

229 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**4565 Sepoy Ishar Singh QOC Gudies**), engraved naming, (*sic*) 'Guides', edge knock, *fine to good fine* £20-30

230 India General Service 1908-35, 1 clasp, North West Frontier 1908 (**6608 Pte. P. Dorman 1st. Rl. M. Fusiliers**), *good very fine* £30-50

231 India General Service 1908-35, bronze issue, 1 clasp, North West Frontier 1908 (**Syce Pir Bakhsh. Pte. Servt. 54th. Sikhs.**), *good very fine* £60-80

232 1914 Star (**7350 Pte. J. Nally. Leins: R.**), *nearly extremely fine* £50-70

John Nally was born in 1885 at Dublin, Ireland, and served in France with the Prince of Wales's Leinster Regiment (Royal Canadians) from 8 September 1914. Captured near Lille on 20 October 1914 whilst fighting with the 2nd Battalion, Nally was transferred to the P.O.W. camp at Hameln. He was repatriated home at war's end, being transferred Class 'Z' on 24 April 1919 and discharged soon thereafter. After a period working as a labourer, he re-attested for the Leinster Regiment at Liverpool, his later address noted as 2 Lower Elmwood Avenue, Dublin; sold with copied *MIC* and research.

233 1914 Star (**15929 Pte. A. H. Batchelor. 1/G.Gds:**), *good very fine* £30-50

Albert H. Batchelor served in France with the 1st Battalion, Grenadier Guards, from 8 November 1914. Transferred to the 2nd Battalion, he died on 7 February 1916 and is buried at Merville Communal Cemetery; sold with copied *MIC* and research.

234 **The important 1914-15 Star to Admiral Sir Reginald Guy Hannam Henderson, G.C.B., Third Sea Lord and Controller of the Navy, a key contributor to the Trans-Atlantic convoy system**
1914-15 Star (**Commr. R. G. H. Henderson. R.N.**), *nearly extremely fine* £80-100

[G.C.B.] *London Gazette* 28 February 1939.

Reginald Guy Hannam Henderson was born into a naval family in Falmouth on 1 September 1881, the son of Commander John Hannam Henderson and Betsy Ann May. He entered H.M.S. *Britannia* as a naval cadet in 1895. Posted to H.M.S. *Syren* in April 1902, he rose to Lieutenant on 15 May that year and transferred to H.M.S. *Venerable* six months later. He took part in the Naval Mission to Greece in 1913, and commanded H.M.S. *Erin* at the start of the Great War. He served at Jutland in 1916. The following year he advised on anti-submarine warfare at the Admiralty, and was instrumental in reducing the casualties suffered by Trans-Atlantic convoys (see J. Grigg, *Lloyd George: War Leader, 1916-1918* (London, 2002)). After the war he became Chief Staff Officer to the Commander-in-Chief, China Station. In 1923 he joined the staff of the Royal Naval College, Greenwich. Joining the Fleet Air Arm, he oversaw the construction of early aircraft carriers. He commanded H.M.S. *Furious* in 1926 and became Naval A.D.C. to King George V in 1928. He was appointed Rear-Admiral commanding aircraft carriers in 1931 and Third Sea Lord and Controller of the Navy in 1934. In March 1939 he fell ill and was forced to retire; his award of the G.C.B. was accepted at Buckingham Palace on his behalf by his wife Islay Edith Campbell, whom he married in 1911, fathering three sons. He died two months later in the Royal Naval Hospital, Haslar; sold with a copy of R. D. Layman's book *Before the Aircraft Carrier: The Development of Aviation Vessels 1849-1922* (London, 1989).

235 The poignant 1914-15 Star awarded to Captain W. J. P. Maxwell-Stuart, Royal Sussex Regiment: a nephew of the Duchess of Norfolk who, from a family of seven brothers, was one of five who fought during the Great War - with four of those five never returning to the family home at Arundel



1914-15 Star (2. Lieut: W. J. P. Maxwell-Stuart. R. Suss: R.), *good very fine*

£100-140

William Joseph Peter Maxwell-Stuart was born on 22 July 1895 at Sunninghill, Berkshire, the eighth of eleven children to the Honourable Mary Anne Constable-Maxwell, daughter of William Constable Maxwell, 10th Lord Herries of Terregles, and Edmund Joseph Constable Maxwell-Stuart, the son of the Honourable Henry Constable Maxwell Stuart of Traquair and Terregles. Through his father's lineage, William and his siblings were nephews of Herbert Maxwell Stuart, Laird of Traquair, whose ancestors were staunch Catholic supporters of Mary Queen of Scots - and the later Jacobite Cause - whilst on his mother's side of the family they were the neices and nephews of Gwendolen Constable-Maxwell, second wife of Henry Fitzalan-Howard, the fifteenth Duke of Norfolk. He spent his early childhood living at Batworth Park, in the shadow of Arundel Castle.

Educated at Stoneyhurst College in the footsteps of his three younger brothers and a certain Maurice James Dease - who later earned the first posthumous Victoria Cross of the Great War - William served as a Cadet in the College Contingent Junior Division O.T.C. and was subsequently commissioned 2nd Lieutenant in the 4th (South Downs) Battalion, Royal Sussex Regiment on 29 October 1914 (*London Gazette* 13 November 1914, refers). Posted to 'D' Company which was largely composed of local men from Arundel and Angmering, William spent the remainder of 1914 and spring of 1915 training his men at barracks in Bedford.

Wounded in action

Sailing from Devonport to Alexandria aboard H.M.T. *Ulysses*, then on to Port Said and Mudros Bay, the 4th Battalion Royal Sussex Regiment eventually landed on the pristine white sand of Suvla Bay at 4.15am on 9 August 1915. Within hours they attempted to take Hill 70, but received heavy casualties from enfilade fire. By 11.20pm the Battalion's strength had been reduced to 250 men, with 1 officer killed, 3 wounded, and 11 other-ranks killed and 60 wounded (*The 4th Battalion War Diary*, refers). They then spent the next few days attempting to consolidate meagre gains and repair trenches before being relieved by the York and Lancaster Regiment on 12 August.

On 25 August 1915, the *Bognor Regis Observer* reported the 'well-known' William Maxwell-Stuart as wounded in action. He returned from hospital and joined his Battalion on the southern Slopes of Lala Baba on 17 November 1915 (*Battalion War Diary*, refers), but was evacuated from the peninsula with the remainder of the 53rd Division on 13 December 1915, reaching Mudros harbour at 10am the following morning.

Family tragedy

Having survived his baptism of fire at Suvla, it wasn't long before news began to filter through to William regarding the deaths of his brothers. The first to be killed in action was his younger brother - and ninth child of the family - Lieutenant Joseph Maxwell-Stuart:

'Great sympathy has been extended to the parents of Lieutenant J. Maxwell-Stuart, 3rd Duke of Wellington's Horse, who was killed near the Ypres-Comines Canal on March 2nd (1916), when his regiment was leaving the trenches which had been heavily bombarded' (*The Mid-Sussex Times*, 14 March 1916, refers).

Less than two months later, news was received of the loss of elder brother (and seventh child) Lieutenant Edmund Joseph Maxwell-Stuart, who was killed in action on 26 April 1916 in France. Transferred from the East Yorkshire Regiment to the Royal Engineers, he wrote a short article a few weeks before his death which was later published in *The Stoneyhurst Magazine*:

‘I am in a tunnelling company of the R.E. (175th Coy. R.E. 2nd Army, B.E.F., France). I am in this death-trap known as ‘The Salient,’ burrowing tunnels under Hun trenches, and in fact looking for trouble. I am overdue for leave, but all leave is stopped for the present. Five long shell-ridden months I’ve been here, and I feel ten years older than when I landed in France.’

A letter written by his commanding officer added:

‘I would have you know that all who knew him admired and loved your son as a fine soldier and a true gentleman’ (*The West Sussex Gazette*, refers).

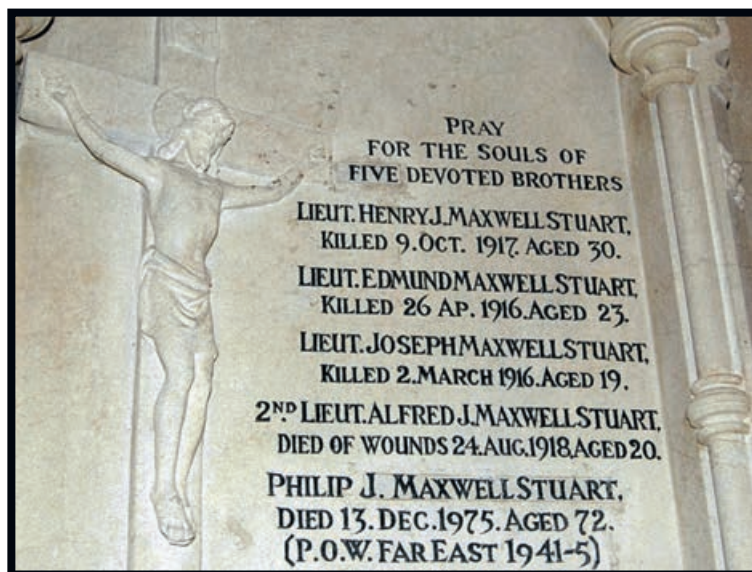
The following year, William learned of the death of elder brother and the fourth child, 2nd Lieutenant Henry Joseph Ignatius Maxwell-Stuart, who was killed in action whilst serving with the 3rd Battalion Coldstream Guards on 9 October 1917. Sadly, his death occurred a matter of days before the marriage of the eldest brother, Mr. Francis Joseph Maxwell-Stuart to Miss Dorothy May Hartley of Billesdon-Coplow, Leicestershire, at St. James’ Church, Spanish Place. The ceremony thus proceeded ‘very quietly’ (*The Sussex Agricultural Express*, refers).

On 20 August 1918 William lost a fourth brother to the war, the youngest brother and tenth child, Lieutenant Alfred Joseph Maxwell-Stuart. Having been best man at Francis’s wedding, Alfred died of wounds received in action during the Battle of Albert whilst serving with the 1st Battalion, Coldstream Guards. The temperament of Alfred and circumstances relating to his death were later published in *The Stoneyhurst Magazine*:

‘He was somewhat shy and retiring in character, but was a favourite with all. Owing to an attack of trench fever, and other slight ailments, he had not been in the trenches save for one or two short periods, until within a fortnight of his death. His fatal injuries were received on August 21st, during the successful advance of the Guards on that date. Though slightly wounded earlier in the engagement, he remained with his men, urging them on, and giving them an example of absolute fearlessness in the presence of the greatest danger, until he was struck down, mortally wounded at Moyenneville.

He had received several bullet-wounds, both his legs were injured, the forearm broken and gangrene poisoning had already set in. He gradually sank and quietly expired on August 24th.

He sent messages to his parents, giving them his love, and telling them not to worry as he was all right.’



Ultimate sacrifice

The loss of four sons from such a prominent Sussex family drew significant press attention across the United Kingdom. On 28 August 1918 the *Dundee Evening Telegraph* published an article headlined, ‘Lost Four Sons in the War.’ In consequence, Mary and Edmund Maxwell-Stuart decided to relocate to East Lulworth in Dorset and in October 1919 the family home of Batchworth Park was consigned

to auction by Wyatt & Son, Arundel. The auction also included the full contents of the house including household furniture, a 'handsome 6ft. 5in. carved mahogany sideboard', an oil painting attributed to J.M.W. Turner, outdoor effects and a lawn mower (*The Chichester Observer*, 8 October 1919, refers).

In 1920, a memorial to the four brothers was unveiled at the Cathedral of our Lady and Saint Philip Howard in Arundel. It originally read 'Pray for the souls of four devoted brothers,' but this was amended to 'five' in 1976 upon the death of the youngest brother and eleventh child, Philip Joseph Maxwell-Stuart, who suffered all his life from health complications associated with his four years in a Japanese P.O.W. camp. The sacrifice made by these young men and a further 89 men of Arundel was commemorated recently at the 100th Anniversary of the Armistice when 93 perspex silhouettes were placed in the pews of the Cathedral, driven by the desire of town councillor and former Mayor, Michael Tu (*The Littlehampton Gazette*, refers).

Little more is known regarding the later life of William. He became a well-known ballroom dancer and married Patricia Craven Sykes, daughter of Charles Craven Sykes of Huddersfield, in July 1932. Together, the couple became 'three times holders of the World Championship' (*The Leeds Mercury*, 8 July 1932, refers), specialising in the waltz, tango, quick step and the rumba (*The Banbury Advertiser*, refers). Having spent a time living at Banbury, William appears to have returned home to Sussex and died on 3 October 1964 at Chichester; sold with a contemporary Rowing Association badge designed as a shield with crossed oars, with Hermes inspired 'winged foot' design, marked 'Silver' to reverse with vertical wearing pin, approx. 41mm x 65mm, together with extensive copied research including *MIC*, War Diary entries and newspaper articles.

- 236 1914-15 Star (11-1360 Pte. W. T. Wales. E. York. R.), *nearly very fine* £30-50
Walter T. Wales served in Egypt with the East Yorkshire Regiment from 13 December 1915. He is recorded upon the regimental roll as having deserted on 21 September 1918; sold with copied *MIC* and research.
- x237 1914-15 Star (530 Pte. J. Imu, 1-K.A.R.), *good fine* £20-30
- x238 1914-15 Star (4) (3-8262 Sjt. W. Canning, York; R.; S-7707. Pte. A. Chalmers, Gord. Highrs.; 30161 Pte. I. Holmes. Notts. & Derby. R; 20414 Grn (sic): C. Spott. R.F.A.), *very fine* (4) £30-40
- x239 1914-15 Star (3) (Sgt. A. Cinamon M.G. Detacht; Pte. M. Gerber 4th. Infantry; 1021 Pte. H. J. Van Schalkwyk 2-Rhodesia Regt), *the second with patches of verdigris, otherwise very fine* (3) £20-30
- 240 **An outstanding British War Medal awarded to Lieutenant B. A. Isaac, R.N.A.S., an early member of the pioneering R.N.A.S. Armoured Car Section, which anticipated tank warfare; Isaac was then severely injured serving with No. 3 Squadron in daring bombing raids at Gallipoli**
 British War Medal (Lieut. B. A. Isaac. R.N.V.R.), *good very fine* £100-140
Bernard Alexander Isaac was born on 29 May 1873. Married prior to the Great War, he lived at 1 Stanhope Terrace, Hyde Park. On 8 August 1914, he took his private Rolls-Royce over to France and donated it to the Royal Naval Air Service. Although the R.N.A.S.'s primary role was aviation, it was also responsible for Britain's earliest forays into mechanised warfare. Isaac's vehicle was among the earliest cars to join what became the R.N.A.S. Armoured Car Section, the first armoured car unit of British forces in the Great War. Intended to guard lines of communication and rescue stranded airmen, the unit was soon employed on audacious raids into enemy-held territory. It wrought havoc among German cavalry regiments near Dunkirk, and covered the British retreat from Mons. Its activities largely ceased with the onset of trench warfare, but several members of this maverick unit went on to assist the Landship Committee in developing the first tanks. Isaac, employed as a motor driver in the unit, kept a remarkable photograph album of his service (IWM 2004-11-80).
 Isaac gained a commission as a Sub-Lieutenant in the R.N.A.S. on 20 August 1914, taking to the skies as an Observer. He took part in Commander C. R. Samson's daring bombing raid on the Zeppelin sheds at Dusseldorf and Cologne, for which Samson earned the D.S.O. He then served with No. 3 Squadron, R.N.A.S. in the Aegean and at Gallipoli in 1915. His album includes photographs of Tenedos camp, airfield and harbour during June 1915, as well as reconnaissance photographs of Suvla Bay, Krithia, Achi Baba, Kum Kali, Yeni Shehr town and Anzac Cove. Commander C. R. Samson D.S.O. features very prominently, since he took command of No. 3 Squadron in March 1915. Remembered as the first man to fly an aircraft from a moving ship, Samson pioneered bombing raids from the deck of H.M.S. *Ark Royal*, softening up Turkish defences and almost killing Mustafa Kemal, future founder of the Turkish Republic. Isaac took part in these raids, and was severely injured on 13 December 1915. Admitted to Hospital on Malta, he was rendered

'physically unfit' for further service on 10 March 1916. Samson gave Isaac a glowing report, deeming him 'a very capable officer' who had 'rendered invaluable service in Intelligence work.' On 29 March, Arthur Balfour expressed his appreciation for Isaac's services. Also entitled to a 1914 Star, this Medal was sent to him on 22 March 1919; sold with copied research.

- 241 British War Medal 1914-20 (4280 Pte. L. W. H. Bond, 1-Co. of Lond.), *good very fine* £20-30
Lawrence William Hazel Bond, a native of Hampton Wick, enlisted in the 1/1st County of London Yeomanry (Middlesex Hussars) at Chelsea. He first entered a theatre of war in 1916, or later, and was killed in action in Palestine on 23 November 1917. Bond may well have been present at the defence of Hill 720 as described in detail for the above casualty. Aged 22, he was the son of Mr. L. H. and Kate Bond of 21 Kingsley Road, Forest Gate, London and is buried in Jerusalem War Cemetery.
- 242 British War Medal 1914-20 (2) (58646 Cpl. T. E. Seddon. L'Pool R.; 7212 Pte. T. H. L. Witt. H.A.C.-Inf.-), *very fine (2)* £20-30
Thomas E. Seddon served with the 20th Battalion, Liverpool Regiment, and is entitled to a pair; sold with copied MIC.
Thomas Harold Lawrence Witt was born around 1896 at Croydon, the son of William John Witt and Ada Marian Cooper. He served with the Honourable Artillery Company during the Great War, and returned home to marry Doris Millicent Robb at Shoreham on 16 October 1924. He married secondly Mary de Merrall at Croydon in October 1933 and died in July 1965 at Samford, Suffolk.
- x243 British War Medal 1914-19 (4) (Dvr. J. Damans. C.A.H.T.C.; Lt. T. A. Gladwin.; 172327 Cpl. R. N. Morrison. R.E.; Pte. H. Reubens, 7th. S.A.I.), *minor edge nicks to last, nearly very fine and better (4)* £30-40
- 244 An emotive British War Medal awarded to Lieutenant F. H. Turner, Gloucestershire Regiment, attached Royal Flying Corps, who lost his life in a flying accident in 1917
British War Medal 1914-19 (Lieut. F. H. Turner), *very fine* £80-100
[M.C.] *London Gazette* 3 June 1916.



Frederick Harry Turner was born at 18 Priory Road, High Wycombe in 1897. Turner studied at the University of London and was a member of its Officers' Training Corps. During the Great War he initially served as a Second Lieutenant with the 10th (Service) Battalion, Gloucestershire Regiment, arriving in France on 8 August 1915. Assigned to the 1st Brigade, 1st Division on 17 August, this Battalion took part in the Battle of Loos, Turner earning the Military Cross. It then fought at the Battle of the Somme. On 28 October 1916, Turner was attached to No. 28 Squadron, Royal Flying Corps as a Temporary Lieutenant. The only son of Frederick and Rosa Turner, he lost his life during a training exercise over Bramham Moor, Yorkshire on 10 January 1917. The subsequent War Office report stated: 'Pilot and Passenger killed. Machine totally wrecked and entirely burnt.' He was flying an Engine 250 Rolls Royce. Turner is buried at High Wycombe Cemetery; sold with copied service papers and photographs.

Recipient also entitled to the Military Cross, 1914-15 Star and Victory Medal.

- x245 British War Medal 1914-20 (Pte. T. Kynoch. 1st. C.C.), *very fine* £20-30
- Thomas Kynoch** served with the 1st Battalion, Cape Corps, from 28 September 1916, including a short period in East Africa where he suffered from repeated bouts of malaria. A labourer by occupation, his service record can be best described as chequered, given repeated discipline indiscretions including drunkenness, breaking from hospital, being absent from parade, overstaying leave and being improperly dressed.
- Embarking from Durban to Egypt on 3 April 1918 aboard H.M.T. *Magdalena*, he soon found himself in further trouble for losing Government property. This included three brushes, a shirt and a towel, for which he was ordered to pay half-value on 23 April 1918. In May 1918, Kynoch was awarded two days' field punishment for not complying with an order and in December 1918 he was fined 2/6d. for drunkenness and awarded 28 days' field punishment No 2. He was finally discharged at Durban and likely returned home to his wife Sarah, who was then living at Hart Street, Port Elizabeth; sold with copied service record.
- 246 British War Medal 1914-20 (105379 Gnr. J. Gallay. R.A.), *very fine* £10-15
- James Gallay** served with the Royal Garrison Artillery and later transferred to the Labour Corps; sold with copied *MIC*.
- 247 A fascinating British War Medal awarded to Major E. O. A. Newcombe, Royal Engineers, a clever and much-decorated logistician who commanded a gunboat on the Nile during the Battle of Omdurman; three times mentioned in dispatches, he administered Sudan's railway network for 20 years, enabling seamless movement of British Empire forces to key theatres during the Great War
- British War Medal 1914-20 (E. O. A. Newcombe.), *good very fine* £70-90
- [D.S.O.] *London Gazette* 1 January 1917.
- [Order of the Nile] *London Gazette* 6 November 1917.



Edward Osborn Armstrong Newcombe was born on 30 August 1874. Educated at Bath College, he attended the Royal Military Academy, Woolwich and commissioned as a 2nd Lieutenant in the Royal Engineers on 25 July 1893. He served with the Egyptian Army in the Sudan during Kitchener's campaigns of 1896-98. Appointed to command the gunboat *Abu Klea*, part of the Nile Gunboat Flotilla under Commander C. Keppel R.N., he helped ensure the successful delivery of supplies to Kitchener's army before the Battle of Omdurman on 2 September 1898. Newcombe took part in the battle, receiving a mention in dispatches (*London Gazette*, 30 September 1898); his services were further recognised by the award of the Ottoman Order of the Medjidie, 4th Class and

the Order of the Osmania, 4th Class. A railway network was clearly needed if the Sudan was to be pacified following the British victory, and Newcombe remained in the Sudan after the British victory as Assistant Locomotive Superintendent. Newcombe went on to serve with the Royal Engineers during the Second Boer War, holding senior staff appointments. Present at the Battle of Diamond Hill, he received another mention in dispatches (*London Gazette*, 29 July 1902), along with a 4-clasp Queen's South Africa Medal and a King's South Africa Medal.

Returning to the Sudan, Newcombe was appointed Traffic Manager, Sudan Government Railways in 1906. He was to perform this role with great distinction over the next 20 years. At the outbreak of the Great War he was a Major on retired pay, but re-entered active service on 24 October 1914. The efficiency with which he ran Sudan's railways was a pivotal factor in Britain's ability to rush troops to crisis zones, particularly East Africa and the Suez Canal. For these services he was awarded the Egyptian Order of the Nile, 3rd Class, and was again mentioned in dispatches (*London Gazette*, 25 October 1916). This British War Medal represents Newcombe's sole entitlement for the Great War, and he claimed it on 9 May 1923. He married Annie Maria Courtenay, daughter of The Hon. H. L. Courtenay; sold with copied research and MIC.

- x248 British War Medal 1914-20 (L/Cpl. **G. C. Mc.Kessack. 4th S.A.I.**), *very fine* £20-30
- George Cumming McKessack** was born around 1875 at Inverness, Scotland, and witnessed three years of pre-war service with the 3rd Battalion, Seaforth Highlanders, followed by active duty with the Klerksdorp Town Guard during the Boer War. Attesting for the 4th South African Infantry at Potchefstroom on 9 September 1915, he was appointed Lance Corporal on 27 September 1915 and sent from England to Alexandria, Egypt on 31 December 1915. Transferred to France on 16 April 1916, he disembarked at Marseilles but soon found himself in trouble with his superiors when placed in charge of a picquet for allowing his comrades to smoke on duty he was temporarily deprived of his Lance Corporal stripe.
- On 20 June 1916, McKessack was attached to 28th Company, Machine Gun Corps. He was wounded in action on 19 July 1916 suffering a gunshot wound to the left thigh, and was sent to No. 9 General Hospital at Rouen. Evacuated to England and the South African Hospital at Richmond Park, he was discharged a month later. The wound led to him being declared permanently unfit for further war service at Bordon on 5 May 1917. Described as 'a very reliable man in every way,' and having served for a time as Assistant Company Accountant in the 4th S.A.I., it is likely that he resumed his previous career as a bank manager at his intended future place of residence, Mains of Albes, Forres, Scotland; sold with copied service record.
- 249 **An important British War Medal awarded to Lieutenant-Colonel J. A. 'Archie' McLaren, who led the 1st Battalion, 11th Sikhs during the 1942 Burma campaign and was posthumously mentioned in dispatches**
- British War Medal 1914-20 (Capt. J. A. McLaren), original riband, *light contact marks, very fine* £60-80
- John Archibald McLaren**, the son of Robert Buchanon McLaren, attended Kelvinside Academy in Glasgow before being gazetted as a 2nd Lieutenant with the 2/8th Battalion, Cameronians (Scottish Rifles) on 13 November 1914. The Battalion History shows him stationed in Cairo with the 1/8th Battalion on 7 March 1916. The January 1941 Indian Army List states that McLaren was wounded twice during the campaign in Egypt and Mesopotamia. Admitted to the Indian Army on probation in the rank of Lieutenant on 3 November 1918, he served in Afghanistan as Acting Captain, commanding a Company of the 151st Indian Infantry in 1919. He achieved substantive rank on 12 August that year.
- Advanced to Major on 11 August 1933, six years later he became Lieutenant-Colonel commanding the 1st Battalion, 11th Sikhs ('Ferozepore Sikhs'). He led this Battalion with great distinction against the Japanese during the Burma campaign, receiving a posthumous mention in dispatches following his death (or murder) on 7 March 1942 (*London Gazette*, 17 December 1942). He is commemorated on Face 40 of the Rangoon Memorial. Just before the war, he married Hyacinth Susan Farmer and lived at East Knoyle, near Salisbury. He fathered a son, Robin, who grew up to become a Major in the Seaforth Highlanders; sold with copied research.
- x250 British War Medal 1914-20 (**783 Pte. J. Sampson. 1-Cape C.-L.R.**), *very fine* £10-20
- 251 British War Medal 1914-20, bronze issue (**286 Cooly Aziz Din 1 Lahore Labour Corps**), *nearly extremely fine* £80-120

x252

'Of all those laughter-loving and heroic birdmen who have flown away forever into the far West, there were few who perceived such a profound appreciation of the wonderful joy and adventure of living as "Charles" did. He was a youth of South Africa at its best.

His attractive nature reflected the warmth of his country, his superb character was open and unabashed as its wild veld, his infectious laughter gave back something of that golden happiness which revels in the sunshine. His own people his friends and his fellow-soldiers loved him not only for the man he was destined to be, but for what he was - just for the boy himself.

He was one of those rare beings, who move among us now and then, the perfect embodiment of happiness, gentility and chivalry.'

The Late Lieut. Charles R. Perring, R.A.F., An Appreciation, refers.

A sole-entitlement Great War D.H.9 Pilot's British War Medal awarded to 2nd Lieutenant C. R. Perring, Royal Air Force, late Royal Flying Corps and Artist's Rifles, who suffered a flying accident whilst ferrying an aircraft to France and died the following morning from a shock-induced heart attack

British War Medal 1914-20 (Lieut. C. R. Perring. R.A.F.), *nearly extremely fine*

£140-180



Charles Richard Perring was born on 12 April 1895 at Johannesburg, the second son of Charles Cambert Perring of 116 De Korte Street, Wanderers' View, South Africa. A passionate artist, Perring left school and took employment on the staff of the Village Main Reef G.M. Co. Ltd., but soon tired of civilian life and purchased his passage to England in May 1916. Arriving at London, Perring attested for the Artist's Rifles O.T.C. the following month, but transferred to the Royal Flying Corps at Hendon on 11 November 1916.



Appointed 2nd Lieutenant on 3 February 1917 and posted to the General List, Perring was appointed Flying Officer on 9 June 1917 and served as a Delivery Pilot at the Aircraft Acceptance Park, Hendon: 'He quickly became an adept pilot and for close upon two years flew many types of machines between England and France without any serious mishap. His commanding officers and fellow pilots spoke highly of his charming personal qualities, his ability and popularity as an officer, his skill and resource as an airman' (*An Appreciation*, by Gilbert E. Chittenden, refers).

On 8 August 1918, Perring left Hendon Aerodrome piloting a D.H.9 aircraft which was allotted for delivery to No. 211 Squadron, Royal Air Force. For reasons unknown, Perring was involved in a flying accident and was subsequently evacuated to Shorncliffe Military Hospital. He died the following morning from a heart attack brought on by the shock of the accident, his body having no outward signs of any injury. Interestingly, both his parents later died of heart attacks, indicating a predisposition in the family. Aged just 23 years, Perring is buried at Hampstead Cemetery, London. Sold together with the following archive:

(i) A plastic wallet file containing copied research by the present vendor, copied service record and approximately 20 original snapshot photographs of Perring with friends and family, including 'Mrs Morty', cousin to Perring's mother Agnes and a resident of 11 Burgess Park Mansions, Hampstead.

(ii) A second larger file of 59 x A4 pages containing approx. 160 photographs taken by Perring from 1916-18, these showing fellow pilots, pranged aircraft, periods of leave spent at Turnberry, Scotland, and further images of friends, family and landscape/landmark scenes. Many of the images are annotated in pencil, thus identifying the sitters, the album culminating in a series of contemporary newspaper clippings relating to friends K.I.A. or recorded as P.O.W.'s.

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|------|--|--------|
| x253 | British War Medal 1914-20 (Lieut. J. M. Boyce. R.A.F.), <i>nearly extremely fine</i> | £30-40 |
| | James Matthias Boyce was born on 10 August 1891 in the Transvaal. A mine surveyor by profession, he was appointed Flying Officer on 12 January 1918 and gained experience in D.H.6. and B.E.2E aircraft. Promoted Lieutenant 1 April 1918, he was injured on 4 August 1918 and was discharged on 24 October 1918. | |
| x254 | British War Medal 1914-20 (Sister K. FitzGibbon.), naming unofficially engraved in serif capitals, <i>very fine</i> | £20-30 |

- 255 British War Medal 1914-20 (**Sister F. Spindler. Nyasaland F.F.**), *edge knock, good very fine* £60-80
 [R.R.C.] *London Gazette* 3 June 1919.
Florence Rebecca Spindler served in East Central Africa from 14 May 1917, additionally being entitled to a Victory Medal and Royal Red Cross 1st Class for services in East Africa whilst attached to the Nyasaland Medical Service.
 Pre-war Spindler played a part in saving the life of a young girl from drowning in the Canoe Lake at Southsea (*Portsmouth Evening News*, 19 April 1904 refers) and after service in East Africa married a Mr. Andrew Wilson M.C., late Lieutenant 1st King's African Rifles, the local newspaper announcing the event with the enthusiastically-titled: 'An African Romance at Swansea' (*South Wales Weekly Post*, 25 October 1919 refers).
 Additionally it appears that the thereafter-known Mrs. Spindler authored a book entitled *Barney's Own Tale* about a dog in East Africa, the preface stating:
 'The incidents so simply recorded in this little story are those which actually happened in the life of a dog. It has been written in the spare moments of a busy life and was originally intended for the interest and amusement of my small son.
 At the request of several friends it is now in print. It is hoped that anyone who may be kind enough to read it, will, through these pages be led to a greater interest and realisation of the possibilities of Africa and the characteristics of its people. That it may serve as a reminder of the unselfish devotion shown by the natives of that country in the cause of the Great War.
 Specially do I wish to keep in the mind of my son the remembrance of the sacrifice and service so freely given by his father-M.C., late King's African Rifles, and as its consequence, the years of strain which followed. Inasmuch, in not forgetting this he will possess a kindliness of heart, sympathy, love and consideration for all those, who, as his father, did likewise.'
- x256 Mercantile Marine War Medal 1914-18 (**George W. Holder.**), *very fine* £10-20
- x257 Mercantile Marine War Medal 1914-18 (**John Clark**), *good very fine* £10-20
- 258 Mercantile Marine War Medal 1914-18 (**Thomas S. Kirby**), *very fine* £20-30
- 259 Mercantile Marine War Medal 1914-18 (**Frederick Baker**), *very fine* £20-30
- x260 Victory Medal 1914-19 (**Capt. E. P. Bester.**), *good very fine* £30-50
Edward Phillips Bester served with 'B' Squadron of the 5th South African Horse from 1 November 1914, but within a matter of days was admitted to Pretoria Hospital suffering from a bullet wound to the finger. Upon recovery he left South Africa and disembarked from *Professor* at Kilindine, British East Africa, on 31 May 1916. Appointed Lieutenant on 25 October 1916, Bester was transferred to the Military Labour Bureau on 2 March 1917 after a spell spent in hospital at Dar es Salaam, Tanzania, suffering from malaria.
 Promoted Captain on 10 July 1917, Bester relinquished his commission and returned home to Waterburg aboard H.M.T. *Ingoma*. Reverting to his former status as Temporary Assistant Field Cornet with the Waterberg War Commando, he was finally released from all military service on 10 December 1919, his final months being marred by repeated spells in hospital at Durban and Roberts Height as a result of drinking dirty water; sold with copied service record.
- 261 Victory Medal 1914-19 (**Lieut. W. A. Thomas.**), original riband, *worn overall, fine* £30-50
William Arthur Thomas, a native of High Wycombe, commissioned as a 2nd Lieutenant with the 2/5th Battalion, Bedfordshire Regiment on 19 November 1915. He arrived in France on 22 December 1916, and was promoted to Lieutenant on 1 July 1917. His Medal Index Card states that he also served in East Africa during the Great War. His medals were sent to his address at Green Street, High Wycombe on 14 January 1920; sold with copied research and *MIC*.
 Recipient also entitled to a British War Medal.

- 262 Victory Medal 1914-19 (**13425 Pte. J. Martin. Suff. R.**), *very fine* £50-70
John Martin was the son of Thomas and Florence Martin of Sycamore Cottage, Southwold, Suffolk. Martin enlisted into 'B' Company, 9th Battalion, The Suffolk Regiment at Ipswich in September 1914. He arrived in France on 31 August 1915, and was killed in action during the Battle of Loos on 26 September 1915, aged 18. Commemorated on the Loos Memorial, his name also appears on the Southwold War Memorial; sold with copied research, photographs and *MIC*.
 Recipient also entitled to the 1914-15 Star and British War Medal.
- 263 Victory Medal 1914-19 (3) (**9284 Pte. T. Harris. L'Pool R.; 24093 Pte. W. H. Stevenson. R.A.M.C.; 5163 Pte. C. Tabor. H.A.C.-Inf.-**), *very fine* (3) £30-50
Thomas Harris served in France from 1 May 1915-7 March 1919, initially with the 4th Battalion, Liverpool Regiment and later as part of the Labour Corps, before being discharged class 'Z'; sold with copied *MIC*.
William H. Stevenson served with the Royal Army Medical Corps and is entitled to a pair.
Cyril Tabor was born on 26 August 1896 at Stoke Newington, London, the son of oyster merchant Frederick Joseph Tabor of 37A Church Street, Stoke Newington, London. He served in France with the Honourable Artillery Company from 18 November 1916-17 February 1917, and later married Gwendoline May Foot at Great Ilford, Essex, on 16 September 1924. Tabor later became a Freeman of the City of London on 21 September 1926 and followed in his father's footsteps as a Master Wholesale Fish Merchant at Billingsgate Fish Market. He died in April 1982 at Haywards Heath, West Sussex; sold with copied *MIC* and research.
- 264 Victory Medal 1914-19 (2) (**10716 Pte. W. Andrews. R.Ir.Fus.; Dvr E. C. Thompson, S.A.S.C.**), patches of staining to first, *good fine* (2) £10-20
- 265 Africa General Service Medal 1902-56, G.V.R., 1 clasp, Nyasaland 1915 (**Chenumka**), *suspension loose, edge knocks and overall wear, good fine* £50-70
Chenumka was one of a 4-man Native Gun Crew at Fort Johnston, who then formed the 7-pounder Gun's Crew at Zomba.
- 266 **The India General Service Medal awarded to Captain J. F. F. Bowers, Indian Army, late Highland Light Infantry, who won an M.C. during the Great War**
 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Capt J F F Bowers 1-107 Pnrs), *good very fine* £70-90
 [M.C.] *London Gazette* 18 July 1917.
J. F. F. Bowers served in France from 3 October 1915 and claimed his medals from the India Office on 6 May 1920 whilst living at 58 Denton Road, East Twickenham, London. Transferred to the Indian Army and promoted Captain on 3 July 1919 (*London Gazette* 9 January 1920, refers), he witnessed service on the North West Frontier before retiring on 4 January 1923 (*London Gazette* 15 February 1924, refers).
- x267 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**1117 Spr. Akber Khan, Rly. Bn. S. & M.**), *polished, good fine* £20-30
- 268 Africa General Service 1902-56, 1 clasp, Somaliland 1920 (**331516 A.C.2. P. F. Parker. R.A.F.**), *extremely fine* £100-140
- x269 India General Service 1908-35, 1 clasp, Waziristan 1921-24 (**3591296 Pte. J. J. Fagan. Bord. R.**), *good very fine* £40-50
MIC confirms this as sole entitlement.
- 270 India General Service 1908-35, 1 clasp, Waziristan 1921-24 (**7267 Spr. Puran Singh, R. Bo. S & M.**), *officially re-impressed naming, very fine* £20-30
- 271 India General Service 1908-35, 1 clasp, North-West Frontier 1930-31 (**6395959 Pte. E. R. F. Hall. R. Suss. R.**), *slight edge bruise, otherwise good very fine* £30-50
- 272 India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (**198 Swpr. Jagat Singh, 6-13 F. F. Rif.**), *good very fine* £30-50

273	India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (56044 Sep. Kharpal Hussain, F.C.), <i>test mark to rim, very fine</i>	£30-50
274	India General Service 1908-35, 2 clasps, North West Frontier 1930-31, North West Frontier 1935 (12254 Spr. Mohd. Din, Bengal S. & M.), <i>nearly very fine</i>	£30-50
275	India General Service 1908-35, 3 clasps, North West Frontier 1930-31, Mohmand 1933, North West Frontier 1935 (TB.49520 L-Nk. Prabh Dyal, 21 D.T.T. Coy.), <i>wire links between clasps, nearly very fine</i>	£60-80
276	India General Service 1908-35, 1 clasp, North West Frontier 1935 (TB-174215 Driver Mohd Yusaf. 22 A.T. Coy.), <i>edge bruise, good very fine</i>	£30-50
277	India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (2472 Rfm. Tejbahadur Sahi, 1-9 G.R.), <i>very fine</i>	£30-40
278	India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (396 Sepoy Zaman Ali. 1 Rd. Constn. Bn.), <i>nearly extremely fine</i>	£50-70
279	India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (TB-52731 Dvr. Ali Akbar, R.I.A.S.C. (A. Tpt.)), <i>nearly very fine</i>	£30-50
280	India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (2321449 Sigm. J. Read. R.Sigs.), <i>nearly extremely fine</i>	£50-70
281	India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (2318478 Sjt. W. C. Johns. A.E.C.), <i>extremely fine</i>	£40-60
282	India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (5109841 Pte. L. Goodman. R. War. R.), <i>good very fine</i> <i>Confirmed upon roll serving with 1st Battalion.</i>	£40-60
283	India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (3079-A Rfn. Hirasing Rana, 1-5 R.G.R.), <i>nearly very fine</i>	£20-30
284	General Service 1918-62, 1 clasp, Iraq (5675 Sepoy Hasan Mohd. 108-Infantry.), <i>officially reimpresed, good fine</i>	£20-30
285	General Service 1918-62, 1 clasp, Palestine (320599 Tpr. A. Apperley. The Greys.), <i>good very fine</i>	£40-50
286	General Service 1918-62, 1 clasp, Palestine (2668601 L. Cpl. G. Dawson. Coldm. Gds.), <i>very fine</i>	£50-70
287	General Service 1918-62, 1 clasp, Palestine (2658145. Gdsmn. H. Ward. C. Gds.), <i>good very fine</i>	£40-50
288	General Service 1918-62, 1 clasp, Palestine (2656339. Gdsmn. L. Rowlands. C. Gds.), <i>surname officially re-impresed, very fine</i>	£40-50
289	General Service 1918-62, 1 clasp, Palestine (2656860. Gdsmn. E. H. Jones. C. Gds.), <i>traces of verdigris, otherwise good very fine</i>	£40-50
290	General Service 1918-62, 1 clasp, Palestine (2656236 Gdsmn. N. E. Wilson. C. Gds.), <i>official correction to number, otherwise good very fine</i>	£60-80

N. E. Wilson served with the 3rd Battalion during the Second World War and was taken a prisoner of war in Cyrenaica on 20 June 1942, on which occasion he was also wounded - his actions surely having taken place in and around the famous 'Knightsbridge Box' during the Battle of Gazala, west of Tobruk. Wilson was latterly held a prisoner at Hartmansdorf Chemnitz 4F; sold with copied Casualty Lists.

- 291 General Service 1918-62, 1 clasp, Palestine (2657691 Gdsmn. A. Ellis. C. Gds.), *good very fine* £80-120
Albert Ellis was born in 1919 and had seen active service in Palestine and was serving with the 3rd Battalion, Coldstream Guards during the Second World War. In the summer of 1942 the Battalion found themselves in the 'Knightsbridge Box' feature west of Tobruk - it was here that Ellis was killed in action on 5 June, being commemorated upon the Alamein Memorial.
- 292 General Service 1918-62, 1 clasp, Palestine (3055402 Pte. M. Rosie. R. Scots.), *minor official correction to surname, very fine* £50-70



Malcolm Rosie was born on 18 January 1918 and reported missing on Christmas Day and subsequently confirmed a prisoner of war at the Fall of Hong Kong. He was repatriated on 2 September 1945 and returned home to South College Street, Edinburgh.

- 293 General Service 1918-62, 1 clasp, Palestine (6088037 Pte. F. Freeman. The Queens. R.), *small official correction to number, very fine* £40-50
- 294 General Service 1918-62, 1 clasp, Palestine (3712347. Pte. C. Travers. King's. Own. R.), *minor official correction to number, very fine* £40-50
On roll as 'Travis'.
- 295 General Service 1918-62, 1 clasp, Palestine (757640. Cpl. V. Gaffney. King's. Own. R.), *minor official correction, very fine* £40-50
- 296 General Service 1918-62, 1 clasp, Palestine (4268875 Fsr. A. Humpish. R. North.D. Fus.), *good very fine* £40-50
- 297 General Service 1918-62, 1 clasp, Palestine (4270173 Fsr. E. J. Brett. R. North'D Fus.), *very fine* £40-50

General Service 1918-62, 1 clasp, Palestine (4269612 Fsr. J. Scott. R. North'd Fus.), *edge bruising, good very fine*

£60-80

J. Scott was serving with the 1st Battalion, Royal Northumberland Fusiliers and would have been based in the Western Desert at the outbreak of the Second World War. The unit were one of just a handful of trained machine-gun regiments prepared for action. As a result Scott and his comrades found themselves around Tobruk during November 1941. It was late in that month that Captain J. B. Jackman, who was commanding 'Z' Company of the 1st Battalion won himself a superb Victoria Cross for the actions around Ed Duda. His citation tells the story best:

'Captain Jackman showed outstanding gallantry and devotion to duty above all praise when he was in command of a Machine Gun Company of The Royal Northumberland Fusiliers in the Tank attack on the Ed Duda ridge. His magnificent bearing was contributory in a large measure to the success of a most difficult and hard fought action. As the tanks reached the crest of the rise they were met by extremely intense fire from a large number of guns of all descriptions: the fire was so heavy that it was doubtful for a moment whether the Brigade could maintain its hold on the position.

The tanks having slowed to "hull-down" positions, settled to beat down the enemy fire, during which time Captain Jackman rapidly pushed up the ridge leading his Machine Gun trucks and saw at once that Anti-Tank Guns were firing at the flank of the tanks, as well as the rows of batteries which the tanks were engaging on their front.



He immediately started to get his guns into action as calmly as though he were on manoeuvres and so secured the right flank. Then, standing up in the front of his truck, with calm determination he led his trucks across the front between the tanks and the guns - there was no other road to get them into action on the left flank.

Most of the tank commanders saw him, and his exemplary devotion to duty regardless of danger not only inspired his own men but clinched the determination of the tank crews never to relinquish the position which they had gained.

Throughout he coolly directed the guns to their positions and indicated targets to them and at that time seemed to bear a charmed life but later he was killed while still inspiring everyone with the greatest confidence by his bearing.'

Jackman was killed the following day but his gallantry would no doubt have inspired men like Scott, who was himself to be wounded in action on 27 November; sold with copied Casualty List.

299	General Service 1918-62, 1 clasp, Palestine (3129082 Fsr. J. Dickson. R. S. Fus.), <i>nearly extremely fine</i>	£40-50
300	General Service 1918-62, 1 clasp, Palestine (3907986 Pte. W. R. Clark. S. Wales. Bord.), <i>official correction to surname, very fine</i>	£40-50
301	General Service 1918-62, 1 clasp, Palestine (5251134 Pte. A. Hall. Worc. R.), <i>very fine</i> Alfred Hall was a native of West Bromwich and was discharged from service on 9 November 1945; sold with copied roll extract.	£50-70
302	General Service 1918-62, 1 clasp, Palestine (6398005. Pte. E. Thompsett. R. Suss. R.), <i>edge nick, good very fine</i>	£40-50
303	General Service 1918-62, 1 clasp, Palestine (6397260. Pte. H. G. Greest. R. Suss. R.), <i>minor official correction to number, good very fine</i>	£40-50
305	General Service 1918-62, 1 clasp, Palestine (Capt. J. M. Clift. R. Hamps.), <i>light contact marks, very fine</i>	£180-220



John Montford Clift was commissioned 2nd Lieutenant in the Hampshire Regiment on 30 August 1929 and served with the 1st Battalion in Palestine at the rank of Captain. Clift finally retired in the rank of Colonel on 15 July 1959; sold with copied roll extracts.

306	General Service 1918-62, 1 clasp, Palestine (5725250 Pte. J. T. Lewis. Dorset. R.), <i>surname officially re-impressed, very fine</i>	£50-70
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James Thomas Lewis, a native of Birmingham, was born in 1917 and first saw active service with the Dorsetshire Regiment in Palestine. Serving with the 1st Battalion during the Second World War, he would have been garrisoned on Malta, bravely defending the island for over three years. The Battalion gave important service in combatting the enemy, repairing bomb damage, mending roads and runways and manning anti-aircraft guns at cost of 33 killed in action.

Landed on Sicily on 10 July 1943 - 'Operation Husky' - liberating the south-eastern quarter of the island over the next six weeks. They subsequently landed at Pizzo on the mainland before being returned to England to prepare for the Normandy landings.

It was the 1st Battalion who were in the first wave onto Gold Beach on D-Day, 6 June 1944, making it three beach landings in under 11 months. Capturing all their objectives, the remainder of the month took a heavy toll on the unit. Of all their officers to land on D-Day, by the end of June just one remained not killed, wounded or transferred to another unit - including the CO. Lewis would be killed in action during the attack on 13 August and is buried in the Tilly-sur-Seulles Cemetery, Calvados, France.

- 307 General Service 1918-62, 1 clasp, Palestine (2754299 Pte. H. Drysdale. Black. Watch.), *good very fine* £60-80



Henry Drysdale was born on 18 September 1914 at Dunfermaline and enlisted in the Black Watch at Perth on 22 August 1933. Posted to the 2nd Battalion, he saw active service in Palestine; sold with copied group photograph with recipient identified.

- 308 General Service 1918-62, 1 clasp, Palestine (6010683 Pte. W. R. Baker. Essex. R.), *nearly extremely fine* £40-50

William Reid Baker served initially with the Essex Regiment and transferred to the Royal Armoured Corps, seeing active service with the 153rd Regiment as a Trooper in the Second World War. Having been discharged (K.R. 1940 Para 390 XVI) in April 1942, Baker returned home to Bierley; sold with copied issuance for Second World War campaign awards, these being 1939-45 Star, Africa Star and Defence and War Medals 1939-45.

- 309 General Service 1918-62, 1 clasp, Palestine (6009802 Pte. F. Green. Essex. R.), *very fine* £50-70

F. Green served with the 2/5th Battalion, Essex Regiment in the Western Desert and was posted missing on 1 July 1942, although he was later removed from this status; sold with copied Casualty Lists.

- 310 General Service 1918-62, 1 clasp, Palestine (6008583 Pte. J. Mallett. Essex. R.), *official correction to surname, very fine* £40-50

- 311 General Service 1918-62, 1 clasp, Palestine (38521011 Pte. J. R. Westbrook. Loyal. R.), *minor official corrections, very fine* £40-50

- 312 General Service 1918-62, 1 clasp, Palestine (2033796. Pte. E. Harris. R. W. Kent. R.), *edge knock, very fine* £40-50

- 313 General Service 1918-62, 1 clasp, Palestine (6344177. Pte. S. Haslett. R. W. Kent. R.), *minor official correction to number, good very fine* £40-50

Confirmed as serving with the 2nd Battalion. During the Second World War the Battalion served in Malta from 1939-43 before moving to North Africa with 234 Brigade and onto the Aegean in September 1943. It was on 16 November that the Battalion were captured at Leros, but Haslett does not appear as a prisoner.

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| 314 | General Service 1918-62, 1 clasp, Palestine (6343359. Pte. F. Roberts. R. W. Kent. R.), <i>good very fine</i> | £40-50 |
| | Frederick Roberts served with the 2nd Battalion, Royal West Kent Regiment in Palestine and was transferred to the Royal Artillery (Search Light Unit) on 14 April 1944; sold with copied roll extracts. | |
| 315 | General Service 1918-62, 1 clasp, Palestine (6343313. Pte. A. Taylor. R. W. Kent. R.), <i>very fine</i> | £40-50 |
| 316 | The General Service Medal awarded to Private E. J. Symons, Royal West Kent Regiment, who was killed in action during the fierce Battle of Leros, November 1943 | |
| | General Service 1918-62, 1 clasp, Palestine (6341651. Pte. E. Symons. R. W. Kent. R.), <i>good very fine</i> | £240-280 |
| | Ernest James Symons , a native of Sydenham, London, was born in 1912 and served with the 2nd Battalion during the Second World War. In September 1943, the Battalion had been ordered to the defence of the Greek Islands, and in the second week of November, on Leros, was more or less wiped out, reeling under a ferocious German invasion. The attack began when the enemy made a seaborne attack followed by some 700 paratroopers that swarmed the island. In bitter and confused fighting, besides relentless aerial attacks and with companies acting independently, all but 43 men were killed or taken prisoner within 24 hours. Symons was killed in action at some point between 12-16 November and is commemorated upon the Athens Memorial; sold with copied research. | |
| 317 | General Service 1918-62, 1 clasp, Palestine (5569176. Pte. A. J. Wheeler. Wilts. R.), <i>official corection to initials, very fine</i> | £40-50 |
| 318 | General Service 1918-62, 1 clasp, Palestine (3524250 Pte. W. O'Connor. Manch. R.), <i>very fine</i> | £40-50 |
| 319 | General Service 1918-62, 1 clasp, Palestine (4744276 Cpl. L. Liversidge. Y. & L. R.), <i>extremely fine</i> | £50-70 |
| | Confirmed on roll and sold with named card box of issue. | |
| 320 | General Service 1918-62, 1 clasp, Palestine (3187424 Pte. W. Crossland. K.O.S.B.), <i>very fine</i> | £40-50 |
| 321 | General Service 1918-62, 1 clasp, Palestine (3311824 Pte. C. Johns. H.L.I.), <i>disc detached from suspension, good fine</i> | £40-50 |
| | Christopher Johns , a native of Townhill, Swansea, served with the 2nd Battalion, Highland Light Infantry in Palestine. He first saw action in Africa during the Second World War, contracting malaria in North Africa and being posted missing in action for a time from 28 June 1942, although he was later found. Returned for action in the North West Europe campaign, Johns was severely wounded in his left arm on 11 July 1944, which eventually resulted in the award of a disability pension; sold with copied Casualty Lists and research. | |
| 322 | General Service 1918-62, 1 clasp, Palestine (2819531 Pte. W. Ferguson. Seaforth.), <i>good very fine</i> | £40-50 |
| 323 | General Service 1918-62, 1 clasp, Palestine (7011849 Rfmm. J. O'Driscoll. R. U. Rif.), <i>very fine</i> | £40-50 |



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324

The General Service Medal awarded to Sergeant V. J. N. Moore, Royal Army Ordnance Corps, attached Royal West Kent Regiment, who was killed in action on 25 April 1942 on Malta when the enemy systematically bombed the Red Cross Hospitals - Moore being killed at No. 45 General Hospital, St. Andrews Barracks

General Service 1918-62, 1 clasp, Palestine (7584502. Cpl. V. Moore. R.A.O.C.), *very fine*

£150-200



Vernon John Norman Moore was born in 1915 and served with the Royal Army Ordnance Corps in Palestine from January 1938 - March 1939. He served attached to the 2nd Battalion, Royal West Kent Regiment during the gallant defence of Malta, the island being awarded the George Cross on 15 April 1942. That month the enemy flew some 9,500 sorties with 282 air raid alerts crammed into the month during which over 6,000 tons of bombs were dropped. One of the most appalling attacks was on 25 April, when 246 enemy raiders made 19 attacks, dropping 1000 bombs totalling 317,486kg. That day the record stated the attack as it went in at 0730hrs:

‘26 JU88 bombers carry out heavy bombing raids on the Pembroke area, including No 45 General Hospital at St Patrick’s and No 39 General Hospital at St Andrew’s. Pilots are seen to target bombs directly at the large red crosses which identify the location of the hospitals from the air.’

Lieutenant George Carroll, a Bomb Disposal Officer was in his ward at No. 45 General Hospital, St Patrick’s, recovering an emergency surgery and best described the scene:

‘The dressings were all removed and I was told I could get up. I dressed in the morning and, with my new freedom, I went out onto the balcony in the sunshine, looking out over the sea. As I looked out I saw the silhouette of a Stuka dive-bomber, headed directly towards our hospital. I saw two black objects, released by the plane and obviously bombs. This was clearly an attack on the hospital.

I ran into the ward and picked up one of two helmets and gave it to the naval officer in the bed opposite mine whose leg was in traction, and I dived under the bed in the corner. The next moment, all the windows came shattering across the room. He was hurt but I was unharmed. The matron came round to check if there were any casualties. She put her head round the door into the ward and asked, ‘Anybody hurt?’ I said, ‘I’m all right but my friend here has been cut by glass, I think.’

It was particularly surprising that the hospital was bombed, although the enemy might claim it could be a store in disguise. But right outside our ward there was a huge circle of white stones with a red cross - about 30 feet across. He was diving down towards the hospital with the red cross right in front of him. One can only conclude that it was deliberate; some Germans acted in disregard of who or what was damaged.’

Moore was originally posted missing but was later confirmed as having been killed during the attack, he is buried in the Pieta Military Cemetery; sold with copied research.

325	General Service 1918-62, 1 clasp, Palestine (2323724. Sgln. R. Hardy. R. Signals.), <i>very fine</i>	£40-50
326	General Service 1918-62, 1 clasp, Palestine (7883790 Pte. J. Lewis. R. Tank. R.), <i>good very fine</i> Served with the 4th and 'C' Company, 6th Battalion, Royal Tank Regiment,	£50-70
327	General Service 1918-62, 1 clasp, Palestine (7263941. Pte. R. Broadbent. R.A.M.C.), <i>good very fine</i>	£40-50
328	General Service 1918-62, 1 clasp, Palestine (6398658 Pte. C. B. Huntly. R. Suss. R.), <i>nearly extremely fine</i> Clifford Bernard Huntly was born in 1916, the son of Bernard and Alice of Bedford. Huntly died of wounds suffered in action on 19 March 1941 and is buried in the Keren War Cemetery, Eritrea. His gravestone bears the inscription: 'THOUGH MILES APART YOU'RE IN OUR HEARTS AND WE SHALL MEET AGAIN SOME DAY. MUM.'	£60-80
329	General Service 1918-62, 1 clasp, Palestine (5497871 Pte. P. Houghton. Hamps. R.), mounted as worn, <i>officially re-impressed from end of number to end of unit, very fine</i>	£40-50
330	General Service 1918-62, 1 clasp, Palestine (4915498. Pte. A. Foster. S. Staff. R.), <i>good very fine</i> Served with the 1st Battalion in Palestine and possibly with the Chindits in the Second World War.	£40-50
331	General Service 1918-62, 1 clasp, Palestine (5724231 Pte. C. H. Bonner. Dorset. R.), <i>good very fine</i> Served attached to the Wiltshire Regiment.	£40-50
332	General Service 1918-62, 1 clasp, Palestine (5725381 Pte. A. C. Perkins. Dorset. R.), <i>nearly extremely fine</i> Served with the 2nd Battalion in Palestine. Transferred to the 1st Battalion, wounded in North West Europe on 12 July & 31 July 1944.	£50-70
333	General Service 1918-62, 1 clasp, Palestine (2030043 Pte. N. Ross. Black. Watch.), <i>one or two edge brusies, very fine</i>	£40-50
334	General Service 1918-62, 1 clasp, Palestine (5994434 Cpl. C. Lovell. Essex. R.), <i>good very fine</i> Transferred to the South Staffordshire Regiment on 22 April 1940.	£40-50
335	General Service 1918-62, 1 clasp, Palestine (6011962 Pte. L. Hampton. Essex. R.), <i>good very fine</i>	
336	General Service 1918-62, 1 clasp, Palestine (6010521 Pte. R. B. Pettingale. Essex. R.), 'R' (Regiment) <i>officially corrected, good very fine</i>	£40-50
337	General Service 1918-62, 1 clasp, Palestine (6010723 Pte. W. Hall. Essex. R.), mounted as worn, <i>good very fine</i> On roll as a Drummer.	£40-50
338	General Service 1918-62, 1 clasp, Palestine (813285 Pte. F. W. Pickess. Essex. R.), <i>correction to 'x' on unit, good very fine</i>	£40-50
339	General Service 1918-62, 1 clasp, Palestine (6011183 Pte. H. Dixon. Essex. R.), <i>extremely fine</i>	£40-50

- 340 **The General Service Medal awarded to Private R. S. K. Hobrow, Sherwood Foresters (Nottinghamshire and Derbyshire Regiment), who died on Boxing Day 1945 having been a prisoner of war**
 General Service 1918-62, 1 clasp, Palestine (4973169 Pte. R. S. Hobrow. Foresters.), *nearly extremely fine* £60-80
Ralph Sidney Kenyon Hobrow was born in 1916, the son of Sidney and Emma of Barnstaple, Devon. Having served with the 1st Battalion in Palestine, he was taken a prisoner of war in Cyrenaica. Returned home, he died on 26 December 1945 and is buried in the Southend-on-Sea (Sutton Road) Cemetery; sold with copied research.
- 341 General Service 1918-62, 1 clasp, Palestine (**4873155 Pte. J. A. Conway. Foresters.**), *good very fine* £50-70
 Wounded in action with the 1st Battalion, Highland Light Infantry in North West Europe on 15 February 1945.
- 342 General Service 1918-62, 1 clasp, Palestine (**5568165 Pte. G. C. Ponting. Wilts. R.**), *good very fine* £40-50
- 343 General Service 1918-62, 1 clasp, Palestine (**3312781 Pte. A. McPherson. H.L.I.**), *officially re-impressed naming, good very fine* £30-40
 Re-issued on 20 May 1949.
- 344 General Service 1918-62, 1 clasp, Palestine (**3311294 Pte. D. Davies. H.L.I.**), *nearly extremely fine* £40-50
- 345 General Service 1918-62, 1 clasp, Palestine (**6977661. Fsr. W. J. Morgan. R. Ir. Fus.**), *one or two minor official corrections, good very fine* £40-50
W. J. Morgan served with the 2nd Battalion in Palestine and was wounded in action in North Africa on 29 April 1943.
- x346 1939-45 Stars (8) (**170086 L. H. Bredenkamp; 142102 J. T. Davies; 580847 M. J. Kramer; C268972 J. Lavensen; 26128 H. E. O. Screech; 562264 D. M. Waller; 280652 R. W. Williams**), seven officially named to reverse, one unnamed as issued, *good fine and better* (8) £20-30
- 347 War Medal 1939-45 (3); Defence Medal 1939-45 (3), unnamed as issued, *minor edge nicks and contact marks, nearly very fine and better* (6) £10-20
- x348 **Unattributed Second World War Medals**
 1939-45 Star; Atlantic Star, with 'France and Germany' clasp; Africa Star; Italy Star; War Medal 1939-45, *good very fine* (5) £30-50
- 349 Australia Service Medal 1939-45 (**NX46079 J. Klaus**), *nearly very fine* £20-30
- x350 Australia Service Medal 1939-45 (**W62467 C. K. Tree**), *very fine* £20-30
- 351 Southern Rhodesia Medal for War Service 1939-45, unnamed as issued, *good very fine* £140-180
 Sold together with a copy of The Southern Rhodesia Service Medal Roll to the Defence Forces of the Colony of Southern Rhodesia by Munday & Keith.
- 352 Southern Rhodesia Medal for War Service 1939-45, unnamed as issued, *good very fine* £160-200
 Sold together with a copy of The Southern Rhodesia Service Medal Roll to the Defence Forces of the Colony of Southern Rhodesia by Munday & Keith.
- x353 South Africa War Service Medal 1939-45, silver, unnamed as issued, *very fine* £20-30



354 General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (14877148 Pte. E. Lambert. Buffs.), *nearly extremely fine* £40-60

355 General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (14742010 Pte. J. Mack. Seaforth.), *good very fine* £60-80

Sold with copied roll extract.



356 General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (45819 Sowar Hari Singh, 13 Lrs.), *good very fine* £40-60

- 357 General Service 1918-62, 1 clasp, Palestine 1945-48 (14186164 L/Cpl. D. Danby. K.D.G.), *good very fine* £40-50
- 358 General Service 1918-62, 1 clasp, Palestine 1945-48 (14259880 Tpr. J. Rigby. 15/19 H.), *extremely fine* £40-50
With named card box of issue.
- 359 General Service 1918-62, 1 clasp, Palestine 1945-48 (141842525 Tpr. W. Taylor. 15/19 H.), *official correction to number, nearly very fine* £40-50
- 360 General Service 1918-62, 1 clasp, Palestine 1945-48 (2671486 Gdsm. R. Dowson. Coldm. Gds.), *very fine* £40-50
- 361 General Service 1918-62, 1 clasp, Palestine 1945-48 (2694618 Gdsmn. H. Meades. S. Gds.), *nearly extremely fine* £40-50



- 362 General Service 1918-62, 2 clasps, Palestine 1945-48, Malaya (2705170 Gdsm. F. Tuckley. S.G.), *unofficial rivets, very fine* £70-90
- 363 General Service 1918-62, 1 clasp, Palestine 1945-48 (2726270 Gdsm. N. Hubbard. I.G.), *mounted as worn, very fine* £40-50
- 364 General Service 1918-62, 1 clasp, Palestine 1945-48 (272684 Gdsm. F. Murphy, I.G.), *contact marks, very fine* £40-50
- 365 General Service 1918-62, 1 clasp, Palestine 1945-48 (2740641 Gdsm. R. L. Randall. W.G.), *good very fine* £50-70
- 366 General Service 1918-62, 1 clasp, Palestine 1945-48 (14140235 Pte. J. Gardner. Suffolk.), *extremely fine* £40-50
Sold in named card box of issue and enclosure addressed to the recipient at 'Hillcrest Road, Hornchurch, Essex'.
- 367 General Service 1918-62, 1 clasp, Palestine 1945-48 (14886843 Pte. C. V. Beckwith. Surreys.), *nearly extremely fine, with ribband bar* £40-50

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| 368 | General Service 1918-62, 1 clasp, Palestine 1945-48 (11001329 Pte. J. Lever. D.W.R.), <i>good very fine</i> | £40-50 |
| 369 | General Service 1918-62, 1 clasp, Palestine 1945-48 (6030841 Pte. G. W. Canham. D.W.R.), <i>good very fine</i> | £40-50 |
| 370 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14038812 Pte. W. E. Turner. R. Hamps.), <i>nearly extremely fine</i> | £40-50 |
| 371 | General Service 1918-62, 1 clasp, Palestine 1945-48 (6214667 Pte. H. Lenihan. Foresters.), <i>good very fine</i> | £40-50 |
| 372 | General Service 1918-62, 1 clasp, Palestine 1945-48 (4979625 Pte. K. Shaw. Foresters.), <i>contact marks, very fine</i> | £40-50 |
| 373 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14565990 Pte. G. R. Taylor. E. Yorks.), <i>very fine</i> | £50-70 |

G. R. Taylor was wounded in action with the 2nd Battalion, East Yorkshire Regiment on 27 February 1945 in North West Europe. They were serving as part of 'Operation Veritable' in the Reichswald Forest, in and around Schaddenhof Farm. Commenting on the swathes of German paratroopers who continued to put up bitter opposition, a comrade of Taylor thought that '...they all looked to be about 7 feet tall. Whether they were drunk or drugged I don't know but they appeared to just keep coming forward without trying to take cover.'



Sold together with copied Casualty List.

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| 374 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14828350 Pte. J. E. Whitehead. E. York.), <i>minor official correction to number, good very fine</i> | £40-50 |
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375	General Service 1918-62, 1 clasp, Palestine 1945-48 (6354895. Pte. S. Jeffery. E. Yorks.),	£40-50
376	General Service 1918-62, 1 clasp, Palestine 1945-48 (4535127. Cpl. H. Marriott. E. Yorks.), <i>good very fine</i>	£40-50
377	General Service 1918-62, 1 clasp, Palestine 1945-48 (14187887 Pte. A. E. Thompson. S. Lan. R.), <i>very fine</i> Served with the 1st Battalion in Palestine from 2 January - 9 April 1946.	£40-50
378	General Service 1918-62, 1 clasp, Palestine 1945-48 (14741523 Pte. J. Colligan. H.L.I.), <i>nearly extremely fine</i>	£40-50
379	General Service 1918-62, 1 clasp, Palestine 1945-48 (14049275 Pte. R. Kirk. A. & S. H.), <i>very fine</i>	£40-50
380	General Service 1918-62, 1 clasp, Palestine 1945-48 (14633909 Pte. A. Allan. A. & S. H.), <i>nearly extremely fine</i> Wounded in action in Italy on 1 August 1944.	£50-60
381	General Service 1918-62, 1 clasp, Palestine 1945-48 (3186169 Pte. L. Taylor. K.O.S.B.), <i>official corrections, very fine</i>	£40-50
382	General Service 1918-62, 1 clasp, Palestine 1945-48 (14448747 Gnr. A. Pluck. R.A.), <i>very fine</i> Served with 53rd Airlanding Light Regiment.	£40-50
383	General Service 1918-62, 1 clasp, Palestine 1945-48 (1835423 Tpr. G. Pearson. R. Tks.), <i>toned, nearly extremely fine</i> G. Pearson served with the 8th Royal Tank Regiment during the Second World War in Africa and Italy before seeing active service in Palestine from 27 September 1945. This Medal was confirmed upon the roll drawn up whilst at the Military Detachment, Longhurst, Horsham, Sussex in January 1948; sold with copied roll including campaign entitlement.	£50-70
384	General Service 1918-62, 1 clasp, Palestine 1945-48 (7879810. Pte. F. H Tiley. R. Tank. R.), <i>good very fine</i> Served 3rd Battalion and also 'C' Company, 6th Battalion.	£60-80
385	General Service 1918-62, 1 clasp, Palestine 1945-48 (14458880 Pte. J. Hardy. A.A.C.), <i>good very fine</i> Served with 8/9 Para Battalion, Army Air Corps in Palestine; sold with copied roll extract.	£60-80
386	General Service 1918-62, 1 clasp, Palestine 1945-48 (14936190 Pte. H. C. Reynolds AAC.), <i>nearly extremely fine</i>	£80-120
387	General Service 1918-62, 1 clasp, Palestine 1945-48 (14442631 Cpl. J. Harpham. A.A.C.), <i>contact marks, very fine</i> J. Harpham served with the 2 Para Battalion in Palestine from 10 April 1946 - 30 June 1948; sold with copied roll extract.	£60-80
388	General Service 1918-62, 1 clasp, Palestine 1945-48 (19002413' Pte. E. Williams. A.A.C.), <i>very fine</i>	£60-80
389	General Service 1918-62, 1 clasp, Palestine 1945-48 (19120357 Pte. J. A. G. Oliver. A.A.C.), <i>nearly extremely fine</i>	£50-70
390	General Service 1918-62, 1 clasp, Palestine 1945-48 (13415541 Pte. E. Kemoele. A.A.C.), <i>number officially re-impressed and in places overstruck, very fine</i>	£40-50

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| 391 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14941633 Pte D Eadie AAC), <i>nearly extremely fine</i> | £40-50 |
| 392 | General Service 1918-62, 1 clasp, Palestine 1945-48 (19009361 Pte. H. Clegg. A.A.C.), <i>very fine</i>
Served with 2/3 Para Battalion in Palestine. | £60-80 |
| 393 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14857259 Pte. R. Brook. A.A.C.), <i>good very fine</i>
Served with 8 Para Battalion in Palestine. | £80-120 |
| 394 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14857735 Pte. L. Hughes. A.A.C.), <i>good very fine</i>
Served in 16 Para. | £60-80 |
| 395 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14426667 Sigm. E. Marshall, R. Sigs.), <i>extremely fine</i>
Sold with named box of issue and issue letter to the recipient living in Burnley, Lancashire. | £40-50 |



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| 396 | General Service 1918-62, 1 clasp, Palestine 1945-48 (Capt. D. W. McArthur. R.A.S.C.), <i>very fine</i>
Douglas Wilson McArthur was commissioned 2nd Lieutenant (Emergency) in the Royal Army Service Corps on 8 July 1944. Having served as a Captain in Palestine, he retired in June 1957; sold together with roll extract and two photographs of the recipient on his motorcycle. | £80-120 |
| 397 | General Service 1918-62, 1 clasp, Palestine 1945-48 (14188768 Tpr. M. Reville. R.A.C.), <i>officially re-impressed naming, very fine</i>
Served with the 12th Lancers in Palestine; sold with copied roll extract. | £40-50 |
| x398 | General Service 1918-62, 1 clasp, Palestine 1945-48 (Z.B. 13936 Pte. Samson Makaeani E.A.A.S.C.), <i>nearly very fine</i> | £30-40 |
| 399 | General Service 1918-62, 1 clasp, Palestine 1945-48, unnamed as issued, <i>good fine</i> | £20-30 |

400 The 2 clasp General Service Medal awarded to Captain J. M. Baird, West Yorkshire Regiment, late Oxfordshire & Buckinghamshire Light Infantry



General Service 1918-62, 2 clasps, Palestine 1945-48, Malaya (Lt. J. M. Baird. Oxf & Bucks.), mounted as worn, *unofficial rivets between clasps, good very fine*

£200-300

John Melville Baird was on 26 March 1927 and served in the ranks for 1 year and 80 days before being commissioned 2nd Lieutenant in the Indian Army. Promoted Lieutenant he served with the Oxfordshire & Buckinghamshire Light Infantry from 10 December 1947 and latterly with the West Yorkshire Regiment from 18 June 1949. Promoted Captain in August 1951, Baird was transferred to the Reserve on 23 April 1954; sold with typed biographical details.

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401	General Service 1918-62, 1 clasp, Malaya (2670423 Gdsm. M. Hutchinson. Coldm. Gds.), <i>contact marks, very fine</i>	£30-40
402	General Service 1918-62, 1 clasp, Malaya (2703174 Gdsm. M. Leckie. S.G.), <i>pitting, nearly very fine</i>	£30-40
403	General Service 1918-62, 1 clasp, Malaya (22267029 Pte. A. Tasker. E. Yorks.), <i>test mark to rim, nearly very fine</i>	£20-30
404	General Service 1918-62, 1 clasp, Malaya (Capt. V. J. Prout. Wilts.), <i>good very fine</i>	£200-240



Victor James Prout born on 21 August 1912 at Pewsey Wilshire and was commissioned 2nd Lieutenant in the Wiltshire Regiment on 19 November 1940. Prout was promoted Captain, 2 May 1952 in time for further active service in Malaya and retired in that rank on 28 June 1960. He died at Bath on 28 January 1987.

x405	General Service 1918-62, 1 clasp, Malaya (14402948 Pte. W. Nilson. Camerons.), <i>nearly extremely fine</i>	£30-40
406	General Service 1918-62, 1 clasp, Malaya, E.II.R. (Capt. T. C. Gore, R.B.), <i>good very fine</i>	£180-220

Toby Clement Gore was born on 27 December 1927, the son of Brigadier A. C. Gore, D.S.O., Rifle Brigade, and was educated at Eton and the R.M.C. Sandhurst. Himself commissioned in the Rifle Brigade in October 1948, Toby Gore served in the 1st Battalion in Germany, Kenya (Medal & clasp) and Malaya (Medal & clasp) and was advanced to Major in October 1961, whilst acting as Adjutant of the Queen's Westminster Rifles. His latter appointments included a stint as a G.S.O. 2 at the War Office and an appointment in the 3rd Battalion, and he was placed on the Retired List in May 1970.

A useful cricketer, Gore turned out for Eton against Harrow in the summer of 1945 and took two wickets. Later in the same year, he represented the Public Schools XI against the Lord's XI and, having commenced his military career, he represented the Army in a match against the R.A.F. at Lord's in August 1953; sold with copied research.

x407	General Service 1918-62, 1 clasp, Malaya (EA 18113784 Pte. Waiti Kalonga K.A.R.), <i>very fine</i>	£20-30
x408	General Service 1918-62, 1 clasp, Malaya (DN. 32420 Pte. Saimon Uladi K.A.R.), <i>cleaned, good fine</i>	£30-40

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| x409 | General Service 1918-62, 1 clasp, Malaya (51056 L/Cpl. John Kilekwa K.A.R.), <i>light contact marks and edge wear, nearly very fine</i> | £30-40 |
| x410 | General Service 1918-62, 1 clasp, Malaya (1715 Pte. Sebastiano. R.H.A.R.), <i>contact marks and edge wear, nearly very fine</i> | £30-40 |
| 411 | Korea 1950-53 (22309419 Pte. J. Emmerson. R.A.O.C.), <i>very fine</i>
A National Serviceman who joined the R.A.O.C. in late 1950 or early 1951. | £50-70 |
| x412 | U.N. Korea 1950-54 (Lt. H. B. Horscroft.), officially impressed naming, <i>nearly very fine</i> | £20-30 |



Hinton Horscroft served in the South African Air Force and later served with South African Airways piloting the Boeing 747; sold with a newspaper article wishing a 'healthy and happy retirement' and containing a photograph.

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| 413 | Africa General Service 1902-56, E.II.R., 1 clasp, Kenya (Sqn. Ldr. W. J. Allen. R.A.F.), <i>extremely fine</i> | £140-180 |
| 414 | General Service Medal 1918-62, 1 clasp, Near East (23246358 Spr. A. M. Jones. R.E.), <i>very fine</i> | £30-50 |
| 415 | Africa General Service 1902-56, E.II.R., 1 clasp, Kenya (23202924 Cfn R Wright REME), <i>extremely fine</i> | £30-50 |
| x416 | General Service 1918-62, 1 clasp, Cyprus (23248207 Gnr. P. C. Marjoram. R.A.), <i>good very fine</i>
Possibly a relative of Major H. Marjoram, Royal Signals (see Lot 715). | £40-60 |
| x417 | General Service 1918-62, 1 clasp, Cyprus (22962248 Pte. N. T. Hamilton. MX.), <i>good very fine</i> | £30-40 |
| 418 | General Service 1918-62, 1 clasp, Cyprus (4039552 Snr. Tech. A. E. Cooper. R.A.F.), engraved rank, name and unit, <i>good very fine</i> | £30-50 |

419	General Service 1918-62, 2 clasps, Cyprus, Near East (Fg. Off. D. I. M. Harries. R.A.F.), <i>the second clasp loose on riband, nearly extremely fine</i>	£60-80
420	General Service 1918-62, 1 clasp, Near East (4169867 L.A.C. P. E. Fryatt. R.A.F.), <i>extremely fine</i>	£40-60
421	General Service 1918-62, 1 clasp, Near East (23276050 Pte. A. Taylor. R.P.C.), <i>extremely fine</i>	£40-60
422	General Service 1918-62, 1 clasp, Near East (Flt. Lt. K. F. Greaves. R.A.F.), <i>extremely fine</i>	£50-70
	K. F. Greaves was born on 15 March 1931. Commissioned on 6 December 1951, he served with No. 44 Rhodesia Squadron, Royal Air Force, being promoted Flight Lieutenant on 27 March 1957, and retiring on 15 March 1969.	
423	General Service 1918-62, 1 clasp, Arabian Peninsula (2735 Pte. Salim Musabbih. T.O.S.), <i>extremely fine</i>	£40-60
424	General Service 1918-62, 1 clasp, Arabian Peninsula (585333 Cpl. Tech. T. F. Campbell. R.A.F.), <i>extremely fine</i>	£40-60
425	General Service 1918-62, 1 clasp, Arabian Peninsula (4161135. S.A.C. R. E. Brammer. R.A.F.), <i>extremely fine</i>	£40-60
426	General Service 1918-62, 1 clasp, Brunei (22674042 Cpl. W. E. Selwood RASC.), <i>nearly extremely fine</i>	£40-60
427	General Service 1962-2007, 1 clasp, Borneo (RM.22183 S. M. Page. Mnc. R.M.), <i>extremely fine</i>	£60-80



428	General Service 1962-2007, 1 clasp, Borneo (23668720 Pte. P. Sealey. R.Hamps.), <i>light contact marks, very fine</i>	£60-80
429	General Service 1962-2007, 1 clasp, Borneo (23899676 L/Bdr. A. L. S. Hickman. RA.), <i>very fine</i>	£40-60
430	General Service 1962-2007, 1 clasp, Borneo (Fg. Off. J. M. Wheeley. R.A.F.), <i>nearly extremely fine</i>	£100-140
431	General Service 1962-2007, 1 clasp, Radfan (23528151 Dvr. D. S. Jones. RASC.), <i>extremely fine</i>	£40-60
432	General Service 1962-2007, 1 clasp, Radfan (Flt. Lt. J. C. Milne. R.A.F.), <i>extremely fine</i>	£60-80

- 433 General Service 1962-2007, 2 clasps, Radfan, Malay Peninsula (**069405 B. Morgan. Sto. R.N.**), *nearly extremely fine* £60-80
- 434 General Service 1962-2007, 3 clasps, Radfan, South Arabia, Northern Ireland (**23901935 Pte. B. C. Wallis. 1 E. Anglian.**), *suspension rods loose, good very fine* £120-160
- 435 General Service 1962-2007, 4 clasps, Radfan, Borneo, Malay Peninsula, South Arabia (**23870986 Tpr. B. A. Allen. 4 RTR.**), *clasps lightly filed to allow rods between clasps, good very fine* £250-300
- 436 General Service 1962-2007, 1 clasp, South Arabia (**085264 G. T. Wilkinson. O.E.M.2. R.N.**), *nearly extremely fine* £40-60



- 437 General Service 1962-2007, 1 clasp, South Arabia (**23876242 L/Cpl. M. T. Hinton. R.E.**), *good very fine* £70-90
- 438 General Service 1962-2007, 1 clasp, South Arabia (**22674042 Cpl. W. E. Selwood. RASC.**), *nearly extremely fine* £40-60
- 439 General Service 1962-2007, 1 clasp, South Arabia (**Fg. Off. B. T. Stableford R.A.F.**), *extremely fine* £50-70
- 440 General Service 1962-2007, 1 clasp, South Arabia (**1942509 SAC. D. Wills R.A.F.**), *extremely fine* £40-60
- 441 General Service 1962-2007, 3 clasps, South Arabia, Malay Peninsula, Northern Ireland (**M4267702 SAC. J. L. Roberts. R.A.F.**), *extremely fine* £140-180
- 442 General Service 1962-2007, 1 clasp, Malay Peninsula (**B0588536 Cpl. N. J. Hayes. R.A.F.**), *extremely fine* £40-60
- 443 General Service 1962-2007, 1 clasp, Malay Peninsula (**23477995 L/Cpl. R. F. Marten. RASC.**), *extremely fine* £40-60

- 444 General Service 1962-2007, 1 clasp, Malay Peninsula (**Sqn. Ldr. K. S. Grigg. R.A.F.**), *extremely fine* £50-70
K. S. Grigg was born on 4 October 1917. Appointed Warrant Officer on 15 October 1955, he was commissioned Flying Officer on 26 September 1957 and posted to the Equipment Branch. Promoted Flight Lieutenant on 26 September 1960 and Squadron Leader on 1 July 1968, he retired from the Supply Department on 4 October 1972.
- 445 General Service 1962-2007, 1 clasp, Northern Ireland (**24070237 Pte. S. B. Summerlee R. Anglian**), *extremely fine* £40-60
- 446 General Service 1962-2007, 1 clasp, Northern Ireland (**Sgt. D. J. G. Downey (X4220344) RAF**), *extremely fine* £40-60
- 447 General Service 1962-2007, 2 clasps, Dhofar, Northern Ireland (**24269607 Spr. B. Gooding RE.**), *extremely fine* £60-80



- 448 General Service 1962-2007, 1 clasp, Lebanon (**SAC K Castell (E8199168) RAF**), *extremely fine and a rare clasp* £400-600

Keith Castell was born on 28 May 1960 and enlisted in the Royal Air Force as Senior Aircraftman, Movements Operator, on 26 August 1980. Appointed Movements Controller on 3 July 1984, he was awarded the GSM with clasp, Lebanon, on 9 March 1984, being discharged on 25 August 1989.

Sold with original RAF Form 856B, Certificate of Qualifications, which offers the following reference from Squadron Leader S. P. J. Lilley, Commanding Officer, Personnel Management Squadron, R.A.F. Odiham:

‘Senior Aircraftman Castell is a cheerful and reliable man who was well liked and respected by both superiors and subordinates alike. He adapted well to the Joint Service environment of his last job in the Service in addition to making the most of the varied jobs he was posted to within the Royal Air Force itself.

Senior Aircraftman Castell has worked hard and conscientiously on any task given to him, and could always be relied upon to complete his duties competently and with the minimum of fuss. Senior Aircraftman Castell has been a credit to himself and the Service, and it is a great shame that injury has prevented him from extending his terms of Service. He will be a good asset to any civilian employer.’



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| 450 | South Atlantic 1982, with rosette upon riband (APO(M) A P Meyer D112055Q HMS Sheffield), <i>nearly extremely fine</i> | £600-800 |
| | A. P. Meyer served aboard H.M.S. <i>Sheffield</i> , a Type 42 destroyer, during the Falklands War. On 4 May 1982, <i>Sheffield</i> was hit by an Exocet missile fired from an Argentine Super Étendard jet, foundering while under tow six days later. Twenty of the crew lost their lives. | |
| 451 | South Atlantic 1982, with rosette (A. Lawton), <i>extremely fine</i> | £300-400 |
| 452 | South Atlantic 1982, with rosette (A. P. Wiltshire), <i>nearly extremely fine</i> | £300-400 |
| 453 | General Service 1962-2007, 1 clasp, Gulf (MEM(M)1 B Marshall D196596M RN), <i>extremely fine</i> | £50-70 |
| 454 | General Service 1962-2007, 1 clasp, Kuwait (24779218 LCpl L A Ridings RRF), <i>nearly extremely fine</i> | £200-300 |
| 455 | General Service 1962-2007, 1 clasp, Air Operations Iraq (Cpl. W A Edmund (J8174624) RAF), <i>extremely fine</i> | £80-120 |
| 456 | Operational Service Medal 2000, for Afghanistan, no clasp (SAC C T Stockton (K8430236) RAF), <i>extremely fine</i> | £140-180 |

END OF MORNING SESSION

Afternoon Session Commencing at 2.00 p.m. (Lots 457-758)

LONG SERVICE, CORONATION AND JUBILEE AWARDS

457 Empress of India, 1877, silver, unnamed as issued, *minor contact marks, very fine* £240-280



458 Royal Navy L.S. & G.C., V.R., wide suspension (Dd. Todd. Colr. Sergt. 36th Coy. R.M. 21 Yrs.), *light scratch to obverse profile, good very fine* £300-400

459 Royal Navy L.S. & G.C., V.R. (Willm Ambrose Comd Boatmn H.M. Coast Gd.), *nearly extremely fine* £80-120

William Ambrose was born in January 1838 at Oyster Haven, Kinsale, Cork. He enlisted in the Royal Navy on 1 October 1858 and initially served as Boy 2nd Class aboard *Prince Albert*. Transferring to *Harriet* and *Hawke*, Ambrose served as Commissioned Boatman in the Coastguard from 25 March 1867-3 September 1874; sold with copied service record.

460 Royal Navy L.S. & G.C., V.R. (S. Jones, Stoker, H.M.S. Hyacinth.), *nearly extremely fine* £80-120

x461 Royal Navy L.S. & G.C., G.V.R. (350674. F. C. Carthy, S.B.S. H.M.S. Vernon.), *nearly very fine* £30-40

Frederick Charles Carthy was born on 31 July 1876 at Eastney, Hampshire and enlisted in the Royal Navy at Portsmouth on 6 July 1899. Serving his career at a number of Hospital establishments and ships, Carthy was invalided from the service on 15 January 1920.

462 Royal Navy L.S. & G.C., G.V.I.R. (MX.45458 C. H. Salter. S.P.O. H.M.S. Glenroy.), *good very fine* £30-50

Charles Henry Salter was born on 20 September 1904 at Woolston, the son of Charles Alfred Salter of 34 St. John's Road, Woolston, Hampshire. A shipwright by occupation, he enlisted into the Royal Navy on 8 June 1926 and served during the Second World War at the Liverpool shore establishment *Eaglet* from 4 August 1940, and the Dundee-based Admiralty transport vessel *Glenroy* from 4 October 1940, being awarded the L.S. & G.C. Medal on 28 May 1941. He died on 21 March 1974 at Locksheath, Southampton.

- 463 Royal Navy L.S. & G.C., E.II.R. (FX.821274 J. H. Denton. P.O.A.F. H.M.S. Heron.), *nearly extremely fine* £30-50
- 464 Royal Navy L.S. & G.C., E.II.R. (MX.65329 H. J. Jude. E.A.1. H.M.S. Volage.), *neat filing to pin, very fine* £30-50
- 465 Royal Fleet Reserve L.S. & G.C., G.V.R. (SS.110298 Dev.B.7974 A. Godfrey. S.P.O. R.F.R.), *very fine* £30-50
- 466 Royal Fleet Reserve L.S. & G.C., G.V.R. (21173 Dev. B-9431 W. J. Gidley. A.B. R.F.R.), *nearly extremely fine* £30-50
W. J. Gidley was awarded the L.S. & G.C. Medal on 21 September 1925.
- 467 Royal Fleet Reserve L.S. & G.C., G.VI.R. (KX.84661 G. A. Gazey. Dev. B.23709 P.O.S.M. R.F.R.), *nearly extremely fine* £30-50
- 468 Royal Naval Reserve L.S. & G.C., E.VII.R. (D.2340 E. Delaney, Sean. 1Cl., R.N.R.), *good very fine* £30-50
Edward Delaney was born on 5 March 1855 at Folkestone, Kent, the son of Patrick and Hannah Delaney. Stationed at Folkestone and Whitstable, Delaney witnessed extensive service aboard the pleasure boats *Durham* and *Sea Salter*, being awarded the L.S. & G.C. at Folkestone on 4 March 1910. Living at Fenchurch Street, Folkestone, Delaney found employment as a commercial porter. He was later mentioned in the press when he innocently enjoyed several drinks with William Harry Palmer on 25 January 1911. Unbeknown to Delaney, Palmer was wanted for the wilful murder of 73-year old Ann Harris of Manchester. In return for a couple of free drinks, Delaney led Palmer to the home of his sister-in-law in Folkestone - whom he had not seen for 25 years - likely as a good place to 'lie low' for a while. Discovered by the authorities, Delaney found himself explaining his actions at Lutterworth Court soon thereafter (*The Birmingham Daily Mail*, refers); sold with copied research.
- 469 Royal Naval Reserve L.S. & G.C., E.VII.R. (E.198 J. Orchard, Sean. 1.Cl, R.N.R.), *extremely fine* £30-50
- 470 Royal Naval Reserve L.S. & G.C., G.VI.R. (473 W.E. G. V. Renwick, Wt.Engr. R.N.R.), *extremely fine* £30-50
- 471 Royal Naval Volunteer Reserve L.S. & G.C., G.V.R. (2/102. F. J. Maguire. E.R.A. 1Cl. R.N.V.R. Mersey Div.), *minor contact marks to first initial, good very fine* £30-50
Frank Joseph Maguire was born on 24 December 1889. A fitter and turner by occupation, he served with the Mersey Division, R.N.V.R., from 6 May 1909, initially aboard *Agamemnon* and later aboard *Hercules*. Promoted E.R.A. 1st Class on 10 June 1914, he served aboard the fleet repair ship H.M.S. *Assistance* at Scapa Flow from 2 August 1914, and was later demobilised to shore on 17 February 1919.
- 472 Royal Naval Volunteer Reserve L.S. & G.C., G.VI.R. (2791. H. McCowan. A.B. R.N.V.R.), *very fine* £30-50
- 473 Royal Naval Volunteer Reserve L.S. & G.C., G.VI.R. (2493 A. J. Ferrier. E.R.A.3. R.N.V.R.), *nearly extremely fine* £30-50

- 474 Rocket Life Saving Apparatus Volunteer Long Service Medal, G.V.R. (**James Butcher**), naming engraved on reverse in serif capitals, *light scratches in obverse field, very fine* £100-140



James Butcher was born in Dunwich, Suffolk on 4 March 1869, gaining civilian employment in Southwold as a house painter. He served for 20 years with the Aldeburgh Division of the Board of Trade Rocket Life Saving Apparatus Volunteers. The 1911 Census shows him living at Albert Cottage, Victoria Street, Southwold, with a wife and son. His Long Service Medal was presented to him on 27 January 1920. He died on 8 October 1944; sold with copied service records.

- 475 13th Foot, Medal of Merit, for 14 Years Good Conduct, 47mm, silver, *good very fine and rare* £150-200
Illustrated in Balmer.

- 476 13th Foot, Medal of Merit, for 20 Years Good Conduct, 44mm, gold, of hollow construction, *good very fine and rare* £500-600

One of three known to exist in gold.

The 13th Foot Medal of Merit falls in line with many similar regimental awards authorised for issue by the officers for their men before the institution of the Army L.S. & G.C. in 1830. This particular award appears to have been authorised by Lieutenant-Colonel M. McCreagh around 1825, but most likely was not produced before the end of 1826, when the regiment was permitted the battle honour for 'Ava'.

Awards for 7, 10 (none known to exist), 14 and 20 Years Good Conduct were issued and follow a similar design, albeit of differing manufacture - accepted as having been made locally while on service in India. Approximately 18 have been observed to date and one can assume the issuance of the Medal of Merit will have ceased in the early 1830s.

Reference sources:

The Regimental Merit Medal of the Thirteenth Light Infantry, D. C. L. Gosling, published in *Army Historical Research*.

Regimental and Volunteer Medals - Regular Army, Vol. I, [R214], by J. L. Balmer.

477

A most unusual Army Long Service and Good Conduct Medal awarded to Colour-Sergeant J. Hazlewood, Grenadier Guards, who served as Military Tutor to the future King Edward VII

Army L.S. & G.C., V.R., small letter reverse (4785 Serjt. Josh. Hazlewood Grenr. Guards), *minor edge nicks, good very fine*

£180-220

Joseph Hazlewood was born around 1826 at Cheveley, Cambridgeshire, and attested for the 1st Regiment of Foot Guards on 10 February 1845. A labourer by trade, he was promoted Corporal on 3 August 1847 and Sergeant on 31 March 1853. Appointed Colour-Sergeant, he later became Military Tutor to the Prince of Wales at the 16th Century Madingley Hall. Surrounded by parkland, Queen Victoria rented the Hall in 1860 for her son to live in while he was an undergraduate at the University of Cambridge (*Institute of Continuing Education: Madingley Hall*, refers). The *Norfolk Chronicle and Norwich Gazette* of 1 June 1861 describe the circumstances:

‘His Royal Highness the Prince of Wales will employ his Midsummer vacation in military studies, and has accordingly placed himself under Colour-Sergeant Joseph Hazlewood, of the Grenadier Guards, who will attend His Royal Highness twice a week at Madingley. Sergeant (sic) Joseph Hazlewood is the third son of a journeyman carpenter, of Cheveley, near Bury, and one of two brothers who joined the Grenadier Guards about seventeen years ago. The tutor to his Royal Highness has been allowed to keep a public-house at Cambridge, and was appointed drill-sergeant to the University Corps, and his brother has been similarly engaged at Derby.’

Hazlewood married Mary Ann West at Cambridge on 25 August 1862, and the couple lived at Wheeler Street in the City. He was discharged at London of his own request on 18 June 1866. The proceedings of the Regimental Board note on his discharge papers:

‘Very good. He would, had he not been Sergeant, have been in possession of five good conduct badges. He has never been entered in the Regimental Defaulters Book or Tried by Court Martial.’

He died in 1890 and was buried in Cambridgeshire on 17 February 1890; sold with copied service papers and research.



The Prince of Wales - Hazelwood's student

478	Army L.S. & G.C., V.R., small letter reverse (478. Cr. Sergt. J. Bray. K.R.Rif: C.), <i>minor edge nick, nearly extremely fine</i>	£40-60
	<p>James Bray was born around 1851 at Hammersmith, London, and attested at Aldershot for the 60th Rifles on 8 August 1870. A labourer by occupation, he was appointed Private with the 4/60th on 10 August 1870 but was in trouble for 'misconduct' shortly thereafter whilst stationed at Aldershot. Appointed Lance-Corporal on 3 May 1876, he was promoted Corporal on 15 September 1876 and Sergeant on 10 July 1878, becoming Sergeant Instructor of Musketry on 12 December 1879 after gaining his Certificate of Musketry at Hythe.</p> <p>Following 5 years and 199 days in the East Indies where he suffered from bronchitis, Bray re-engaged at Winchester to complete 21 years' service, and was posted Colour Sergeant on 11 October 1883. He married at St. Thomas's, Fulham, on 26 July 1884 and was transferred as Acting Sergeant Major to the 2nd (South) V.R.C., Middlesex Regiment, on 3 September 1890. He was later discharged on 17 March 1896; sold with copied service record.</p>	
479	Army L.S. & G.C., V.R., large letter reverse (J. —Troop Serj. Major 4th Dragoon Guards. 1842), officially impressed, <i>erasure to name, replacement steel clip and ring suspension, very fine</i>	£80-120
480	Indian Army L.S. & G.C. Medal, G.V.R., 2nd issue (523 Pen. L-Dfd R. Subh Ram, 20 Lrs.), <i>officially re-impressed naming, very fine</i>	£30-50
x481	Special Constabulary Long Service Medal G.V.R. (Walter E. Southgate), G.VI.R. (3) (Herbert G. Chapple; William A. Leah; Clifford Wood), <i>good very fine</i> (4)	£40-60
482	Special Constabulary Long Service Medal, G.V.R., 1st issue (John J. F. Lay); London County Council King's Medal with 1 award bar and 'L.C.C.' top riband bar (I. Caddick); London County Council King's Medal with 3 award bars and 'L.C.C.' top riband bar, bronze (H.W. Gardiner), <i>claw loose to first, very fine</i> (3)	£30-50
x483	Special Constabulary Long Service Medal, G.V.R., 1st issue, 1 clasp, The Great War 1914-18 (George H. Crampton), <i>extremely fine</i>	£10-20
484	Special Constabulary Long Service Medal, G.VI.R. (John Morrison), <i>extremely fine</i>	£20-30
485	Police Long Service Medal, G.VI.R. (Const. Leslie Castle); E.II.R. (2) (Const. Basil A. T. Johnson; Sergt. Albert S. Molden), the last in <i>Royal Mint</i> case of issue, <i>good very fine</i> (3)	£40-60
486	Colonial Police Medal for Long Service & Good Conduct, G.VI.R. (No. 7430 Native Sgt. Chitswatu, British South Africa Police), <i>edge knocks, good fine</i>	£20-30
487	Territorial Decoration, G.V.R., silver and silver-gilt, hallmarks for London 1915, with integral top riband bar, unnamed as issued, <i>extremely fine</i>	£70-100
488	Volunteer Officers' Decoration, V.R. cypher, silver and silver-gilt, hallmarks for London 1892, with integral top riband bar, <i>extremely fine</i>	£80-120
489	Volunteer Officers' Decoration, V.R. cypher, silver and silver-gilt, hallmarks for London 1892, with integral top riband bar, <i>nearly extremely fine</i>	£60-80
490	Volunteer Force Long Service Medal, V.R. (257. Pte. William Weston. 1st. V.B. Leicestershire Regt.), <i>good very fine</i>	£50-70
491	Volunteer Force Long Service Medal, V.R. (117. L/Corp. J. T. Pollard. 2/V:B. E. Lan: R.), <i>edge nicks, nearly very fine</i>	£40-60
492	Volunteer Force Long Service Medal, E.VII.R. (1686 Sjt. C. E. Davies. 1/V.B. Essex Regt.), officially re-impressed naming, <i>minor edge nicks, good very fine</i>	£30-50
493	Special Reserve L.S. & G.C., E.VII.R. (4274 Pte. J. McAtasney. 3/Rl. Irish Fus.), <i>toned, nearly extremely fine</i>	£300-400

- 494 Militia L.S. & G.C., E.VII.R. (3638 Pte. W. Gregson. 5th. R. Irish Rif. Mil.), *nearly extremely fine* £300-400
- 495 Jubilee 1887, 1 clasp, 1897, Metropolitan Police (PC, T. Fraser. B. Divn.), *good very fine* £40-60
Thomas Fraser was born on 2 February 1860 at Kintor, Aberdeen, the son of Alexander Fraser and Elizabeth Donald. He joined the Metropolitan Police at Rochester Row on 23 August 1880, but resigned from the Holborn Division on 21 June 1899. Fraser died not long thereafter in the Pancras District, his final address recorded as 9 Argyll Square, London; sold with copied research.
- 496 **A most unusual pair awarded to Station Sergeant J. Colby, Metropolitan Police, who was taken to court by a disgruntled lover for breach of promise - Colby was forced to pay a substantial fine for his indiscretions** £80-120
 Jubilee 1887, 1 clasp, 1897, Metropolitan Police (PC, J. Colby. C. Divn.); Coronation 1902, Metropolitan Police, bronze (P.S. J. Colby. X. Divn.), mounted as worn, *good very fine* (2)
Jeremiah Colby was born on 24 September 1864 at Pakefield, Suffolk, the son of fish merchant Jeremiah Colby of Belvoir Villa, Church Road, Lowestoft, owner of the *Young Albert* fishing vessel. Joining Old Scotland Yard on 11 February 1886, the 1901 census of England records Jeremiah as living at 'A Block' Police Quarter, Bull Point, Devonport, together with five Police Constables. Soon thereafter, he found himself the focus of considerable national press attention when 'secrets' in his personal life were laid bare:
 'Broken Promises'
 At the London Sheriff's Court to-day, Miss Fanny Everett, an upper housemaid, was awarded £150 damages against Jeremiah Colby, a station sergeant in the Metropolitan Police, at Carlton-terrace Station, Paddington, for breach of promise - Counsel stated that the parties first met in 1890. Twelve months later defendant proposed and was accepted. Defendant for some years did duty at Devonport and loving correspondence ensued. He returned to London last year, and then spoke of some dreadful secret which prevented their marriage for many years. The fact was, defendant married another woman, but up to February last he led plaintiff to believe he would marry her' (*The Nottingham Evening Post*, 6 June 1902, refers).
 In one letter, Sergeant Colby said:
 'My Darling Fanny - I was so tired on getting here. I had nothing to eat or drink, but I did not feel I wanted it, because, my darling, I was thinking of you - Your ever loving Jerry' (*The Yorkshire Telegraph and Star*, refers).
 When read aloud to the court, the letter was met with public laughter (*The Manchester Evening News*, refers).
 As a matter of fact, Colby had married another woman in July 1901 - which he later admitted by letter - and had managed to string Miss Everett along for eleven years (*The Lakes Herald*, refers). The fine was a not insignificant sum given the salary paid to a Sergeant in the Metropolitan Police at that time. He was also required to pay costs:
 'The plaintiff, a good-looking young woman, fashionably dressed, said she had expended £50 in clothing and furniture for her marriage, and had also spent £34 in having them stored. The defendant earned £2 7s. 5d. a week and had an endowment policy of insurance for £180, falling due at the age of forty-five. He was now thirty-nine' (*The Lakes Herald*, refers).
 His conduct described as 'most heartless' by the learned Under Sheriff, Colby held his employment in the police force a further decade before resigning as Station Sergeant attached to 'X' Division at Kilburn on 13 February 1912. Entitled to a pension of £92 3s. 8d. per annum, he gave his address on discharge as 17 Elthorne Park Road, Hanwell. Remarkably, his discharge papers note that he is married... to 'Fanny Colby (Wife)'. Despite both women sharing the name 'Fanny', the evidence points towards a wedding at St Jude, Kensal Green on 15 August 1901 to a Miss Fanny Balson, the daughter of naval pensioner John Balson, rather than a reconciliation with Miss Everett; sold with copied pension register and newspaper articles.

497	<p>Three: Inspector H. Mack, Metropolitan Police</p> <p>Jubilee 1887, 1 clasp, 1897, Metropolitan Police (PC, H. Mack. V. Divn.); Coronation 1902, Metropolitan Police, bronze (P.S. H Mack. I. Div.), Coronation 1911, Metropolitan Police, silver (Insp. H. Mack.), mounted as worn, <i>minor edge bruising and polishing, wear to naming on third, very fine</i> (3)</p> <p>Henry Mack was born on 2 February 1864 at Dungeness, Lydd, Kent, the son of Henry Mack, who served as a commissioned boatswain in the coast guard. He joined Great Scotland Yard on 13 April 1885 and was posted to 'V' Division. Promoted to Police Sergeant, he was transferred to 'M' Division on 28 October 1897, being advanced Station Sergeant on 31 May 1903 and sent to 'T' Division. Appointed Inspector, he was transferred to 'H' Division on 19 March 1904, before resigning from the Whitechapel Division on 18 April 1910 and leaving his home at 76 Lemon Street, Whitechapel, to begin a new life with his wife Hannah Martha at Hopemount Cottages, Woburn Avenue, Theydon Bois; sold with copied pension register.</p>	£120-150
498	<p>Pair: Police Constable W. Goss, Metropolitan Police</p> <p>Jubilee 1897, bronze (P.C. W. Goss. D. Divn.); Coronation 1902, bronze (P.C. W. Goss. D. Div.), <i>very fine</i> (2)</p>	£50-70
x499	<p>Three: Police Constable F. Howland, Metropolitan Police</p> <p>Jubilee 1897, Metropolitan Police (P.C. F. Howland J. Divn.); Coronation 1902, Metropolitan Police, bronze (P.C. F. Howland. J. Div.); Coronation 1911, Metropolitan Police (P.C., F. Howland.), mounted as worn, <i>good very fine</i> (3)</p> <p>Frances William Howland was born on 3 January 1875 at Thame, Oxfordshire, and joined New Scotland Yard on 17 May 1897. Initially posted to 'J' (Bethnal Green) Division, he transferred to 'S' (Hampstead) Division on 19 June 1906 and resigned from the Metropolitan Police on 21 May 1923, giving his address as Glenveagh, Montrose Road, Wealdstone, Harrow.</p>	£100-140
500	<p>Visit to Ireland 1900 (C. J. Fox. R.I.C.), <i>lacking integral top shamrock suspension bar, polished, good fine</i></p>	£60-80
501	<p>Visit to Ireland 1911, unnamed as issued, <i>very fine</i></p>	£50-70
502	<p>Coronation 1902, unnamed as issued, in <i>Elkington & Co., 22 Regent Street</i> fitted leather case of issue, <i>good very fine</i></p>	£80-100
503	<p>Territorial Force Efficiency Medal, E.VII.R. (522 Cpl. G. R. Brown. 5/Norfolk Regt.), <i>very fine</i></p>	£60-80
504	<p>Territorial Force Efficiency Medal, E.VII.R. (264 Pte. D. Simpson. 7/A.& S. Hdrs.), <i>good very fine</i></p>	£60-80
505	<p>Territorial Force Efficiency Medal, E.VII.R. (123 Dvr: G. Young. Western T.Co. R.E.), <i>toned, minor edge bruise, nearly extremely fine</i></p>	£60-80
506	<p>Territorial Force Efficiency Medal, G.V.R. (685077 Dvr: W. Harrald. R.F.A.), <i>officially re-impressed naming, contact marks, nearly very fine</i></p>	£20-30
507	<p>Territorial Force Efficiency Medal, G.V.R. (497049 Pte. J. Smith. R.A.M.C.), <i>minor edge nicks, nearly extremely fine</i></p>	£40-60
508	<p>Territorial Efficiency Medal, G.V.R. (344303 Gnr. J. Vallance. R.A.), <i>minor edge bruise, very fine</i></p>	£30-50
509	<p>Territorial Efficiency Medal, G.V.R. (910191 Gnr.-L. Bmbr.- W. R. Potter. R.F.A.), <i>polished, good fine</i></p>	£20-30
510	<p>Territorial Efficiency Medal, G.VI.R. (7357710 Pte J N Milne RAMC), additionally impressed 'R', official correction to unit, <i>nearly extremely fine</i></p>	£20-30

- x511 **An emotive 'P.O.W. Escaper's' Territorial Force Efficiency Medal to Private G. W. Garside, Army Catering Corps, late Royal Artillery, who reached Switzerland from the Italian camp at Bergamo**
Territorial Force Efficiency Medal, G.VI.R., 1st type (915194 Pte. G. W. Garside. A.C.C.), *very fine* £140-180
George Walter Garside was born in Leeds in 1920. He joined the 121st (West Riding) Field Regiment, Royal Artillery in 1939. This unit fought in Iraq in 1941 before joining the Eighth Army for the North African campaign. In his secret debriefing report, Garside describes how he was captured at Mersa Matruh on 29 June 1942:
'Our Regt. was covering the withdrawal to El Alamein. After being in action for 3 days we were ordered to withdraw but found our way cut by the Germans. We destroyed our guns and attempted to join our forces with our small arms. We laged for the night in Wadi but at dawn found ourselves surrounded by Germans in Tanks and Armoured cars against which the rifle is useless, and had to surrender.'
Detained at Benghazi from 1 July to 5 November, Garside was then moved to Suani for transportation to Italy. He arrived at Camp 66 (Capua, Bay of Naples) on 30 November 1942, undertaking forced labour as a farm worker. He was transferred to Camp 70 (San Giorgio) on 11 February 1943 and Camp 62 (Bergamo) on 6 May 1943. Bergamo lies close to the Swiss border, and this was to be Garside's salvation. He escaped from Camp 62 on 10 September 1943. With the help of an Italian civilian named Ricardo Famiglia, who gave him clothes, food and a map, Garside crossed into Switzerland at Chiasso on 16 September. He transferred to the Army Catering Corps on 1 February 1945, and died in Leeds in 1986; sold with P.O.W. documentation.
- 512 Efficiency Medal, G.VI.R., 1st issue, Territorial (**4079671. Fus. F. I. Fry. R.F.**), *good very fine* £40-50
Wounded in action in Greece whilst serving with the 2nd Battalion, Royal Fusiliers, 1 January 1945; sold with copied Casualty List.
- 513 Efficiency Medal, G.VI.R., 1st issue, Territorial (**5109369 Pte J L Brown R War R**), *extremely fine* £40-50
J. L. Brown served during the Second World War with the 5th Battalion, The Buffs and was wounded in action on 11 January 1945 in Italy. He subsequently transferred to the Royal Warwickshire Regiment.
- 514 Efficiency Medal, G.VI.R., 1st issue, Territorial (**849403 Sjt. D. Rowson. R.A.**), *good very fine* £30-40
D. Rowson was wounded in action in the Western Desert whilst serving with 149 Field Regiment, Royal Artillery on 16 July 1942.
- 515 Efficiency Medal, G.VI.R., 1st issue, Territorial (**6016002 Cpl. L. G. Tween. R.E.M.E.**), *good very fine* £30-40
L. G. Tween was wounded in action in North West Europe on 26 November 1944 whilst serving with the 4th Battalion, Dorsetshire Regiment, who had just distinguished themselves at Arnhem. He subsequently served with the Essex Regiment and the Royal Electrical and Mechanical Engineers; sold with copied roll extract.
- 516 Efficiency Medal, G.VI.R., 1st issue, Territorial (**1455389 Sjt. D. C. Lauder. R.A.**), *good very fine* £20-30
D. C. Lauder was posted missing prior to 25 June 1940 whilst serving with 202/51 Anti-Tank Regiment (*Casualty List* No. 258). He was latterly discovered to be not missing - possibly on account of escape; sold with copied extracts.
- 517 Efficiency Medal, G.VI.R., 1st issue, Territorial (**7356628 W.O.Cl.2. E. L. Morley. R.A.M.C.**), *extremely fine* £40-60
- 518 Efficiency Medal, G.VI.R., 1st issue, Territorial (**1463870. Sjt. G. R. Dennis. R.A.**), *good very fine* £20-30
- 519 Territorial Efficiency Medal, G.VI.R. (**6459539. Cfn. W. G. Davis. R.E.M.E.**), *light scratches, nearly very fine* £30-50
- 520 Efficiency Medal, G.VI.R., 1st issue, Territorial (**6141619 Tpr. H. V. Reehl. R. Tanks.**), *good very fine* £40-60
Herbert Victor Reehl was born in Surrey on 7 June 1919 and served with the Royal Tank Regiment during the Second World War. Married in April 1944, he was living with his family in Clarke House, North Street, Clapham in 1946. Reehl died on 25 September 1978; sold with copied research.

521	Efficiency Medal, G.VI.R., 1st issue, Territorial (7143361 Sgt. P. Mulally. Essex R.), <i>good very fine</i>	£30-40
522	Efficiency Medal, G.VI.R., 1st issue, Territorial (3313779 Pte. A. Hughes. H.L.I.), <i>good very fine</i>	£30-40
523	Efficiency Medal, G.VI.R., 1st issue, Territorial (2054864. Pte. A. Miles. Camerons.), <i>some scratches over surname, very fine</i>	£30-40
524	Efficiency Medal, G.VI.R., 1st issue, Territorial (5392817. Gnr. E. Grandison. R.A.), <i>officially re-impressed in parts, nearly very fine</i>	£20-30
525	Efficiency Medal, G.VI.R., 2nd issue, Territorial (6016504. Pte. E. J. Harrington. Essex), <i>very fine</i>	£30-40
526	An unusual 'double issue' pair of Territorial Efficiency Medals awarded to Private J. Wilson, The Sherwood Foresters (Nottinghamshire and Derbyshire Regiment) Efficiency Medal, G.VI.R., 1st issue, Territorial (4969038 Pte. J. Wilson. Foresters.); Efficiency Medal, G.VI.R., 1st issue, Territorial (4969038 Pte. J. Wilson. 5-Foresters.), <i>nearly extremely fine</i> (2)	£140-180
527	Efficiency Medal, G.VI.R., 1st issue, Territorial (6198561 Cpl. E. Fairbrother. Middx. R.), <i>nearly very fine</i>	£30-40
528	Efficiency Medal, G.VI.R., 1st issue, Territorial (3599629. Tpr. A. H. Bennett. R. Tks.), <i>minor official correction to number, very fine</i>	£30-40
529	Efficiency Medal, G.VI.R., 1st issue, Territorial (4265719 Cpl. G. Colton. R. Tank. R.), <i>good very fine</i>	£30-40
530	Efficiency Medal, G.VI.R., 1st issue, Territorial (3530271 Tpr. W. Bowler. R. Tks.), mounted for wear, <i>claw a little loose, very fine</i>	£30-40
531	Efficiency Medal, G.VI.R., 2nd issue, Territorial (1445561 Bdr. C. H. White. R.A.), <i>good very fine</i>	£30-40
532	Efficiency Medal, G.VI.R., 1st issue, Territorial (6401343 Pte. D. J. Weller. R. Sussex.), <i>extremely fine</i>	£30-40
533	Efficiency Medal, G.VI.R., 1st issue, Territorial (4615509 Pte. D. Shellabear. D.W.R.), <i>contact marks, very fine</i>	£30-40
534	Territorial Efficiency Medal, G.VI.R. (2050006. Cfn. J. R. Tanner. R.E.M.E.), <i>nearly extremely fine</i>	£30-50
535	Regular Army L.S. & G.C., G.VI.R. (S/13247 W.O.Cl.1 A. J. S. English. R.A.S.C.), <i>nearly extremely fine</i>	£30-50
536	Army L.S. & G.C., G.VI.R., 1st issue, Regular Army (3304789 Pte. A. Ferguson. H.L.I.), <i>good very fine</i>	£30-40
537	Army L.S. & G.C., E.II.R., Regular Army (1528566 Gnr. C. H. Jarman. R.A.), <i>good very fine</i>	£30-50
538	Regular Army L.S. & G.C., E.II.R. (T/44863 Sgt. F. Lewis. R.A.S.C.), <i>nearly extremely fine</i>	£30-50
539	Royal Air Force L.S. & G.C., G.VI.R., 2nd type (511085 F.Sgt. G. R. Thomas. R.A.F.), <i>extremely fine</i>	£40-60
540	Pair: Flight Lieutenant J. E. Fearné, Royal Air Force Royal Air Force L.S. & G.C., G.VI.R., 2nd type (Flt.Lt. J. E. Fearné. R.A.F.); Coronation 1953, <i>minor contact marks to the second, good very fine</i> (2)	£70-100
541	Royal Air Force L.S. & G.C., G.VI.R., 1st type (355620. Cpl. A. H. Tapper. R.A.F.), <i>extremely fine</i>	£40-60

542	Royal Air Force L.S. & G.C., G.VI.R., 1st type (Sqn. Ldr. M. F. Patrick. R.A.F.), <i>nearly extremely fine</i>	£40-60
543	Royal Air Force L.S. & G.C., G.VI.R., 1 clasp, Royal Air Force Levies. Iraq, neatly erased, composite clasp and fittings, <i>nearly extremely fine</i>	£60-80
544	Royal Air Force L.S. & G.C., E.II.R., with Second Award Bar (SAC J W Ashton (P4030603) RAF), on original wearing pin, <i>extremely fine</i>	£60-80
545	Royal Air Force L.S. & G.C., E.II.R. (Plt. Off. W. J. Chisholm. R.A.F.), <i>minor contact marks, good very fine</i>	£40-60
546	Royal Air Force L.S. & G.C., E.II.R. (32205 F.Sgt. S. Tinsley. R.A.F.), <i>good very fine</i>	£40-60
547	Royal Air Force L.S. & G.C., E.II.R. (523438 Sgt. A. M. Grieve. R.A.F.), <i>extremely fine</i>	£40-60
548	Royal Air Force L.S. & G.C., E.II.R. (636749 Sgt. J. W. R. C. C. King. R.A.F.), <i>nearly extremely fine</i>	£40-60
549	Royal Air Force L.S. & G.C., E.II.R. (546769 Sgt. V. McKee. R.A.F.), <i>good very fine</i>	£40-60
550	Royal Air Force L.S. & G.C., E.II.R. (619605 Sgt. W. J. Findlay. R.A.F.), <i>extremely fine</i>	£40-60
551	Royal Air Force L.S. & G.C., E.II.R. (520835 Sen. Tech. A. E. Nihell. R.A.F.), <i>extremely fine</i>	£40-60
552	Royal Air Force L.S. & G.C., E.II.R. (1116200 Snr. Tech. J. R. McLoughlin. R.A.F.), <i>light contact marks, good very fine</i>	£40-60
x553	Coronation 1953, <i>minor scratches and edge wear, nearly very fine</i>	£20-30
554	Nigeria Independence Medal, unnamed as issued, <i>good very fine</i>	£10-20
555	Papua New Guinea Independence Medal, unnamed as issued, <i>minor edge nicks, very fine</i>	£10-20
556	Sierra Leone Independence 1961, <i>good very fine</i>	£10-20
557	Solomon Islands Independence Medal, unnamed as issued, <i>good very fine</i>	£10-20
558	St. Christopher and Nevis Independence Medal, unnamed as issued, <i>very fine</i>	£10-20
559	Uganda Independence Medal, unnamed as issued, <i>nearly very fine</i>	£10-20
x560	Four: Sergeant B. Damson, Rhodesian Forces Zimbabwe Independence Medal 1980, officially numbered '21045'; Rhodesia, General Service Medal (R40233 Cpl. Damison), note surname spelling; Exemplary Service Medal (640233 Sgt. Bottoman Damson); War Medal 1939-45, mounted as worn, <i>minor edge bruising, nearly very fine</i> (4)	£60-80
561	Zimbabwe Independence Medal, officially numbered '57364', <i>good very fine</i>	£10-20
x562	Pair: Captain H. A. Trubshaw, Active Citizen Force, Union Defence Force, South Africa Colonial Auxiliary Forces Long Service Medal, G.V.R. (Capt. H. A. Trubshaw. Sup. List A.C.F.); Colonial Auxiliary Forces Officers' Decoration, G.V.R., silver and silver-gilt, the reverse officially impressed 'Capt. H. A. Trubshaw. Sup. List A.C.F.', <i>nearly extremely fine</i> (2)	£200-300
563	British Red Cross Society Medal for War Service 1914-18, with integral top riband bar, unnamed as issued; Queen Alexandra's Imperial Military Nursing Service Reserve Cape Badge, silver, unnamed, <i>good very fine</i>	£20-30



564 Badge of the Certificate of Honour, for Uganda Protectorate, G.V.R., large oval bronze neck badge, 68mm x 50mm, *very fine*

£180-220



565 Badge of the Certificate of Honour, for Nyasaland Protectorate, E.II.R., large oval bronze neck badge, 68mm x 50mm, leopard and rising sun on reverse, *nearly extremely fine*

£120-150

566	King's Medal for Native Chiefs, G.V.R., 1st type, silver Collar Chain, reverse of the suspension link stamped 'STABLER', <i>very fine</i>	£200-300
567	League of Mercy, Badge, silver-gilt, by <i>Vaughton's</i> , hallmarks for Birmingham 1913, <i>good very fine</i> , in its fitted case of issue Attributed to Thomas Henry Dunsford, for his services fundraising for the voluntary hospitals over the course of some forty years. Employed by Colonel J. W. Abraham, a Highgate magistrate, Dunsford raised some £500 from collections that totalled 10 shillings a week. The Badge was presented by the Duke of Gloucester at St James's Palace; sold with newspaper cutting.	£30-40
568	Corps of Commissionaires Badge, silver and enamel, hallmarks for Birmingham 1912, <i>good very fine</i>	£20-30
569	Three: Miss A. Nimmo Lang, British Red Cross Society and Women's Voluntary Service Voluntary Medical Service Medal with Four Bars (Miss Agnes Nimmo Lang); Women's Voluntary Services Medal, with additional 'Long Service' Bar, unnamed as issued; Coronation 1953, <i>good very fine</i> (3)	£40-60
	Agnes Nimmo Lang was born on 23 November 1905 at Motherwell, Lanarkshire, the second daughter of William Morton Lang. On 24 April 1924, she emigrated with her parents to Ontario, Canada, and it was here that the family set up home. She died on 7 January 1964 at Sault Sainte Marie, Ontario; sold with copied research.	
570	Voluntary Medical Service Medal (Mrs. Agnes Cottam.), <i>nearly extremely fine</i>	£20-30
	Agnes Cottam was awarded her First Aid Certificate and Home Nursing Certificate on 2 February 1940 (<i>The Clitheroe Advertiser and Times</i> , refers). Sadly, she suffered the loss of her husband Cuthbert on 9 August 1941 (<i>The Lancashire Evening Post</i> , refers), followed by the loss of her son Robert in an accident at Salthill Quarry in May 1949 (<i>The Clitheroe Advertiser and Times</i> , refers). She passed away aged 60 years two weeks later, being found at her home in Shaw Bridge, Clitheroe, Lancashire; sold with copied research.	
571	Canadian Forces Decoration, G.VI.R. (Pte. J. R. Cook), <i>good very fine</i>	£30-50
572	Cadet Forces Medal, G.VI.R. (Sjt. A. C. Cale.), <i>nearly very fine</i>	£30-50
573	Cadet Forces Medal, G.VI.R. (Fg. Off. H. P. T. Walsh. R.A.F.V.R.(T).), <i>very fine</i>	£30-50
574	Cadet Forces Medal, E.II.R. (Plt. Off. D. Gormley. R.A.F.V.R.(T)), <i>minor edge nicks</i> , nearly extremely fine	£30-50
575	Civil Defence Long Service Medal, E.II.R. (D. L. C. Johnson), privately engraved, on original wearing pin and in <i>Royal Mint</i> case of issue, <i>extremely fine</i>	£10-20
576	Civil Defence Long Service Medal, E.II.R., unnamed as issued, on original wearing pin, <i>good very fine</i>	£20-30
577	Army Emergency Reserve Efficiency Medal, E.II.R. (22282867 L Cpl A Sutcliffe RE), additionally marked 'R' (Replacement), <i>minor contact marks</i> , <i>good very fine</i>	£30-50
578	Jubilee 1977, unnamed as issued, <i>polished</i> , <i>nearly very fine</i>	£50-70
579	Women's Voluntary Service Medal, unnamed as issued, in <i>Royal Mint</i> case of issue, <i>extremely fine</i>	£20-30
580	Royal Air Force L.S. & G.C., G.V.R., with Second Award Bar (334661. Sgt. A. E. Oliver. R.A.F.), <i>light contact marks</i> , <i>nearly very fine</i>	£60-80
581	Royal Air Force L.S. & G.C., G.V.R. (332529. F/Sgt. C. H. Wood. R.A.F.), <i>nearly extremely fine</i>	£40-60
582	Royal Air Force L.S. & G.C., G.V.R. (342696. L.A.C. A. Gardiner. R.A.F.), <i>minor edge bruise and light contact marks</i> , <i>very fine</i>	£40-60
583	Royal Air Force L.S. & G.C., G.VI.R., 1st type (Fg. Off. J. R. Bennett. R.A.F.), <i>extremely fine</i>	£40-60
584	Royal Observer Corps Medal, E.II.R. (Observer. A. V. Wells.), <i>extremely fine</i>	£120-150
585	Royal Observer Corps Medal, E.II.R. (Observer. J. H. Massey.), <i>extremely fine</i>	£120-150

**AN IMPORTANT AND WELL-DOCUMENTED COLLECTION
OF MODERN CAMPAIGN AWARDS**

- 586 Pair: **Sapper J. F. Hellon, Royal Engineers**
General Service 1918-62, 2 clasps, Near East, Brunei (22639992 Spr. J. F. Hellon. R.E.); Brunei, Sultanate, General Service Medal, silver and enamel, unnamed as issued, mounted as worn with pin removed, *first partially officially re-impressed, very fine* (2) £80-120
- 587 General Service 1918-62, 1 clasp, Northern Ireland (OM(MW)2 M K Carroll D242416U RN), mounted as worn, *good very fine* £60-80



Michael Kristopher Carroll was born in October 1980 at Manchester and volunteered for service on 11 May 1998, whilst a sales assistant living in Benfleet, Essex. Carroll served aboard H.M.S. *Cottesmore* during Operation Banner, a ship which lent assistance following the tragic deaths of Corporal Gaulder and Sapper Naivalurua who were overcome by fumes during the search of a coal ship on Lough Foyle in April 2000. In a letter to *Cottesmore's* Captain, Lieutenant-General Pike continues:

‘The teamwork displayed was first class, and the manner in which your young Able Seamen overcame their shock and set to with a will, in the best traditions of the Service. I know, too, that certain individuals acted with particularly striking calmness and resourcefulness.’

Sold together with copied Certificate of Service, cloth rank badge and research.



588

Three: Staff Sergeant J. A. Kerr, Royal Artillery, late Royal Army Ordnance Corps and West Riding Yeomanry



Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24664201 LCpl J A Kerr RAOC); Jubilee 2002; Efficiency Medal, E.II.R., 2nd issue, Territorial, with Second Award Bar (24664201 Bdr J A Kerr RA), *good very fine* (3)

£140-180



James Andrews Kerr enlisted in the British Army on 18 April 1985 and served with the Royal Army Ordnance Corps during the Gulf War. He earned the Efficiency Medal on 30 March 1999 and the Second Award Bar on 23 March 2006, before leaving the service on 27 August 2007; sold with Certificate of Service and five photographs.

589 Seven: Sergeant A. W. Gillmon, Royal Artillery



General Service 1962-2007, 1 clasp, Northern Ireland (24747181 Gnr A W Gillmon RA); Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24747181 LBdr A W Gillmon RA); N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia; Iraq 2003-10, no clasp (24747181 Sgt A W Gillmon RA); U.N. Medal for Cyprus; Jubilee 2002; Army L.S. & G.C., E.I.R., 2nd issue, Regular Army (24747181 Bdr A W Gillmon RA), mounted court-style as worn, *mounting pin removed, good very fine* (7)

£400-600



Andrew William Gillmon enlisted in the Royal Artillery on 20 June 1985 and served three tours of Northern Ireland. In his own words:

‘1987 did patrols around Cookstown, Magrafelt and rotated through Ballykelly for a week at a time, in 1992 we were in Fermanagh for the Permanent Vehicle Checkpoint rebuilds protecting contractors and doing patrols with 40 Commando [Royal Marines] then we moved to Enniskillen and patrolled from there for a week out at a time. The last tour we were in the Maze Prison.’

Having seen more active service in the field with 40 Regiment, Royal Artillery, Gillmon qualified as a Detachment Commander on 21 January 1994 and was discharged on 7 March 2008; sold with riband bar, copied service record and account, besides tour photographs.

590 Pair: Lance Corporal W. P. Ford, Queen's Royal Lancers



N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia, unnamed as issued; Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25091924 LCpl W P Ford QRL), *nearly extremely fine (2)*

£150-200

W. P. Ford was born on 17 June 1980 and served in the Queen's Royal Lancers from 14 January 1999. He was present with 'C' Squadron in the Former Yugoslavia in 2001, during which the unit performed with merit in 'Operation Harvest', in their work to patrol and capture as many weapons as possible. By the end of the tour and after '...a great deal of the fabled British Soldiers' charm' for those who required it, over 250 weapons, 16,500 small arms rounds, 250 ordnance pieces and a shade over half a ton of plastic explosive (which was found in one house alone). Having seen further action in Iraq, when 'C' and 'B' Squadrons served together with the 1st Battalion, Royal Regiment of Fusiliers, Ford was discharged on 21 July 2005; sold together with original certificate for the N.A.T.O. Medal, copy of *Omdurman Lancer* covering the tour of Bosnia and including a photograph of the recipient, besides copied certificate of service and photographs.



591 Pair: Trooper N. Green, Queen's Royal Hussars (Queen's Own and Royal Irish)



N.A.T.O. Medal 1994, 1 clasp, Kosovo; Iraq 2003-11, no clasp (25101049 Tpr N A Green QRH), *nearly extremely fine* (2)

£100-150



Neil A. Green served with the Queen's Royal Hussars from 1998 and would have served in 'C' Company given his Kosovo Medal. The unit served in Iraq from November 2003-April 2004, under the command of Lieutenant-Colonel A. C. Cuthbert and initially moved into Basra, controlling around a third of the city. Having patrolled the city the tour would turn particularly bloody in their final month. Improvised explosive devices were par for the course but an offensive against the coalition forces by supporters of Moqtada Al Sadr began. Attacks and ambushes by the enemy were common, including one attack by five insurgents on the outskirts of the city. When the attack began a young officer found he had a bullet hole in his map. One trooper was wounded and four of the enemy were killed - the month cost the Hussars 10 casualties. Green was discharged in 2005; sold together with copied letter from Major-General Arthur Denaro offering congratulations on their performance on Operation Telic, dated 25 October 2005.

592

A fine campaign group of three awarded to Corporal C. R. Garrow, Royal Regiment of Scotland, late Black Watch, who was twice wounded on active service, the second occasion being hit in the head by a Rocket Propelled Grenade in Afghanistan - his wounds were so severe that they resulted in a medical discharge



N.A.T.O. Medal 1994, 1 clasp Kosovo; Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25095663 Pte C R Garrow BW); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25095663 Cpl C R Garrow Scots), mounted court-style as worn, *pin removed, good very fine* (3)

£500-700



Corrie Rudy Garrow was born on 6 May 1982 and enlisted in the British Army on 25 February 1999. Having served in Kosovo, he was posted to Iraq with the Black Watch for the opening stages of the Iraq War, when the unit took the city of Basra. Garrow was wounded during the operations, falling 7ft from a Warrior which resulted in him losing consciousness and breaking his right cheek bone. During that tour his friend Private Kevin McHale was killed on 29 October 2004. Garrow wrote online:

‘Kevin was a very good mate we served in both Iraq and Kosovo we started together in Inverness I remember me and the Jake Ball we drunk till the sun came up I will never forget him I miss him. I spent the night with him in the UK Warminster he told me he was going back out to Iraq. I never knew that was the last time I [would] see Kev I hope he is in a good place now your good mate Jake Bag!’

Garrow himself would see further active service in Afghanistan with the Royal Regiment of Scotland, personally selected with Captain Phil Morgan who deployed straight after Christmas 2007 as the Advance Party. Garrow was wounded again in action on 1 April 2008 whilst serving with 'B' Company, 4th Battalion, as recalled in the Medical Report:

'Having been involved in several contacts, he sustained frag injuries to the face, neck and chest when an RPG detonated on the side of the Warrior he was providing top cover for. There was no retrograde amnesia and he tells me he did not lose consciousness. He tells me his colleagues pulled him down through the turret and he remembers continuing fire impacting on the side of the vehicle, but doesn't remember the journey to the regimental aid post but does remember the subsequent Chinook flight to Bastion.'

Having been casevaced to Camp Bastion he immediately had a shrapnel fragment removed from his left eye before being removed to England and being discharged to his grandmother in Scotland. The injury ended his career as recalled in the Report from Headley Court:

Clinical Information:

Rocket propelled grenade attack in Afghanistan. Loss of consciousness and shrapnel injuries to the face. Now progressively worsening irritability and short-term memory loss and right-sided frontal headaches.

Conclusion:

Extensive shrapnel injuries to the peri-orbital and frontal regions. No intracranial metal. No focal abnormality seen in the brain stem, cerebellum or cerebrum.'

It appears from *The Highlander* that his wounds occurred in the action fought after having captured 'The Garden' - a known Taliban stronghold and weapons cache - during which a sustained enemy attack from two points started just before last light. They were hit by RPG fire and forced to dig in, killing the enemy who got to within 50 yards of their trenches before reinforcements arrived. The tour overall cost 'B' Company 9 wounded in action, Garrow being medically discharged on 8 August 2009; sold together with copied Certificate of Service, Injury Report, Headley Court report, besides research and photographs.

593 Three: Guardsman (Drummer) D. P. Waterer, Grenadier Guards



General Service 1962-2007, 1 clasp, Northern Ireland (25101619 Gdsm D P Waterer Gren Gds); N.A.T.O. Medal 1994, 1 clasp, Non Article 5; European Security and Defence Policy Service Medal 2004, 1 clasp, Althea, unnamed, mounted court-style as worn, *pin removed, edge wear to rank from mounting to first, otherwise good very fine* (3)

£140-180



D. P. Waterer was born on 23 July 1981 and initially served in Northern Ireland. His Staff Report from 2005 recalls:

‘Has been a member of the Corps of Drums in a London District Light Battalion during a busy ceremonial period. He has recently been deployed on Op Oculus (Bosnia). Dmr Waterer has had a good year. Musically he has been one of the driving forces behind the B Flat Flute stand. He instructs as well as performing solos whilst on duties proving his leadership qualities. Unfortunately his fitness has suffered due to an ongoing injury, this stalled his chances of attending a JNCO cadre. He can be relied upon to carry out tasks unsupervised and is well turned out on nearly all occasions. In Bosnia he acted as a Team Commander on many occasions confirming he has the necessary qualities to be a L.Cpl. Dmr Waterer is a very popular member of the Platoon, he has a great sense of humour and mixes well with others.’

Sold together with copied Staff Report and 17 photographs.

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594 Four: Bombardier S. Seymour, Royal Artillery, a specialist Drone (Unmanned Air Vehicle) operator of 32 Regiment



General Service 1962-2007, 1 clasp, Northern Ireland (25017499 Gnr S Seymour RA); U.N. Medal for Cyprus; Iraq 2003-11, no clasp (25017499 Bdr S Seymour RA); Jubilee 2002, first, second and fourth mounted court-style as worn, *pin removed, good very fine* (4)

£200-300



Scott Seymour, a native of Redruth, Cornwall, was born on 31 October 1975 and joined the Junior Leaders Regiment, Royal Artillery on 13 June 1992. Having served in Northern Ireland he was a United Nations Peacekeeper in Cyprus in 1998-99. Whilst there he patrolled the border with an adopted stray dog named 'Daf'. He was photographed with 'Daf' in *The West Briton* and said:

'The rules they break are sometimes really trivial. It's similar to being a teacher at playtime - only the children have guns. The island has been in drought for several years but since we arrived in December it doesn't seem to have stopped raining. It's just like Redruth.'

A qualified operator with 32 Regiment, the unit solely used drones. Seymour latterly deployed to Iraq besides serving in Canada, Brussels and Belize; sold together with British Forces Identity Card, Junior Army Acceptance Certificate, qualification Certificates and photographs with the recipient identified.



General Service 1962-2007, 1 clasp, Northern Ireland (24640731 Pte D Chambers DWR); U.N. Medal, UNPROFOR riband; Iraq 2003-10, no clasp (24640731 SSgt D Chambers Kings); N.A.T.O. Medal, riband for Non-Article 5 Kosovo; Jubilee 2002; Jubilee 2012; Accumulated Campaign Service Medal (24640731 CSgt D Chambers Kings); Army L.S. & G.C., E.I.R., Regular Army (24640731 Sgt D Chambers Kings), mounted court-style as worn with a *copy* Jubilee 2012, original medal loose and present, *one or two edge bruises, good very fine* (9)

£400-500





David ‘Dave’ Chambers enlisted in the Duke of Wellington’s Regiment in October 1985 and served in Northern Ireland in 1987 and he saw varied campaign service throughout the remainder of his career, finally being discharged in October 2007; sold together with original Certificate of Service, certificates for the U.N. and N.A.T.O. Medals, Coalition Military Assistance Training Team certificate, dated 29 November 2003 and a number of photographs throughout his career.



Iraq 2003-11, no clasp (W1045652 LCpl M S Critchley AGC(RMP)), mounted court-style as worn, pin removed, *nearly extremely fine*

Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25196335 LCpl J J Hamill AGC(RMP)), *good very fine* (2)

£180-220

M. S. Critchley enlisted in the Royal Signals in September 2001 and transferred to the Royal Military Police in March 2003 and served a number of tours of Iraq. During Operation Telic 4 she served attached to 'B' Company, Royal Welch Fusiliers at Chindit Camp Az Zubayr. During those tours she served with the Commanding Officer's group who would have been first to the scene of events on a number of occasions. She married James Hamill; sold together with copied Certificate of Service and photographs.

James Joseph Hamill served with the Royal Military Police and passed selection for 113 Close Protection Course, 12 June-28 July 2006. Having qualified in this specialist role and joined the elite Close Protection Unit, he served in Afghanistan from November 2006-June 2007 guarding Major-General G. S. Robison, C.B., Royal Marines. His Staff Report recalls:

'During this period Hamill has been employed on operations in Afghanistan as a close protection operator working for Deputy Commander ISAF (Stability)/Senior British Representative - Afghanistan. He has carried out secondary duties of first aid and operations room representative for his team and has deputised as intelligence representative and protective mobile skills driver during periods of leave.'

He later married M. S. Critchley; sold together with named base of box of issue, original Close Protection Course Certificate, Allegiance Certificate, Recruit Selection Certificate and Staff Report, besides cloth insignia and photographs.



597 Three: Corporal P. D. Holden, Light Infantry



General Service 1962-2007, 1 clasp, Northern Ireland (25065638 Pte P D Holden LI); Operational Service Medal 2000, for Sierra Leone, no rosette (25065638 LCpl P D Holden LI); Iraq 2003, 1 clasp, 19 Mar to 28 Apr 2003 (25065638 Cpl P D Holden LI), *nearly extremely fine*

£400-500



Paul D. Holden was born on 7 August 1980 and completed his training in December 1997, joining the 1st Battalion, Light Infantry. Having seen active service in Northern Ireland, Sierra Leone and on two seven-month tours of Iraq, Holden was a Section Commander whilst on foot patrol and commanded a Warrior Armoured Fighting Vehicle when mounted. Employed at the Infantry Training Centre, Catterick from January 2005-January 2007, he was discharged after 11 years of service, his CO, Lieutenant-Colonel E. J. R. Chamberlain commenting:

‘A capable and reliable Junior Commander who is willing to take the initiative and work independently. He is physically robust, taking a keen interest in his own fitness. He has a likeable personality and is comfortable in any company, displaying an intelligent yet slightly cheeky sense of humour. He adds value to any task and works particularly well in a group environment. The Battalion is sorry to see him go and we wish him every success in the future.’

Sold together with named card box of issue for the Operational Service Medal, three original Confidential Soldiers Reports, photographs on active service and also of the recipient at Mess Events and representing his unit at the Edinburgh Military Tattoo and copied Certificate of Service Appraisal.

598 The Operational Service Medal awarded to Private S. J. Laing, Royal Army Veterinary Corps, a specialist attack dog handler who went to war with 'Luca', a Belgian Malinois - they made a perfect pair and were attached to the Royal Engineer High Readiness Search Team



Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Pte S J Laing RAVC 30130374), *nearly extremely fine*, with its named box of issue, *lid detached*

£200-250



Scott J. Laing served with the Royal Army Veterinary Corps as a specialist attack dog handler in Afghanistan with 'Luca', his Belgian Malinois. The unit totals just 400 members overall and remains the second smallest Corps in the British Army. Scott and 'Luca' were attached to the Royal Engineer High Readiness Search Team, besides being attached to Infantry Patrols on the ground during dedicated arrest operations; sold together with seven related photographs.

599

A campaign group of three awarded to Lance Corporal M. W. J. Long, Royal Signals, attached Coldstream Guards, who kept an extensive and notable photographic archive of his time in theatre



Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25173429 Sig M W J Long R Signals); Jubilee 2012; N.A.T.O. Medal 1994, 1 clasp, ISAF, first mounted court-style as worn, *pin removed nearly extremely fine* (3)

£180-220



Michael William John Long served with the Royal Signals in Afghanistan on Operation Herrick 4 and latterly attached to the Coldstream Guards on Operation Herrick 11. The latter tour was spent with No.1 Company and Brigade HQ. During this time he took an unprecedented array of photographs documenting the British military presence in Afghanistan. These include fine battle scenes in a range of country, relaxed scenes of soldiers at rest, and poignant moments showing the repatriation of fallen comrades.

Approximately 200 images, printed in 6"x4" format, accompanied by Tour Report.



600

Three: Junior Technical D. 'Dave' Cowan, Royal Air Force, who served attached to the Fleet Air Arm aboard H.M.S. *Ocean* and at Lungi Airport with No. 27 and 7 (Special Forces Flight) Squadron during Operation Barras



Operational Service Medal 2000, for Sierra Leone, no clasp (Jnr Tech D Cowan (H8429117) RAF); N.A.T.O. Medal 1994, 1 clasp, ISAF; Jubilee 2002, *good very fine* (3)

£300-400

David Cowan was born on March 1977 at Fazakerley, Liverpool and enlisted in the Royal Air Force in August 1996. He saw active service during the operations in Sierra Leone with H.M.S. *Ocean* and at Lungi Airport with No. 27 and 7 (Special Forces Flight) Squadron. The latter unit provided 'lifts' to the men of 'A' Company, 1 Para (approximately 120), 'D' Squadron, Special Air Service (approximately 30) and the Special Boat Service (approximately 12).

Cowan latterly served at R.A.F. Marham and was awarded a Flight Safety Award Commendation for his work on an RB199 engine in June 2006 (*Flight Safety Flyer*, Winter/Spring 2007, refers). The commendation praised his '...highest order of diligence, initiative and professionalism in discovering and highlighting this potentially hazardous situation.'

He was discharged in 2007 with a glowing appraisal and also having served a tour in the Falkland Islands; sold together with original Certificate of Service and career details, including a hand-written 'War Diary' covering 10-16 May, the last entry followed with 'Hereafter remains secret. But a bloody good laugh.' and a later entry 'Fishing, tempers, food crap, sharks, SF capture RUF leader (put him on H.M.S. *Chatham*)/piss up.'

601 Three: Sergeant P. J. 'Ashy' Ashton, Royal Artillery, who earned a Force Commander's Commendation in Cyprus, 2005



U.N. Medal for Cyprus; Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25055070 Sgt P J Ashton RA); N.A.T.O. Medal 1994, 1 clasp, ISAF, last mounted as worn, *nearly extremely fine* (3)

£160-200



P. J. Ashton first saw active service as a Lance Bombardier in Cyprus and earned a Force Commander's Commendation, issued by Major-General H. J. Figoli:

‘Lance Bombardier Ashton has been employed as a Section Commander within a line troop in Sector 2.

Throughout the deployment his performance has been of a notably high standard. On 25 Feb 2005 he observed a NG soldier cock and point his rifle at a group of TK soldiers behind the CFL. Immediately recognising the danger inherent in such an act, he deployed from a UN Tower and ordered the NG soldier to stop and put his rifle down. His quick reactions and the quality of his response successfully diffused the incident, which in follow up resulted in the removal of the NG soldier from the Line.

For his continued high performance and the exemplary way in which he dealt with the cocking and pointing incident Lance Bombardier Ashton is recognised with a Force Commander's Commendation.'

Ashton subsequently deployed to Afghanistan during Operation Herrick 9 and served alongside Danish soldiers on this occasion, sharing in a number of night raids and firefights; sold together with named box of issue for the Operational Service Medal, original Commendation Citation and a CD including photographs from his latter service and an 8-minute video including headcam footage of combats.

602 Three: Warrant Officer Class II J. L. Oliphant, Royal Artillery



General Service 1962-2007, 1 clasp, Northern Ireland (25046406 LBdr J L Oliphant RA); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25046406 Sgt J L Oliphant RA); Army L.S. & G.C., E.II.R., Regular Army (WO2 J L Oliphant RA 25046406), first mounted court-style as worn, *good very fine* (3)

£200-300

James Leslie Oliphant served in Northern Ireland and Afghanistan during Operation Herrick 12, for which he earned a Commander's Commendation from Brigadier R. F. P. Felton on 25 March 2011 and was appointed Warrant Officer Class II on 16 January 2013.

Sold together with named boxes of issue for the last two awards, original Commander's Commendation Certificate, Veteran's Badge, rank Badges and a handwritten note stating:

'I hope this finds you and the collection is in good health, and as promised I enclose a short note to compliment the grouping you now have in your collection.

Parting with my awards comes at a time during which I have been in receipt of help from various organisations for a PTSD related issue. I have for the past 5 years lived with something that ultimately changed who I am over a period of time; something that unfortunately affected not just me but those closest.

One of the many things I have decided to do as part of recovery was to part with objects and emotions that clung to me regarding the matter - Hence why you are now the owner and guardian of my original awards.

I truly hope that your collection serves as a reminder to future generations regarding sacrifices made, both physical and psychological and that lessons are learnt most importantly.

I truly hope that this is a friendship that will sustain and appreciate you for your interest in capturing what is future history.

Yours, [Signed].'

603 Three: Corporal G. M. Young, Princess of Wales's Royal Regiment, who was wounded in Northern Ireland, served with 42 Commando, Royal Marines for Operation 'Sond Chara' and was a member of the Regimental Recce Platoon that killed a 4-man party of Taliban bandits



General Service 1962-2007, 1 clasp, Northern Ireland (25146203 Pte G M Young PWRR); Iraq 2003-11, no clasp (25146203 Pte G M Young PWRR); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25146203 LCpl G M Young PWRR), mounted court-style as worn, pin removed, *good very fine* (3)

£300-400



Geoffrey Michael Young, a native of Eastry, Kent, enlisted in the Princess of Wales's Royal Regiment at Dover on 4 January 2002. Having served in Northern Ireland in 2003, he served during Operation Telic 5 with the 2nd Battalion. The unit formed the only Company of the British Army to serve in Baghdad as part of the Baghdad Support Unit.

Deploying to Afghanistan with 'C' Company in 2008, Young was Commander of the 4-man Recce Team, perhaps the most coveted position in any Infantry Battalion.



Operation Sond Chara

With 'C' Company working alongside 3 Commando Brigade in late 2008, the Recce Team were tasked with providing the advanced patrol in preparations for the famous 18-day battle, collaborating with Juliet Company, 42 Commando, Royal Marines. Commencing on 7 December, the focus was a series of Taliban compounds in and around Lashkar Gar, capital of Helmand. Key phases included:

- (i) Capturing Nad-e-Ali - via a combined assault with helicopter insertions, support from Apache gunships and armour.
- (ii) Marines, together with 2PWRR and Afghan troops attacking Shin Kalay.
- (iii) 360 degree battle in the Zarghun Valley against dug-in enemy.
- (iv) Helicopter assault upon Char-e Anjir.

Young was discharged on 3 March 2011; sold together with original Secret Operation Sond Chara Battle Plans, 6 pages with annotations and wear from combat in the field, copied Certificate of Service and a plethora of photographs, including *Regimental Journal* featuring back page illustration of Patrol Base Barbarian, Nad-e-Ali, that features the recipient.

604 Four: **Lance Corporal M. S. Harris, Royal Signals**

N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia; Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25060305 Sig M S Harris R Signals); Iraq 2003-10, 1 clasp, 19 Mar to 28 Apr 2003 (25060305 LCpl M S Harris R Signals); Jubilee 2002, first, second and fourth mounted court-style as worn, *pin removed, good very fine* (4)

£200-300

The Certificate of Service (17 December 2006) offers the best career appraisal:

'Lance Corporal Harris enlisted in the Royal Corps of Signals at the age of 16, undergoing his 12-week basic training course at the Army Training Regiment in Basingbourne in January 1997. He subsequently completed a 16-week Class 3 Radio Systems Operator Course, at the Royal Corps of Signals in Blandford in September 1997. This course covered antennas and propagation, voice procedure, proficiency at VHF, HF, Radio Rebroadcasting and also basic computer skills such as CLAIT.



Currently employed as a detachment commander providing communications and life support to the Headquarters of a Logistics Brigade, he has displayed confidence, enthusiasm and professionalism in carrying out his role. A charming and proactive individual he consistently produces a high standard of work and can be relied upon implicitly to complete any task. He has also proven his ability to remain calm and collected while working under pressure during operational tours in Bosnia as a crewman, Afghanistan as a detachment commander and more recently in Iraq as a shift second in command.

Lance Corporal Harris is an extremely capable and self-motivated individual who will undoubtedly be an asset to any future employer and is commended for all his efforts on the Troop's behalf.



Sold together with his Operation Telic Staff Report and a photograph of his Operational Service Medal being presented by the Princess Royal.

605 Four: Corporal M. J. A. Brown, King's Royal Hussars



General Service 1962-2007, 1 clasp, Northern Ireland (25112250 Tpr M J A Brown KRH); Iraq 2003-10, no clasp (25112250 Cpl M J A Brown KRH); Operational Service Medal 2000, 1 clasp, Afghanistan ((25112250 Cpl M J A Brown KRH); N.A.T.O. Medal 1994, 1 clasp, ISAF, *good very fine* (4)

£240-280

Sold together with named certificate for the N.A.T.O. Medal, two group photographs and two CD's with a plethora of stills from active service.



606 Iraq 2003-11, no clasp (25084132 Cpl M J Makin AGC(RMP)), *good very fine*, with its named card box of issue

£180-220



Matthew J. Makin was born on 12 December 1980 and enlisted in the British Army on 10 July 1998, having passed out from Humberside & South Yorkshire Army Cadet Force as the Best Cadet in 1994. He was a specialist dog handler having qualified in December 2001 and adding the Arms Explosive Search Dog Handlers Course qualification in April 2002. Whilst based at Monchengladbach, Germany in September 2002, together with his trusty Border Collie 'Dino', the pair were called to provide security for the Nijmegen marches. The pair earned a Nijmegen Medal for their excellent work. Makin was discharged in November 2004; sold together with copied Certificate of Service, various qualification certificates and photographs.



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607 'A rocket exploded over my head. That was probably the worst thing that happened. It really messes you up, you don't know what to do.'

Lance Corporal L. J. Spencer on his time in Iraq to *The Post*

The Iraq Medal awarded to Private L. J. Spencer, Princess of Wales's Royal Regiment, who aged 23 served alongside his older brother in the 1st Battalion

Iraq 2003-11, no clasp (25103805 Pte L J Spencer PWRR), *post a little slack, otherwise nearly extremely fine*

£140-180



Lee J. Spencer, a native of Dagenham, was born in 1981 and educated at Dagenham Priory before enlisting in the British Army in August 2003. He won the 'Best Endeavour' prize in 2 Platoon Imphal Company having displayed the most improvement during the Combat Infantryman's Course, which he passed on 13 February 2004. He was quoted in a local newspaper following the award:

'I chose to join the Army because it has been a dream since childhood. I joined my local regiment as I already have friends serving with them. From all they have told me I can expect an exciting time in the next few years.'

He didn't have to wait long, for he was deployed immediately alongside his older brother Dean with the 1st Battalion to Iraq. Based out of Alamera, south of Basra, the brothers spent 'months dodging bullets and bombs' but returned safely to their ... in November 2004. Dean recalls one contact:

'One particular time I was at Cimic doing a route protection for supplies that were coming in. We were waiting at a crossroads when suddenly shots started going off. We didn't think much of it, then it became more constant and we were told blokes were getting shot at. We ran across the road and lined up, but there were trees in our way so we couldn't see where the shots were coming from. These shots were going by and there were a couple of explosions. My boss tried to get on the radio and didn't realise that he was showing himself - shots were missing his legs by inches and we had to drag him in.'

The group saw out the fight for some two and a half hours before support came in:

'We jumped in and sitting to my left was my brother. There were nine of us crammed into the back of this tank with all our kit on and we had to sit there for about 45 minutes while they fired at us'

Lee added:

'It was unusual for us to be in the same tank, they don't normally allow brothers to go together in case the worst happens.'



Having served a further tour in Iraq, Spencer left the Army on 23 May 2008, having been advanced Lance Corporal; sold together with copied Certificate of Service, Combat Infantryman Certificate, a run of 40 payslips, 'Best Endeavour' tankard award, newspaper cuttings and Regimental Journal.

608

Iraq 2003-11, no clasp (25100575 LCpl I J Maunder D and D), *nearly extremely fine*

£70-90



I. J. Maunder served with the Devonshire and Dorset Regiment in Iraq during Operation Telic 5 (November 2004-May 2005) as Force Protection for 5 GS Medical Regiment and during Telic 8 (2006) with 3 Platoon, 'A' Company based at Shaibah Base; sold with named base of card box of issue, five photographs and Regimental book for Operation Telic 8.



609 Iraq 2003-11, no clasp (25111375 LCpl M P Thomas R Signals), *nearly extremely fine* £70-90

Martin Peter Thomas attested at Merthyr Tydfil on 21 February 2000 and served with the Royal Signals in Iraq during 2006. He was employed at Basra Air Station as Electronic Counter Measures (FP) Support Troop Operator. On occasion he was deployed as an individual to deal with incidents on the ground and was discharged in 2008; sold together with Operation Telic Tour Report, Staff Report, copied Oath Certificate and group photograph.



610 Iraq 2003-11, no clasp (25192327 Gdsm L W Davis Gren Gds), mounted court-style as worn, pin removed, *nearly extremely fine* £70-90

Sold together with a group photograph with the recipient identified.



611 Iraq 2003-11, no clasp (**R J Griffiths**), *post a little bent, very fine*

£60-80

R. J. Griffiths served as a Contractor on Deployed Operations (CONDO) during Operation Telic 5. His role remains unknown, but given the accompanying archive contains portions of Arab dress it may perhaps have been of an undercover nature; sold together with damaged named box of issue, elaborate Operation Telic 5 tour flag, besides an Arab shemagh and an Omani flag.



Jermaine Ezickie Barrett was born in April 1981 and enlisted in the Scots Guards at Blackburn on 10 January 2001. Having served as a Drummer and also played the bugle in the regimental Corps of Drums, he served with the 1st Battalion from April 2002. Deployed during the London Fire Brigade Strike of 2002, he passed his Gunner/Commander Warrior Course in late 2003 besides also passing as an Assault Pioneer. Barrett saw active service during Operation Telic 5 & 11 in Iraq, later joining the Royal Engineers and rising to the rank of Lance Corporal, being promoted on 6 April 2007. Besides being a talented boxer, Barrett gained a prize as the MKC Top Student in October 2009; sold together with a quantity of copied service records, qualifications and testimonials, in addition to a number of group and portrait photographs.





613 A scarce Iraq Medal awarded to Miss C. Darke, 148 (Expeditionary Force Institutes) Squadron, Royal Logistic Corps



Iraq 2003-11, no clasp (C Darke), *nearly extremely fine*

£70-90



C. Darke - 'Charlie' to her friends and comrades - served with 148 (Expeditionary Force Institutes) Squadron, Royal Logistic Corps in Iraq based from the Shaiba EFI Complex; sold together with named base for card box of issue, a letter written to the recipient and numerous photographs of her tour.



614 Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25124498 Cfn C T Adams REME), *extremely fine*

£80-120

Chris Adams served with the 16 Tank Transport Squadron during the Iraq War and penned an article on their time for *The Craftsman* at Camp Coyote:

‘Elements of 16 Tank Transport Squadron RLC workshop REME commenced deployment into Kuwait on 10th February...amalgamating in the desert with our parent unit 7 Transport Regiment we found ourselves located approximately 40 clicks from the Iraqi border...In the middle of March we finally got an answer to the million-dollar question which had been lingering in our minds for the past six months. Was there, or wasn’t there going to be a war? With all diplomatic efforts futile, Centurion lines in Kuwait found themselves on the receiving end of the legendary Scud missile. For most of us (the younger lads in particular), this turned out to be quite a nervous time. Craftsman Phil Graham didn’t leave anything to chance and was usually in the trench in full IPE before the alarm had even been raised. At the opposite end of the spectrum was L/Cpl Pete Shepard otherwise known as ‘Sandy McNab’ who seemed to react like a kid in a sweetshop.

Myself personally the highlight of the tour so far has been the drag 200kms north of Basra, taking 2RTR up to Almera to clear pockets of resistance. On this particular journey most of the lads manage to square away some Iraqi notes, complete with a picture of a proud Saddam on one side, what a souvenir they will make. Even more impressive would be the life-size picture of the former dictator in full military attire, this will certainly liven up our workshop bar back in Fally. Saving the best to last in the abandoned Iraqi T55 tank that AQMS Drew Jardine just could not live without, although how he intends to smuggle it past the monkeys and out of theatre is yet to be seen.

Two months on and 16 Tank Transporter Squadron’s availability has never fallen below 90%. I think the whole of the fitter section deserve a big pat on the back, for keeping these 20 year old beasts soon to be replaced with the Oshkosh on the road. Approaching what we hope is the half-way point of our tour and the Squadron having covered nearly 500,000km, wouldn’t it be an achievement to leave theatre with a total distance of one million kilometers driven.’

In a letter home Adams also comments further on the war:

‘Have been in Kuwait for 24 hours and am sitting 25 miles off the Iraqi border. My world has gone mad, it’s like something off a film, fighter jets patrolling the skies, helicopters as common as magpies. With one day in the desert I’ve already experienced scorpions, lizards, camels and a sand storm. Living conditions ain’t up to much, but we try and make things as comfy as we can. My bed is on the back of a truck (which I’m v. pleased about considering the scorpions!!!).’

Another, following the invasion, dated 30 March 2003:

‘As you learnt in my last letter I can now put a pin in another country, Iraq. It was quite an experience. We crossed the border at 0800hrs local time and drove through to Basra International Airport. Here we picked up 16 A.S. 90’s (big guns that you would think are tanks). After boarding the AS90’s we drive around the outskirts of Basra and dropped them off 5kms to the west of the city. I was also lucky enough to see them fire, it was a formidable sight.’



Sold together with three handwritten letters and a CD containing a plethora of original, unpublished images of the Iraq War.



615

The well-documented Iraq Medal awarded to Sapper M. J. Hampson, Royal Engineers, who was wounded in the leg during the Iraq War

Iraq 2003-10, 1 clasp, 19 Mar to 28 Apr 2003 (Spr M J Hampson RE 25138676), *extremely fine*

£300-400

Michael John Hampson was born on 15 October 1982 at Liverpool and enlisted in the Royal Engineers in August 2001. He was wounded in the leg in action whilst repairing a runway when ambushed by insurgents. Evacuated home, Hampson was immediately placed on the 'Q' List. He was placed on sick leave for a number of years and was released from service in May 2007, still walking with a limp from his injury.

Sold together with a most complete archive comprising:

- (i) Name plate, 'Hampson' on one side and '39/60/Res/8676' on the other.
- (ii) Full set of certificates from the recipient's service.
- (iii) Complete service records and Medical Board paperwork.
- (iv) A number of photographs of the recipient.

616 The poignant campaign group of four awarded to Lance Corporal W. G. Woodgates, Grenadier Guards, who was shot four times but survived the fire of an AK-47 from 'Lone Wolf' attacker and rogue Afghan Policeman 'Gulbuddin' during the shocking attack on the unarmed Guardsmen at Checkpoint Blue 25 at Shin Kalay base in November 2009 - diving through a window to safety, five of his comrades paid the ultimate price on that fateful day



General Service 1962-2007, 1 clasp, Northern Ireland (25042591 Gdsm W G Woodgates Gren Gds); Iraq 2003-11, no clasp (25042591 LCpl W G Woodgates Gren Gds); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25042591 LCpl W G Woodgates Gren Gds); Jubilee 2012, mounted court-style as worn, *good very fine* (4)

£600-800

William G. Woodgates, a native of Cardiff, was severely wounded during the shocking attack at Checkpoint Blue 25 on 3 November 2009 that cost the lives of three of his comrades, including the Regimental Sergeant-Major, Warrant Officer Class I Darren Chant and eighteen-year-old Guardsman 'Jimmy' Major and two members of the Royal Military Police. Five other soldiers and two Afghan Policemen besides Woodgates were wounded when the 'Lone Wolf' gunman 'Gulbuddin' went on the rampage after the men had stripped off their armour and were taking a cup of tea. Woodgates smashed through a window to save his life but Major, who was sat next to him was not so lucky. Four bullets riddled Woodgates and he was evacuated for surgery and rehabilitation. The gunman was hunted by the Special Air Service.

Woodgates and fellow wounded servicemen were given a morale boost by the Welsh Rugby Football Union in 2013, as recalled by *Wales Online* with the title ‘War Heroes Put Rehab on Hold to Meet Rugby Stars’:

‘After being shot four times by a rogue policeman in Afghanistan William Woodgates spends most of his time in rehabilitation.

But the Lance Corporal with the 1st Battalion Grenadier Guards, has been given a welcome break from his new routine in the form of a hospitality box at the Millennium Stadium for Wales’ Six Nations clash with Scotland. Along with three other injured soldiers, all of whom are undergoing treatment at the Primary Care Rehabilitation Facility St. Athan, L/Cpl Woodgates has been made a special guest of the Welsh Rugby Union for tomorrow’s much anticipated home game.

Ahead of the encounter the soldiers were invited into the Wales team room at the WRU national centre of excellence earlier this week and spent time meeting players and watching training.

L/Cpl Woodgates, who is from Skelmersdale but lives in Wales with his partner, described his ordeal of the November attack to the players.

Five soldiers were killed when a policeman opened fire on his patrol who had all removed their flak jackets to have a cup of tea at a police checkpoint in the Nad Ali district of Helmand Province. L/Cpl Woodgates was among five other soldiers seriously injured.

The Grenadier Guards have been at the forefront of some of the most intense fighting by the British Army in recent years and are currently serving their second tour of Afghanistan.

“It just shows that people actually care and are thinking about the soldiers who have been injured,” said L/Cpl Woodgates.

“You can’t imagine what it’s been like for the soldiers but little things like the players taking time out to meet you make your day and give you a real buzz.

“I’ve been to the Millennium Stadium a couple of times for the rugby and we are all very much looking forward to the game this weekend.”

The visit to the Wales camp was organised by St Athan physiotherapist Mark “Dot” Perkins and Wales team manager Alan Phillips.

“When we heard some of the stories from these lads who have literally put their lives on the line for the country it had a profound effect,” said Phillips.

“The least that we could do was invite them into our camp and, after listening to them, the players wanted to make sure the soldiers had a hospitality box on Saturday and the WRU have come up trumps.

“It really puts into perspective all the passion and the patriotism you have for your country as a sportsman and the sacrifices you make. It’s nothing really in comparison to what these boys are doing for the nation.”

Mr Perkins said the rehab work the soldiers do can be compared to the training and effort a top sportsman has to put in to prepare for an international.

“It’s been fascinating to see the intensity of the training sessions in the Welsh camp and it’s been a real motivational factor for these soldiers.” They report every day wearing their gym kit and they all have the three feathers emblazoned on their chest so that gave me the idea of getting in touch with the national team and seeing if they can help out.

“The response has been brilliant ñ not only did these four soldiers get to meet some of their heroes but we have a hospitality box for the game so we can bring some of the other guys down as well.

“They have to turn in every day to do their work and physio and sometimes the chins can drop, so things like this will really do wonders for their motivation and mental health and we can’t thank the WRU enough.”

Woodgates was medically discharged with a Pension on 3 January 2013; sold together with two letters related to discharge, his last Pay Slip, and copied research.



617 The campaign group of four awarded to Corporal P. J. F. Legge, Worcestershire and Sherwood Foresters Regiment, later Adjutant General's Corps (Staff and Personnel Support) and Intelligence Corps

A trained Sniper and HUMINT operator he served in Northern Ireland with the Close Observation Platoon before transferring units to visit Saddam Hussein's Iraq before the invasion in order to survey his Nuclear, Chemical and Biological Warfare capabilities with a discrete and small body of soldiers - besides this he participated in Special Forces exercises, perhaps an indication of further 'laurels'

On the sports field Legge was a talented cricketer who earned Regimental and Infantry Colours, besides Captaining the British Army in Germany and Coaching the German National eleven



General Service 1962-2007, 1 clasp, Northern Ireland (24808338 Pte P J F Legge WFR); Iraq 2003-11, no clasp (24808338 Cpl P J F Legge AGC(SPS)); Jubilee 2002; Accumulated Campaign Service Medal 1994 (24808338 Cpl P J F Legge WFR), mounted court-style as worn, *pin removed, good very fine* (4)

£800-1,000

Patrick Joseph Frith Legge was born on 2 October 1970 enlisted at Worcester on 3 November 1987. He served with the 1st Battalion, Worcestershire and Sherwood Foresters Regiment in Northern Ireland with the Close Observation Platoon from January 1989-February 1991. Legge completed a plethora of unusual and varied qualifications in order to assist his work and participated in Operation Potter's Wheel with the United States Special Forces in Germany in November 1992. From March-September 1994 he served in Northern Ireland with an Intelligence Cell covering 'Int gathering, Terrorist & vehicle recognition & briefs'. Badged as a Sniper in November 1995, he saw a range of roles from Tidworth, serving in the Intelligence Cell, Warrior Company, Sniper Section, Milan Platoon and Provost Staff from September 1994-November 1999. This included war fighting intelligence gathering, AFV recognition, intelligence gathering on/off the battlefield, world hotspots briefing & written briefs, personnel security briefs and Eire visit briefs.

Assisting the training of Parachute Regiment recruits at Catterick from August 2000-2001, he thence transferred to the Adjutant General's Corps (Staff and Personnel Support).

This appointment left Legge handling Classified Documents and in control of security locks and keys at Upavon. His final operational deployment was of a most interesting nature, for he found himself with the Joint Force Logistic Component (102 Logistic Brigade) in Kuwait and Iraq from January-March 2003. He worked on the AP3 Ryan, the United Kingdom's Military Database and a Junior NCO on the Nuclear, Biological and Chemical Warning and Reporting Cell who probed Hussein's regime for its capability. Given the nature of their work they received the Medal without Clasp.



Besides from being an outstanding soldier, Legge also excelled on the cricket field. He earned Colours from the Worcestershire and Sherwood Foresters on 9 October 1992, Infantry Colours on 29 September 1998 and Adjutant General's Corps on 21 July 2006. Besides Captaining the British Army in Germany, he also gained his ECB Coaches Level 2 qualification in April 2003.

Whilst serving with the Intelligence Corps in 2005, Lieutenant-Colonel P. J. Ingram offered a fine appraisal:

‘Cpl Legge is a highly capable, experienced NCO who is an asset to my unit. He has the ability to make a very sound SNCO and should be promoted now. Cpl Legge is one of those NCOs that you would want to take to war. He is knowledgeable, capable, experienced and gets things done no matter what the difficulties are or who he has to deal with.’

Sold together with full copied service history, including Certificates, Staff Reports and photographs.

618 Pair: Private C. G. Pow, Black Watch



General Service 1962-2007, 1 clasp, Northern Ireland (25074166 Pte C G Pow BW); Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25074166 Pte C G Pow BW), mounted court-style as worn, *pin removed, good very fine (2)*

£180-220

The Black Watch were involved in the taking of Basra in the early stages of the Iraq War.



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Left: A hang-and-stand Mahogany presentation case/frame on navy blue velvet with name plaque.

For further details please contact:

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619

Six: Sergeant K. Craigs, Adjutant General's Corps (Staff and Personnel Support), late Royal Regiment of Fusiliers



General Service 1962-2007, 1 clasp, Northern Ireland (24651101 Fus K Craigs RRF); Iraq 2003-10, 1 clasp, 19 Mar to 28 Apr 2003 (24651101 Cpl K Craigs AGC (SPS)); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (24651101 Sgt K Craigs AGC (SPS)); Jubilee 2002; Volunteer Reserve Service Medal, E.I.I.R., with further Award Bar, officially dated '2003' (24651101 Cpl K Craigs AGC (SPS)); N.A.T.O. Medal 1994, 1 clasp, ISAF, mounted court-style as worn, *pin removed and the last loose, first with official correction to surname, good very fine* (6)

£400-600

Karl Craigs was born on 9 August 1966 and enlisted in the Royal Regiment of Fusiliers at Newcastle on 27 April 1983. He served on active service with the 1st Battalion in Northern Ireland from 13 July 1984-28 January 1986 and two tours of Cyprus from 23 February-1 December 1986 and 4 February-25 November 1987. He was a Rifleman in Northern Ireland, with the Mortar Platoon in Cyprus and a Clerk in a Rifle Company and Battalion Headquarters. Transferred to the Reserve on 27 November 1987, he was awarded his Volunteer Reserve Service Medal on 19 September 2000. Recalled for the Iraq War and served attached to the 2nd Royal Tank Regiment Battle Group from 8 March-18 May 2003 as a Finance Clerk and occasional HGV driver, earning a clasp to his Volunteer Reserve Service Medal on 29 November 2005. Craigs was once again called on to serve in Afghanistan during Operation Herrick 6 with the Royal Logistics Corps at Camp Bastion. As a soldier 'not afraid to get his hands dirty', he also served as a guard for suspected insurgents in the Temporary Holding Facility on the base and it was commented he had 'the potential for greater things; has the potential to be an independent Chief Clerk and is capable of Warrant Officer rank if time were permitting.'

Discharged from the service on 24 October 2007, he later took up work as a Freight Driver for Light Freight Services of Seaham, Durham - his career being studied by students of the Leeds Business School; sold together with named boxes of issue for the Iraq Medal and clasp for the VRSM, copied service records and a number of photographs.



620 Three: Fusilier K. P. Lovell, Royal Welsh, late Royal Welch Fusiliers



Iraq 2003-11, no clasp (25173362 Fus K P Lovell RWF); General Service 1962-2007, 1 clasp, Northern Ireland (25173362 Fus K P Lovell RWF); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan ((25173362 Fus K P Lovell R Welsh), *good very fine* (3)

£250-300



Kevin Paul Lovell enlisted in the Royal Welch Fusiliers on 18 June 2003 and was discharged on 31 March 2010, taking up a position at HMP Altcourse; sold together with copied Certificate of Service and two photographs.

621 Pair: Corporal B. 'Billy' McDermott, Duke of Lancaster's Regiment, late King's Own Royal Border Regiment, a trained sniper who served as a Strike Team Commander during a raid on the Shia Flats, Basra - their mission removed the threat of 20 Iraqi insurgents who had previously killed a number of his comrades with an IED



Iraq 2003-11, no clasp (25168281 Pte B P McDermott Korbr); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Cpl B P McDermott Lancs 25168281), *nearly extremely fine* (2)

£250-300





B. ‘Billy’ McDermott served in Basra as a Strike Team Commander during an operation that killed 20 insurgents in the Shia Flats area. The prominent group had been responsible for the deaths of four comrades a week before with an IED, including the death of a the female Intelligence, Surveillance, Target Acquisition and Reconnaissance Officer. The attack was widely reported in the British press and an account is available via:

<https://www.telegraph.co.uk/news/worldnews/1548413/20-Shia-gunmen-die-in-British-Basra-fightback.html>

On another occasion in Iraq, Kingsman A. J. Jones, a member of McDermott’s patrol group was killed in action on 23 April 2007 during an attack in the Al Ashar area. He latterly served in Afghanistan, initially on two-month postings that were extended to a 6-month attachment to the Grenadier Guards. This attachment included being ‘on the scene shortly after the rogue Afghan policeman murdered some Guards’. A further attachment to 3 Rifles in the Babaji and Sangin Valley area followed; sold together with numerous photographs and typed research.

622

Pair: Corporal R. S. Heath, Royal Army Medical Corps, late Light Infantry



Iraq 2003-11, no clasp (25061531 LCpl R S Heath LI); Operational Service Medal 2000, for Afghanistan (25061531 Cpl R S Heath RAMC), *good very fine* (2)

£180-220



Sold together with card box of issue for the Operational Service Medal and 15 photographs from the recipient's active service.

623 Pair: Trooper D. S. Freer, Light Dragoons, Royal Armoured Corps



Iraq 2003-11, no clasp (25157819 Tpr D S Freer LD); Operational Service Medal 2000, 1 clasp, Afghanistan (25157819 Tpr D S Freer LD), mounted court-style as worn, *pin removed, nearly extremely fine* (2)

£200-300



David Stephen Freer enlisted in the Light Dragoons in September 2002 and served in Iraq during 2005 with 'B' Squadron. He would have participated (either as a spectator or player) in the famous 'Desert Ashes' that summer which took place at the Al Muthanna Cricket Ground, some three miles south of Baghdad. The 2nd Australian Cavalry came up against the Light Dragoons in 55 degree heat and dished out a thrashing in their first encounter, scoring 221-6 off the allotted 25 overs. The Dragoons mustered just 102 all out. Both units formed part of Task Force Eagle, who pushed out into the city to fight insurgents during the tour.

Freer was deployed to Afghanistan in late 2006 and signed off from the British Army in November 2007; sold together with a plethora of images from his time on active service, copied service records and qualification certificates and copied research.

624

A historic campaign group of three awarded to Rifleman D. A. 'Dan' Meally, The Rifles

He witnessed his fair share of action in Iraq and Afghanistan - including being on patrol when his close friend and mentor Colour-Serjeant K. Fortuna was killed in action, and serving alongside Serjeant D. Cutterham the very next day when he won a C.G.C.

Meally's image went global when it was captured by Alison Baskerville during Operation 'Zangal Haf', the daring commando mission deep behind enemy lines which resulted in the destruction of a number of bomb factories; the shot of him firing his LMG at the enemy made the front page of *The Sun*

Returned from the front Meally wanted a further taste of action and having seen the scourge of the Islamic State (ISIS/ISIL) he made his way to link up with the Kurdish People's Protection Unit in Syria, fighting on the front line as a 'Lion of Rojava' together with Canadian poster-boy Brandon Glossop



Iraq 2003-11, no clasp (25184357 Pte D A Meally LI); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25184357 Rfn D A Meally Rifles); Jubilee 2012, the first two mounted court-style as worn, *good very fine* (3)

£600-800

Understood to be the first group seen at auction for a confirmed combatant against ISIS.

Daniel Alan Meally enlisted in the Light Infantry on 11 May 2004 and volunteered for a tour of Iraq with the Devonshire and Dorset Regiment during Operation Telic 8 in 2006. Returned home, Meally passed the All Arms Commando Course and joined 1st Battalion, The Rifles attached to 3 Commando Brigade.

Two days in hell

Having served his first tour of Afghanistan with 'S' Company, he returned in 2011 with 'A' Company during Operation Herrick 14. On this tour Colour-Serjeant K. Fortuna was killed in action by an IED whilst leading a patrol on 23 May, whilst in support of the 'Black Knights' of Kilo Company, 42 Commando, Royal Marines, with Meally close to his mentor. He later commented:

'What he didn't know about machine guns and other heavy infantry weapons wasn't worth knowing. The things he taught me basically improved the odds on my surviving.'

The very next day Serjeant Deacon Cutterham earned himself the Conspicuous Gallantry Cross during an 8-man patrol that included Meally. Cutterham plunged his arm into a water-filled ditch in Afghanistan to retrieve a live grenade that had been tossed in their direction and calmly dropped it into a parallel ditch. Had he not done so, the patrol would have been exposed to its blast.

Zangal Haf

August 2011 brought further action and threw Meally into the spotlight when his part in Operation 'Zangal Haf' was captured. The official MOD press release perhaps offers the best insight:



'The operation, codenamed ZANGAL HAF (Zangal Hope) after the village close to where the operation would take place, was aimed at disrupting insurgents in the Nahr-e Saraj district, where the 1 RIFLES Battle Group is based.

Early on the morning of the operation, soldiers from A Company, 1 RIFLES, and the AUP patrolmen boarded Chinook helicopters in Camp Bastion and flew deep into the Green Zone, behind enemy lines.

With the AUP in the lead, the combined force of soldiers and policemen moved towards their intended target.

With temperatures rising fast under the Helmand sun, mud-clogged fields underfoot, and endless rows of seven-foot-high (2.1m), densely packed maize and corn 'jungles', progress was slow and draining.

The operation took place during the holy month of Ramadan, when Muslims fast between sunrise and sunset. Their religion means that the AUP are unable to eat or drink during the day and that can prevent them from taking part in operations.

However, with permission from Lieutenant Colonel Masloom, who works in Nahidullah, the patrolmen opted to break their fast so they could play a key role in securing the area. Major Mirza Khan, the AUP Commander, said:

'We are responsible for the safety of the people. If we do not work during Ramadan, the people will not be safe. The insurgent does not respect Ramadan and so we must work to stop him.'

While moving through the tough terrain, the focus for the AUP was to check and clear compounds, searching for evidence of insurgent activity. As the patrol pushed forward, the lack of people was noticeable and it was also eerily quiet - often a sure sign of insurgent presence.

The AUP led the searches of a number of compounds that were suspected of being Taliban safe houses which they use as bomb factories and for hiding themselves and their weapons. During this dangerous part of the operation soldiers from 1 RIFLES were in close support and provided a secure cordon to allow the searches to be carried out as safely as possible.

As they searched one of the compounds, there was a massive explosion.

One of the patrolmen had triggered an improvised explosive device which had been hidden in a building. Immediately, his AUP colleagues and soldiers from A Coy went to his aid, being careful not to set off any secondary devices that might be lying in wait.

After being treated at the scene by the medics, the patrolman was airlifted to hospital in Camp Bastion by the Medical Emergency Response Team. Sadly though, despite treatment, he died of his injuries.

Despite the loss of one of their comrades, the AUP's resolve remained strong and the patrolmen continued their mission to clear compounds for the remainder of the day.

Major Karl Boswell, the Officer Commanding A Coy, said:

'I take my hat off to them, they are phenomenal and they are still going at it despite having taken a casualty.'

As the operation continued the AUP found a small amount of homemade explosive (HME). Significantly the HME discovered was an ammonium nitrate mix rather than an aluminium nitrate mix. This is a sub-standard explosive and indicates further that the good work of the Afghan security forces and ISAF is disrupting the supply of high grade explosive material to the Taliban.

As the operation moved into the closing phase and the patrol was less than a kilometre from Patrol Base 4, where the AUP and A Company are based, the enemy launched an ambush and the patrol came under sustained fire.

Rifleman James Clark, one of those caught up in the fire fight, said:

'The rounds were coming in close, they were landing at our feet and flying just over our heads. We managed to get into some cover but then we were shot at from the rear too.'

'There are all sorts of emotions going through your mind. I wouldn't say I was scared, but you are anxious as to whether or not the rounds are coming near you.'

For 45 minutes, the patrol was pinned down by the enemy fire. Throughout, the AUP took the lead, giving directions on how to manoeuvre to counter the attack. A Coy called in support from their colleagues back at base, who put a sniper team in place to target the insurgents. Eventually, the AUP and Riflemen were able to extract back to the safety of Patrol Base 4.

Ten hours after they had lifted off from Camp Bastion, the patrol reflected on the events of the day and the loss of one of their colleagues.'

Face to face with ISIS

Having left the Army on 11 December 2012, Meally took some private security work but by 2015 was appalled by the rise of the Islamic State across the Middle East. He took it upon himself and contacted the Kurdish People's Protection Unit via the internet. He made his way to Syria and a few days later found himself on the front lines, as a 'Lion of Rojava'. A good introduction to their role can be viewed via:

<https://www.youtube.com/watch?v=KCOsyMICQwI>



Meally (r) and Glossop (l)

Once there he met a fellow ex-serviceman, the Canadian Brandon Glossop who himself wrote a blog of his experiences. The pair stood shoulder to shoulder with their Kurdish brothers and took the fight to the enemy and asked to go into the action. They didn't have to wait long, coming under heavy machine-gun fire from 1000m. Offered the choice of a sniper rifle and a light machine gun. Glossop continues:

'Rounds peppered the berm below us and sliced the air above us, but all the Kurds seemed concerned about was that my first firefight with them was as satisfying as possible. Flattered, I took the 7.62 Dragnov with a half decent scope, and Dan, being an ex-machine gunner took the PKC.'

Meally later posted:

'And yes we are winning hard.'

The pair served for some 7 months with the YPG. Meally on his comrades:

'The YPG have a real respect for the people who leave their homes and jump in a trench with them. They are sick of debates about 'we should do something in parliaments all around the world. They really, really, really do truly appreciate it.'

When the time came to return home the YPG even gave a bounty of \$200 and paid for the pairs air fare home, but getting to a safe airport proved tricky, as reported by *National Post*:



'Leaving Syria was an ordeal. Glossop and Meally said they were driving to Sulaymaniyah when they were stopped at an Iraqi police checkpoint. During the search, police found an ISIL booklet that Meally had taken as a souvenir. Suspecting they might be ISIL foreign fighters, the police held them overnight but soon realized their mistake.'



Meally found himself visited by Special Branch and was detained under UK Terror Laws upon his return but was released; sold together with the ISIS fighter's booklet, medal, a Syrian, Iraqi and Afghan banknote, copied Certificate of Service besides cap Badge and Rifles cloth insignia.

625 Three: Sergeant L. K. Carswell, Special Investigation Branch, Royal Military Police, who latterly served on covert intelligence missions in Afghanistan and appears to have participated in 'Black Ops'



Iraq 2003-10, no clasp (25148208 LCpl L K Carswell AGC(RMP)); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Sgt L K Carswell AGC(RMP) 25148208); N.A.T.O. Medal 1994, 1 clasp, ISAF, *good very fine* (3)

£240-280





Luke Kenneth Carswell enlisted in the Adjutant General's Corps (Royal Military Police) in February and served with 110 Provost Company in Iraq during Operation Telic 3 from October 2003. Carswell offers an account:

'This was a six month operational tour where I was attached to A Company, 1 RRW, based in Basra. Our primary role was to assist the Iraqi Police Service with their recruitment, training and ongoing development.

During this tour we were involved in numerous intelligence led operations against known insurgents and were involved in numerous contacts. We were fortunate as a unit not to sustain any fatalities during this tour.'

Transferred to the Special Investigation Branch, Carswell served on Operation Herrick 9 and offers a further account:

'I deployed as part of 62 Section. Upon arrival in theatre we were responsible for investigating all deaths of British Service personnel in theatre and compiling comprehensive reports to the Coroner and conducting all repatriations back to the UK. This always involved being forward in frontline patrol bases with infantry units so that we were able to respond to incidents immediately.

In January 2009 I was seconded to a specialist multi-national Counter Intelligence unit that reported directly to the commander of ISAF in theatre. Obviously due to the sensitive nature of those operations and the fact that many of them are still ongoing both in theatre and other parts of the world I am unable to provide details of specifics.

Generally I was involved in intelligence gathering using both overt and covert methods throughout Afghanistan.'

Carswell left the Army in late 2009; sold together with named both of issue for O.S.M., typed account of deployments, a number of photographs with the identity obscured of a number of fellow operators.

626 Four: Lance Corporal M. A. B. Hilson, Queen's Royal Lancers

Iraq 2003-10, no clasp (25194856 Tpr M A B Hilson QRL); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (LCpl M A B Hilson QRL 25194856); Jubilee 2012; N.A.T.O. Medal 1994, 1 clasp, ISAF, *nearly extremely fine* (4)

£200-300



Martin Andrew Brian Hilson, a native of Trent Vale, was born in 1989, enlisted in the Queen's Royal Lancers on 1 September 2004 and first saw active service with 'C' Squadron in Iraq in 2007. During that deployment he acted as a Troop Leader's Driver and Light Machine Gunner. It became clear the unit were destined for Afghanistan in 2010 and Hilson gave comment for *This is Staffordshire* in June 2010;

'I'm a bit nervous, but when we get out there our training will kick in. We are going there to make it a better place.'

Whilst on that tour he remained with 'C' and served as Second in Command of Jackals and as a gunner on the Scimitar - taking the senior Lance Corporal's role whilst within a fighting platoon.

Besides his service, Hilson represented his Squadron in Cross Country Running and found himself a most capable Nordic skier, representing the Regiment in Norway in the biathlon. Another trip was recalled in *The Vedette*;

'We met up with our Alpine Brethren who gave us a taste of their day (slackers, it's all downhill), which allowed LCpl Hilson to demonstrate his indiscriminate speed to Lt Purbrick (attempted sabotage?) and Tpr Law to leave multiple face imprints across the pistes of Les Contamines.'

Hilson was discharged on 6 July 2012; sold together with copied service record and numerous photographs of service besides research.



627 Four: Trooper A. M. Chester, Royal Tank Regiment, Royal Armoured Corps



Iraq 2003-10, no clasp (25188908 Tpr A M Chester RTR); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (Tpr A M Chester RTR 25188908); N.A.T.O. Medal 1994, 1 clasp, ISAF; Jubilee 2012, *good very fine* (4)

£240-280



Ashleigh Mark Chester enlisted in the Royal Armoured Corps in February 2005 and served with the 2nd Royal Tank Regiment in Iraq in 2007 and in Afghanistan in 2010. During that second deployment Chester would have served with his unit on the deadly ‘Peace Street’, Route 611 in Helmand Province. The road was something quite remarkable and had come from a £22m donation from Gulf Arab Aid that would be built by VICC, Afghanistan’s largest construction company. The issue was that the road ran through Taliban country and thus it required 1,500 mercenaries and a squadron of the 2nd Royal Tanks to help protect the construction workers and the eccentric Welsh engineer who had taken the project on. In spite of ambushes and numerous IED’s that littered the trail, the project was completed. Chester took his discharge on 11 September 2012; sold together with copied Certificate of Service, named cloth insignia and a plethora of images from his time on campaign, including IED’s.



628 Pair: Gunner K. E. 'Kenny' Dowding, 7th Parachute Regiment, Royal Horse Artillery, who carved out a professional rugby career alongside his active service and represented the Army and Combined Services as a loose-head prop forward



Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25141657 Gnr K E Dowding RA); Operational Service Medal 2000, 1 clasp, Afghanistan (25141657 Gnr K E Dowding RA), *nearly extremely fine* (2)

£300-400



Ken E. Dowding - or 'Kenny' to his comrades and teammates - was born on 17 December 1984 in Manchester. Educated at Alderbrook School, he played rugby as a schoolboy before representing Birmingham and Solihull RFC. He enlisted in the Army aged 16 and was later told that he had the potential to represent the armed forces. Dowding gained his first cap for the Artillery whilst in Phase 2 training at Larkhill before joining 7th Parachute Regiment, Royal Horse Artillery, serving in 1 Para Battery (Bull's Troop) in Iraq. Seeing further active service in Afghanistan during 2008, Dowding would serve alongside gunners from the Australian Artillery, the first time that unit had been deployed in their primary role since the Vietnam War.

On the sport field, things continued to go well for Dowding. He is one of a handful of players capped for the Combined Services (vs The Barbarians) before his debut for the Army in the Army vs Navy, Twickenham Stadium, 2010. He played in further editions, including their 48-9 victory in 2012, which drew a record crowd of 65,302. In the summer of 2011 Dowding was signed for the Ospreys and gave an interview for *Wales Online*:

'It's a big opportunity for me.'

Last season I was able to see how Bridgend and the Ospreys work, I spent time training here and got a chance to work with the boys, but obviously, this year is big opportunity and challenge for me. I've got to work hard in training, perform well in the games I get and really try to make a good impression.

There are a couple of other players combining an army career with playing top level rugby, so it is achievable. The army is very flexible when it comes to things like this, and will see it as a good way of recruiting new soldiers as they realise that 16, 17 or 18 year-olds who play rugby can look at it and see that there is a career opportunity for them. People may think of it as an option they may not have looked at. There's also the benefits that the army rugby team gets when players go back there having gained experience with professional sides, it helps to raise the standard of the team there, and to bring along players in forces rugby. Believe me, that's as competitive as it gets.

The army has given me some fantastic experiences, not least travelling the world to play rugby, but there's no getting away from it, I have experienced plenty of things in places like the Iraq war and in Afghanistan that aren't so fantastic.

But I'm really fortunate to have been able to experience everything that I have done, and now I have a great opportunity to play rugby, training with the Ospreys and who knows where it will lead. The way it works with the Army is that I can only sign for twelve months at a time for a rugby team as they review things annually.

I'm still a serving member of the army and could be called up if the Regiment is, and I will be serving my full 25 year term. During the off-season I'll spend some time back at the barracks, but the reality is I'm a full-time rugby player for the next year.'

Dowding later played for Bath (2012-13) and London Irish (2015-16); sold together with photographs, 2012 Match Programme, '7Para RHA RFU' badge cut from a shirt, magazine cuttings and research.

629

A fine campaign group of three awarded to Lance Corporal D. J. Hinton, Royal Logistic Corps, a confirmed member of 321 Explosive Ordnance Disposal Squadron - the most decorated unit in the British Army - his service in Northern Ireland during Operation Banner included being in command of the call of duty to investigate and make safe all IED's and EOD's within just ten minutes

Hinton has the unusual accolade of serving with his unit during Operation Helvetic, a member of 'Holywood Troop', remarkably called to action to over 50 Improvised Explosive Device Disposal incidents between 28 March - 12 July 2010 alone



Iraq 2003-11, 1 clasp, 19 Mar to 28 Apr 2003 (25145282 Pte D J Hinton RLC); General Service 1962-2007, 1 clasp, Northern Ireland (25145282 LCpl D J Hinton RLC); Accumulated Campaign Service Medal 1994 (25145282 LCpl D J Hinton RLC), mounted court-style as worn, *pin removed, good very fine* (3)

£400-600

No finer introduction to the remarkable lives and times of men like Hinton can be made than directing the reader to view *Bomb Squad Men; The Long Walk*, broadcast by the BBC, available via:

https://www.youtube.com/watch?v=y-jL3drcH_8



David John Hinton was born on 28 August 1983 and served with the Royal Logistic Corps in Iraq and Northern Ireland. He served in Northern Ireland from 2004-11 with the famed 321 Explosive Ordnance Disposal Squadron. He was with the unit at the official conclusion of Operation Banner and thereafter with the opening of Operation Helvetic. Little more needs to be said of their highly important work, although Chris Ryder's *A Special Kind of Courage: Bomb Disposal and the Inside Story of 321 EOD Squadron* gives perhaps the finest insight into their story.

Hinton's Staff Report, by Captain Tennant, covering the dates 28 March - 12 July 2010 gives a fine insight to his work:

'LCpl Hinton has been attached to Holywood Troop, 321 EOD Sqn RLC on Op Helvetic. He has been employed during this period as a Joint Service No2 IEDD Operator within an EOD team. During this time he has been responsible for the management and operational readiness of his EOD team equipment. On task he is also responsible for the running and safety of the ICP in the Operator's absence.

LCpl Hinton volunteered to remain at 321 EOD Sqn after delivering driver training on a specialist piece of equipment. He responded to over 50 IEDD incidents during his tour, and without exception his performance whilst working as a No2 was outstanding. He has a good presence in the ICP and is entirely capable of managing interaction with the Police whilst the Operator is conducting manual activities at the target. He is able to work unsupervised and is very dependable in using proven methods and techniques to achieve results. The constant excellent state of team equipment and associated documentation in Holywood Troop is a testament to his hard work and professionalism.

LCpl Hinton has a calm manner and is clearly intelligent, well organised and capable in all IEDD situations. He is a quiet individual, though also one with a pleasant persona and excellent verbal communication skills. He integrates easily with a new team and soon proves himself to be a valuable member.

He is clearly ready to attend the High Threat No2 IEDD Operator Course and also recommended to return to 321 EOD Sqn in the future if he so desires. LCpl Hinton is clearly and consistently working to a level far above that expected at his current rank and shows all the attributes of that expected of a Cpl. This has been an excellent tour for a No2 of the highest standard.'

Hinton did pass No 903 EOD (IEDD) No 2 Joint Service Course in October 2009; sold together with copied career Confidential Staff Reports, Course Certificates and photo of 321 EOD at the end of Operation Banner, with Hinton identified on the reverse.

630

Three: Corporal S. R. A. 'Paddy' Haire, Royal Logistic Corps, a specialist operator who served with 11 Explosive Ordnance Disposal Regiment



Iraq 2003, 1 clasp, 19 Mar to 28 Apr 2003 (25131960 Pte S R A Haire RLC); General Service 1962-2007, 1 clasp, Northern Ireland (25131960 LCpl S R A Haire RLC); Jubilee 2012, first two mounted court-style as worn, *pin removed, good very fine* (3)

£200-300

Samuel R. A. Haire was born on 21 November 1983 and served with the Royal Logistic Corps in Iraq and Northern Ireland. The British Army website gives more information on 11 EOD:

'11 EOD Regiment RLC is the British Army's specialist unit responsible for counter terrorist bomb disposal and Explosive Ordnance Disposal (EOD), the recovery and safe disposal of conventional munitions. The Regiment also inspect and licence ammunition storage and enforce explosives regulations.

The Regiment carries out its mission on all deployed and expeditionary operations worldwide and at home throughout Great Britain and on British Forces bases in Germany.

11 EOD Regiment RLC employs around 500 specialist soldiers selected from five individual corps within the British Army. Ammunition Technicians form the majority of the Regiment's personnel, together with Drivers and Supply Specialists, belonging to the Royal Logistic Corps.



The Royal Corps of Signals provide our Electronic Counter Measures and Communications Specialists. Military intelligence operators staff our intelligence section providing the Regiment with essential counter terrorist information. REME Technicians keep our vehicles, specialist equipment, such as 'Wheelbarrow' bomb disposal robots and our high tech electronics, operational. Administrators from the Adjutant General Corps are employed in our UK and overseas units.'

Haire completed numerous specialist and unusual training courses - including completing the Paragliding Elementary Pilot (Alpine) and Summer Mountain Leader Training course with the Joint Service Adventurous Training Scheme besides, being a qualified Saxon Driver. Earning Regimental Football Colours, Haire was still in service in 2012; sold together with numerous original course certificates, Confidential Staff Report, various photographs from active service and copied research.

AWARDS FOR GALLANT OR DISTINGUISHED SERVICE

Sold by Order of the Family

- 631 The superb Great War C.B. group of eight awarded to Admiral V. H. G. Bernard, Royal Navy, whose campaign service saw him earn four foreign decorations and a trio of 'mentions'

Having begun the war in command of *Venerable* - his charge included the bombardment of the Belgian coast in 1914 and the operations at Gallipoli the following year - he latterly commanded *Neptune* at the Battle of Jutland and was made a Naval ADC to the King

The Most Honourable Order of the Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamel, in its *Garrard & Co.* case of issue; 1914-15 Star (Capt. V. H. G. Bernard. R.N.); British War and Victory Medals, M.I.D. oak leaves (R. Adml. V. H. G. Bernard.); **France**, Republic, Legion of Honour, Officer's breast Badge, gold and enamel, poincon mark to downward tassel, with rosette upon riband; **Italy**, Kingdom, Order of the Crown, Commander's neck Badge, by *Cravanzola*, gold and enamel, in its fitted case of issue with full neck riband; **Russia**, Imperial, Order of St. Anne, Military Division, Second Class neck Badge, with crossed swords, gold (56 zolotniki) and enamel, maker's mark and court stamp to reverse, gold marks and kokoshnik marks suspension ring, in fitted case of issue with full length of neck riband; **Japan**, Empire, Order of the Sacred Treasure, Second Class breast Star, silver-gilt and enamel, sacred beads all present, in rio-nuri lacquered fitted box of issue with purple tassels, the Trio and Legion of Honour mounted as worn, *generally good very fine* (8)

£2,800-3,200

C.B. (Military) *London Gazette* 1 January 1918.

Italian Order of the Crown 3rd Class *London Gazette* 8 August 1916.

French Legion of Honour 4th Class *London Gazette* 15 September 1916.

Russian Order of St Anne 2nd Class *London Gazette* 5 June 1917 (Jutland).

Japanese Order of Sacred Treasure 2nd Class *London Gazette* 11 August 1919.



Vivian Henry Gerald Bernard was born on 30 August 1868 at Simon's Town, Cape of Good Hope, son of Inspector-General John Bernard. Educated at Stubbington House School, young Bernard became a Naval Cadet on 15 July 1882 and was made Midshipman on 15 January 1884. Promoted Sub-Lieutenant, 25 February 1888, Lieutenant, 25 February 1889, he qualified as a Gunnery Lieutenant in 1893, trained at *Excellent*. Advanced Commander on 30 June 1901, he spent a spell in the Department of Naval Intelligence, being made Captain on 26 June 1906, in command of the cruiser *Topaze*. By August 1907 he took command of *Argonaut* and then *Revenge* a year later. His final appointments before the Great War included command of the Gunnery School, Devonport from 1910-12 and of *Argyll*, May 1912-June 1914.

Belgian operations - first 'mention'

Upon the commencement of hostilities, Bernard was given command of the battleship *Venerable*, which played a notable role in the bombardment of the Belgian coast in the early stages of the operations. The report of Assistant Paymaster J. S. Foster (original copy included in the Lot), who accompanied Bernard upon the Bridge during the actions gives a fine official account of the operations of 27-31 October 1914. *Venerable* left Dover at 0139hrs on 27 October, with Admiral Hood flying his colours from her first fired on Lovie at 0745hrs that same morning, before unloading into Mannekensvere an hour later, the *Mohawk* also engaging a nearby enemy submarine that patrolled the waters. The day continued with a further bombardment of Lombartzyde which drew a shore signal:

‘Your fire is splendid. Suggest you economise ammunition as there is now a lull here. German balloon apparently over Pierre Capelle.’

Firing on Polder at 1430hrs, the Germans gave their reply soonafter, also firing on the *Rinaldo* which had assisted *Venerable*. Their first day of work closed just after 1700hrs, returning to Dunkirk to prepare for more. The following morning the Belgian Minister of Marine gave encouragement:

‘Your shells have had great effect, whole villages have been blown into the air and the Germans have today ceased altogether to trouble us. Herewith some gossip for tomorrow. Hope you are enjoying these aquatic sports. We are still holding on tight and I think the attack is broken. Your help is invaluable!’

The Admiralty gave their weight:

‘You have all done very well and on land the line has been maintained, keep it up. Husband ammunition till good targets show, but risks must be run. Allies left must be supported without fail by the Navy.’

A letter from Able Seamen Mason and Jones to old schoolmates and published in the *Ledbury Guardian* gives first hand insight:

‘It is with the greatest pleasure that I write you these few lines to thank you for your most welcome letter and postcards of dear old Bosbury. Well, we have had some exciting times, for the fighting *Venerable* has been in action on the coast of Belgium. Our ship had the honour of being the first battleship to be in action, the other ships have been cruisers, destroyers, and monitors. On account of the Germans bringing up their heavy guns it was necessary to send a heavy gunship to cope with them, so we joined up with Admiral Hood’s Squadron on the morning of the 27th October at early dawn. I went on deck at six o’clock, and the first thing I saw was one of our monitors shelling a position on the east side of Nieuport, and the Allied artillery ashore was firing also. Their position was on the west side. At 7.45am the *Venerable* fired her first shot, and the shell fell right in the enemy’s trench. Then we brought our 12-inch guns into play, each of which weigh 30 tons. Just fancy that striking a Uhlan in the watch pocket and on exploding scattering ‘seeds of kindness’ for a radius of about seven or eight hundred yards.

The *Venerable* simply raked their trenches fore and aft - it was unmerciful. The enemy replied with vigour, but each time we found their fire our guns would sweep their batteries. On the second day of the bombardment we had a proper exciting time. I was told off as upper deck patrol, in case of fire breaking out. I was standing in the starboard upperdeck battery, when a shell screamed about 30 feet above my head, passing between the two funnels. I went forward, portside, and saw one of my chums watching the result of the shell fire, and I spoke to him. At that instant another shell swept over our heads just missing our foretopmast. Their shells were falling all about us, but we were not stuck once. The enemy’s submarines were very active indeed on the second and third day and they tried their utmost to get at the *Venerable*. A torpedo on one occasion just missed our stern by a few feet. We opened fire on the submarine, and she disappeared, but I would not say that she was stuck. On the third day one of our destroyers tried to ram a German submarine. Several of our small ships were struck by the shells from the coast guns.

It was amusing to see the sloop *Vestal* thumping along after she was hit - she was in the wake of the *Venerable*, a little on our starboard quarter. The shells were falling very fast and the enemy ceased firing on the *Venerable* and concentrated their fire on the weaker ship (the *Vestal*). I saw the sport. Shells dropped all round her, and then one went clean through her foretop mast, unshipping her wireless. She put on a spurt, and at the same time swung round to the starboard and held that course for about a cable’s length, then swung to port again. She was banging away for all she was worth, as much as to say “Now try your luck”. The destroyers did magnificent work in repelling the attacks of submarines.



The *Venerable* was having a 'breather' when your most welcome letter arrived. I pictured dear old Bosbury when I was looking on the town of Nieuport. It was a flourishing town a few months ago, and now it is deserted. Not a soul is there except a few Germans watching the movements of our warships. On the east side, near the pier, the River Yser runs into the sea. The large buildings of the town were burning, set on fire by our shells. We had to fire in that direction because the German heavy guns were cleverly concealed in that locality. A terrible battle must have been waging on land, for we could hear the thunder of the guns that must have been several miles inland. I shall never forget the part we played in the bombardment. Poor Belgium. But there is one thing, the *Venerable* played the greatest part in avenging Louvain. We are all very proud of our ship, and so far as I am concerned, I would not be anywhere else for the world. And now I must close, as Tom is waiting to 'censor' this letter.'

In those five short days, *Venerable* fired a total of 962 shells, 249 12-inch and 713 six-inch. Bernard was duly 'mentioned' (*London Gazette* 13 April 1915 refers) for his part.

Venerable was returned to home waters and posted to defend Sheerness in November should a seaborne invasion follow. She shared in the action once again when called to bombard German positions near Westende on 11 March 1915 - a daring attempt to divert attention from the attack at Neuve Chapelle.

Gallipoli - brace

Bernard steamed *Venerable* to the Mediterranean and onto the Dardanelles in May 1915 in order to replace *Queen Elizabeth*, sharing in the attacks in mid August and using her experience gained during the early days of the war. With the weather meaning observation was almost impossible by 21 August, the attacks on Suvla Bay were scaled back, leaving the theatre to Gibraltar in October. Bernard duly added a second mention (*London Gazette* 14 March 1916 refers). In early 1916, Bernard took command of *Neptune* for a cruise of the North Sea which would be used to probe and test the German Naval position by Jellicoe whilst the inevitability of an epic battle rose to fever pitch.

Jutland - hat trick and Russian 'gong'

By the close of May 1916, it was clear a huge engagement between the German High Seas Fleet and the British Grand Fleet was in the offing. It would decide who held naval superiority in the North Sea. *Neptune* was the nineteenth ship from the head and early on she fired two salvos from her main guns at a barely visible battleship at 1840hrs. Around the time that the High Seas Fleet had reversed course, *Neptune* fired one salvo at the crippled light cruiser *Wiesbaden*. After the turn the ships of the 1st BS were the closest to the German line and at 1910hrs, she fired four salvos at the *Derfflinger*, claiming two hits. Shortly afterwards, the ship fired her main and secondary guns at enemy destroyers without result and then had to turn away to dodge three torpedoes. During the battle she fired 48 twelve-inch shells (21 high explosive and 27 common pointed, capped) and 48 shells from her four-inch guns.

Neptune had been sent to sea by Princess Helena of Waldeck and Pyrmont, Duchess of Albany, who kept in regular contact with her Captain, including one on 17 June following the battle:

'Dear Captain Bernard,

Your letter has given me intense delight and has deeply touched me. On hearing of the sea-fight my first thought was for the "Neptune" hoping she might be in it and the long months of weary waiting be rewarded. I send you and all under your command my warmest congratulations. I am indeed proud and delighted that you went into action flying my flag, which I always hoped would be the case and that it would bring you good luck, as I spent many a month stitching it and working into it every possible good wish for the ship and those who man her that an English heart can imagine for our Navy! I am deeply touched to see the value in which you hold my gift.

When I was working the Ensign whilst visiting abroad a Prussian General and his staff were quartered where I was staying - seeing me working at a carefully protected piece of work he inquired what it was. I told him "a battle Ensign for a ship", and had great satisfaction in spreading it out before his eyes the Union Jack - "Oh, it is English" was his remark to which I could only answer with: "What else?" Nothing more was said. Such a pity they were land-lubbers and could not see the finished Ensign flying!

I am thankful the "Neptune" came off without a scratch but have all on board had the same luck?

I wonder which German ships received your iron greetings?

Once again I wish you God Speed. Believe me.'

Bernard was rewarded with a third mention (*London Gazette* 15 September 1916 refers) and his Russian Order of St. Anne.

Further campaigns

Bernard remained in command of *Neptune* until 15 October 1917. In that time he was also appointed as Aide-de-Camp to the King on 3 July 1917 and promoted Rear Admiral on 26 September 1917. Made Captain of Portland Harbour thereafter, he finished the war with the C.B., the Italian Order of the Crown and the Japanese Order of the Sacred Treasure. He retired as Vice-Admiral in 1922 and was advanced Admiral in 1927.

Bernard was first married in 1900 to Ida Marie Gilles in Woollahra, New South Wales, with issue of a son. Ida died in 1925 and he was re-married to Eileen Mary Churchill in 1926, widow of Major W. M. Churchill, 12th Cavalry, Indian Army. Bernard had also had a daughter in 1918, Joan Bernard, while he was married to his previous wife. Having moved to Australia, he died on 18 February 1934 at Rose Bay, New South Wales.

Sold together with an extensive original archive including:

- (i) Bestowal Document for the C.B., with enclosures in envelope of issue.
- (ii) Three Mention in Despatches Certificates, together with relevant issues and forwarding letters.
- (iii) Letter confirming appointment as Naval ADC, dated 5 July 1917.
- (iv) Bestowal document for the Order of the Sacred Treasure, with translation.
- (v) Bestowal document for the Legion of Honour.
- (vi) Portrait miniature of the recipient, glazed and framed, the image 70mm x 90mm.
- (vii) A number of related letters, including from the Duchess of Albany, the Captain of H.M.A.S. *Australia*, together with newspaper cuttings.
- (viii) Original typed copy of 'Report of Bombardment of Lovie, Loebartzyde, Mannekensvere, Westende, Slype, Pierre Capelle, Polder and the surrounding district. by HMS "Venerable" on October 27th 1914 and following dates.'
- (ix) A quantity of service and personal photographs.

For the recipient's miniature dress medals, please see Lot 1167.

For the portrait miniature and related items of Major Churchill, please see Lot 1097.

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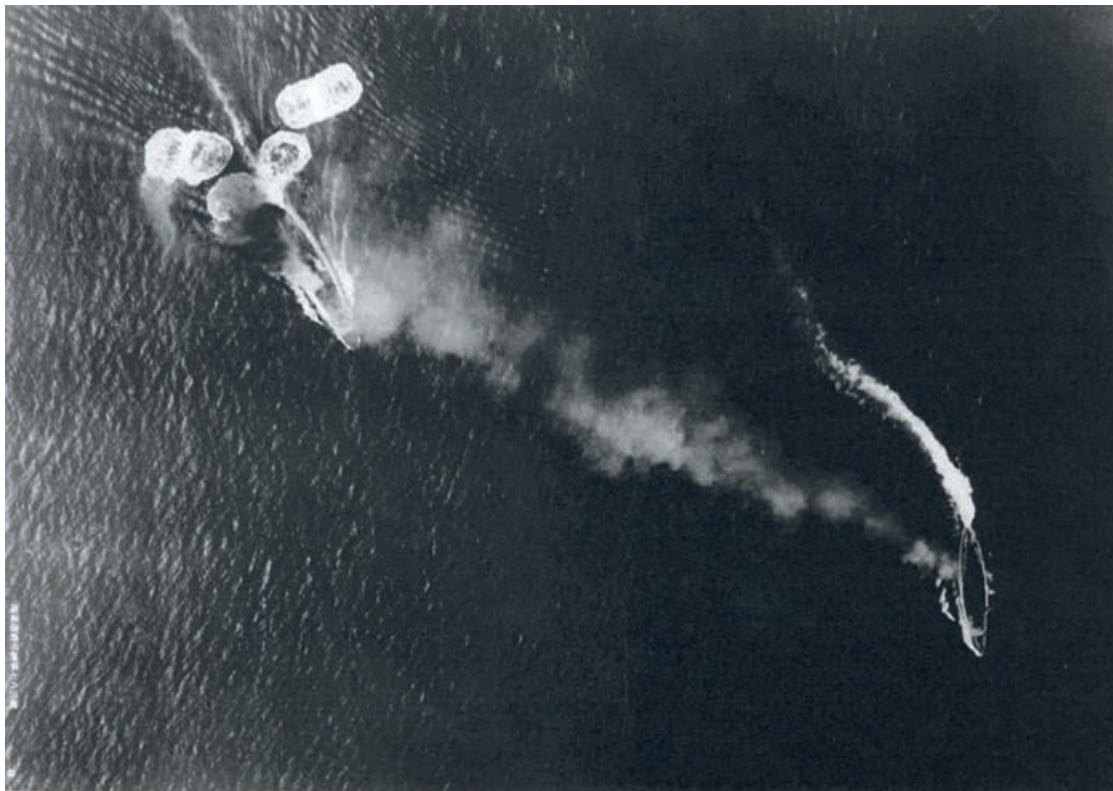
632 A Great War O.B.E. group of nine to Paymaster Commander L. V. Webb, Royal Navy, who was killed in action when H.M.S. *Repulse* and *Prince of Wales* were sunk by Japanese Torpedo Bombers, north of Singapore on 10 December 1941, two days after the Declaration of War

The Most Excellent Order of the British Empire, 2nd [*sic*] type, Military Division, Officer's (O.B.E.) breast Badge, silver-gilt; 1914-15 Star (Payr. Lt. L.V. Webb. R.N.), 'P' of rank treble-struck in places; British War and Victory Medals, with M.I.D. Oak Leaves (Payr. Lt. L.V. Webb. R.N.), *rank officially corrected*; Naval General Service 1915-62, 1 clasp, Palestine 1936-1939 (Payr. Cdr. L.V. Webb. R.N.); 1939-1945 Star; Atlantic Star; Pacific Star; War Medal 1939-45, *Great War Medals slightly later issues, traces of lacquer, generally very fine* (9)

£300-400

O.B.E. *London Gazette* 17 July 1919:

'For valuable services in H.M.S. *Marlborough*, 1st Battle Squadron.'



Lancelot Vere Webb was born in 1892 at Kensington, London and joined the Royal Navy in January 1905. Appointed Midshipman on 15 January 1910 he was promoted Sub-Lieutenant, 15 May 1913 - however, having been found unfit for service with the Executive Branch at sea (due to defective vision) he was transferred to the Accountant Branch as Clerk from 25 April 1913 and served in H.M.S. *Warrior* from May 1913-December 1915. Advanced Assistant Paymaster on 13 March 1914, he served in *Marlborough* for the remainder of the Great War.

Advanced Paymaster Commander in December 1931, Webb was secretary to the Captain in command of Singapore from 1931-33; from December 1940 he was posted for service during the Second War in *Repulse* and Webb was serving in her when she was attacked and sunk, along with the *Prince of Wales*, by land-based Japanese bombers and torpedo bombers, north of Singapore on 10 December 1941. *Repulse* was alone and without any air support of her own: she managed to avoid approximately 20 torpedo strikes before receiving four fatal hits which crippled and sank her in just six minutes. Webb is commemorated on the Plymouth Naval Memorial; sold with copied service record.

- 633 A fine Great War 'Merchant Service' O.B.E. group of three to Chief Engineer J. Lewis, who kept the *Demodocus* seaworthy when torpedoed by a German U-boat in the English Channel



The Most Excellent Order of the British Empire, Civil Division, Officer's (O.B.E.) 1st type breast Badge, 65mm including crown suspension x 49mm, silver-gilt, the reverse lower arm bearing hallmarks for *Sebastian Garrard*, London 1923, in *Garrard & Co.* fitted leather box of issue; British War Medal 1914-19 (John Lewis); Mercantile Marine War Medal 1914-19 (John Lewis), with two related riband bars, *very fine* (3)

£400-500

O.B.E. *London Gazette* 7 January 1919.

John Lewis was born at Liverpool in 1856. On 22 January 1884, he gained his Board of Trade Certificate of Competency as a First Class Engineer in the Merchant Service. His leather-bound discharge papers state that he was Chief Engineer aboard the *Alcinous*, a Scott & Co. ocean liner launched at Greenock on 7 December 1899. She left Birkenhead on 4 May 1901, bound for Japan, calling at numerous ports across the globe. After sailing to China and Java aboard *Alcinous* in 1909, Lewis transferred to the *Machaon* on 22 May 1910. He was her Chief Engineer at the start of the Great War, and took part in the voyage from Liverpool to Vladivostok in 1916. On 19 January 1917 he transferred to *Demodocus* at Birkenhead. On 15 September this cargo ship was torpedoed and damaged in the Irish Sea by the German U-boat *SM U-67*, with the loss of four crew. She beached but was later refloated, Lewis' engineering skills coming to the fore. For his services he was made an O.B.E. in the 1919 New Year's Honours List. He finished his career as Chief Engineer of the *Idomeneus* on 30 August 1919.

x634 A fine 'North Sea' minesweeping D.S.M. group of four awarded to Skipper F. Howsam, Royal Naval Reserve, who survived the mining of the hired trawler *Ladysmith* near the Kentish Knock, but whose career was later stalled by an accident which resulted in significant injury to his hand



Distinguished Service Medal, G.V.R. (D.A.583. F. Howsam, 2nd. Hd. R.N.R. "Ladysmith" Minesweeping. 1917.); 1914-15 Star (D.A.583 F. Howsam. 2.Hd., R.N.R.); British War and Victory Medals (D.A.583 F. Howsam. Skr. R.N.R.), note surname to first, *very fine* (4)

£700-900

D.S.M. *London Gazette* 12 April 1918:

'For service in mine-sweeping operations'.

Fred Howsam was born on 11 March 1896 at Wainfleet, Lincolnshire, the son of William H. Howsam and his wife Minnie. A resident of 93 Orwell Street, Grimsby, Howsam enrolled into the Royal Naval Reserve on 9 August 1914. Posted to *Actaeon* and operating out of Grimsby and Sheerness, Howsam was appointed 2nd Hand Rating on 13 August 1915 and served aboard HMT *Ladysmith* on extensive minesweeping duties. Built by Cochrane & Sons at Selby in 1906 and armed with a single 12-pounder gun, Howsam was fortunate to emerge unscathed when the trawler struck a mine 2 miles north east of the North Knock Buoy on 20 August 1917. The vessel was towed to Harwich for repairs.

Temporarily confined to shore, Howsam gained his Certificate of Competency as a Skipper on 29 October 1917, however he was passed over for promotion. At around this time his service record also notes an accident which led to a compound fracture and extensive lacerations to the fingers of his right hand. Awarded the D.S.M., possibly as a result of his actions following the mining of the *Ladysmith*, Howsam was demobilised on 31 January 1919, his conduct noted as 'very good'. He was later awarded £20 from the naval prize fund on 19 June 1922, before likely returning to a career as a fisherman or skipper of a vessel. He died at Grimsby in January 1987, aged 90 years.

635 A Great War D.S.M. awarded to Petty Officer 1st Class G. Rodgers, Royal Navy, who was decorated when the destroyer *Ariel* rammed the submarine *U-12* in the North Sea in March 1915 - significant as she had become the first submarine to launch an aircraft from her deck at sea

Distinguished Service Medal, G.V.R. (165462 G. Rodgers, P.O. 1Cl., H.M.S. *Ariel*.), *nearly extremely fine*

£600-800

D.S.M. *London Gazette* 9 April 1915:

‘For services in connection with the sinking of *U.12*.’

George Rodgers was born on 21 August 1875 at St. Paul, Chichester, the second son of publican Henry Rodgers and his wife Harriet of the Richmond Arms, Canal Wharf, Chichester, West Sussex. A wheelwright by trade, he enlisted into the Royal Navy as Boy 2nd Class on his eighteenth birthday and witnessed extensive training aboard *St. Vincent* and at the shore establishment *Victory I* in Portsmouth. Promoted Ordinary Seaman on 21 February 1895, Able Seaman aboard the corvette *Cordelia* on 1 July 1896, Leading Seaman aboard *Duke of Wellington* and Petty Officer 1st Class aboard the protected cruiser *Sapphire* on 1 May 1905, Rodgers witnessed steady promotion in the pre-war years, his conduct consistently noted as ‘very good.’

Transferred to the destroyer *Ariel* on 7 February 1914, Rodgers was present on the morning of 10 March 1915 when the German submarine *U-12* was spotted by the trawler *May Island* lurking to the east of Fife Ness on the lookout for any ships which dared venture out of the Firth of Forth. Having unsuccessfully failed to torpedo the ageing cruiser *Leviathan* whilst *en route* to Rosyth to pick up Vice Admiral George Patey, the new Commander in Chief, North America and West Indies Station (*History of the Great War*, by Julian Corbett, refers), the periscope of the *U-12* was soon spotted by the Royal Navy destroyers *Ariel*, *Acheron* and *Attack*. The hunt was on!

Propelled at a top speed of 14.2 knots, *U-12* attempted to escape to the south-east, following the craggy coastline of Dunbar, Cockburnspath and Coldingham. Pursued by the terrier-like destroyers, she was found at 10.15am half-submerged off the small Berwickshire fishing port of Eyemouth and strafed with machine-gun fire. Lacking a deck gun as a consequence of the space being previously employed by a Friedrichshafen FF.29 seaplane, the *U-12* was unable to retaliate and instead attempted to submerge. As she slipped beneath the waves she was viciously rammed by *Ariel* who ‘attempted to make effective use of her high speed’ (*The Dundee Courier*, refers) and sliced the *U-12*’s periscope clear off the conning tower.

Stopped in the water, the enemy was then shelled by *Acheron* and *Attack*. Of a compliment of 4 officers and 25 men, ten were able to escape through two deck hatches, but the others, including the Commander, Hans Kratzsch, went down with the vessel, unable to exit through the jammed conning tower hatch which had been struck square-on by *Ariel*.

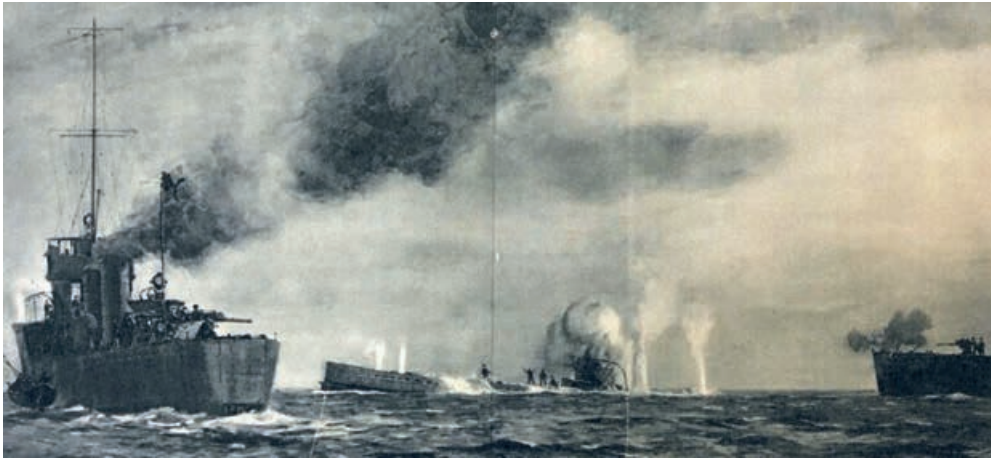
The news of the demise of the *U-12* was received with relief in the Admiralty and a ‘long burst of applause’ in the Court of the King’s Bench Division (*The Hull Daily Mail*, refers). Having been responsible for sinking the British gunboat *Niger* at Deal on 11 November 1914, the *U-12* had gone on to sink the cargo ship *Aberdon* off St. Abb’s Head with the loss of 15 lives. Such was the success of the underwater menace that U-Boats were rapidly becoming seen as ‘pirates’ of the sea, or, in the words of Admiral Lord Beresford, they and their crews were the ‘assassins of the sea.’ The *Dundee Courier* summed up the loss of the *U-12* in one word:

‘Revenge!’

The crippled *Ariel* was towed back to Leith docks and spent the next few weeks under repair. Upon their capture, the surviving crew of the *U-12* found themselves in the middle of a diplomatic row, with popular clamour in the press for stiff punishment beyond that extended to other prisoners of war. Kept in solitary confinement and denied any privileges of rank, the British Government determined to use them for means of propaganda. On 11 March 1915, the *Dundee Courier* stressed the humanity and aid offered by British sailors:

‘After dealing the submarine its death blow, the *Ariel* maintained the traditions of the British Navy in giving succour to every possible member of its crew.’

Twelve days later, the *Western Times* attempted to stress to their heavily ‘naval-based’ readership the flagging morale within German submarine crews and the incompetence and coercion of the German Imperial Navy, by adding:



‘An Irving man on board one of the destroyers that accounted for the ramming of the German submarine “U-12” writes in a letter home:

“The Germans were glad at being made prisoners by the British. They believe that Germany is now fighting a losing battle, and blame the Kaiser for the war. The men stated that they were doomed to die had they not been captured, for as soon as they put into Kiel with one submarine for repairs, they were forced at the muzzle of a revolver to board another and sent out to sea again. The coxswain of the sunken submarine had been a North Sea pilot for fifteen years, and knew the whole of the East Coast of Britain. At the beginning of the war he was put on board a submarine although he had never been on one of these vessels before.’

Irrespective of the propaganda battle, for one surviving member of the *U-12* the adventure did not end with his capture. In September 1915, the *U-12*'s pilot, Johann Volker, escaped from imprisonment at Maidenhead and made his way to Hull where he managed to board the Swedish vessel *Jonstorp*. In October, she was stopped in the North Sea by *U-16*, enabling Volker to join the U-Boat and return home to Germany; joining *U-44* under Commander Paul Wagenfuhr, he was killed in action on 12 August 1917 when rammed by *Oracle* off South Norway. All the crew of 44 were lost, whilst *Oracle* suffered a similar fate to *Ariel* and had to be sent to Invergordon dry dock for repairs.

Awarded the D.S.M., Rodgers spent the remainder of the Great War at Portsmouth and aboard the battleship *Hindustan* from 18 September 1916-31 March 1917, and again from 27 April 1917-14 May 1918. As such, he was present in February 1918 when *Hindustan* was selected to serve as parent and depot ship during the Zeebrugge Raid and the first Ostend Raid. He also witnessed the collision of *Hindustan* and the destroyer *Wrestler* in May 1918, the former being paid off into reserve at the Nore on the day that Rodgers returned to *Victory*. Transferred to the shore establishment *Fisgard*, Rodgers was finally demobilised on 13 October 1918; sold with copied service record, newspaper articles and research.





- 636 Royal National Lifeboat Institution Silver Medal for Gallantry, 2nd type (Mr. William Todd. Voted 14th July. 1898.), naming engraved in mixed styles, 37mm, silver, original uniface 'dolphin' suspension, *toned, nearly extremely fine*

£500-600

PROVENANCE:

J. B. Hayward Collection, November 1995.

William Todd was born at Gorleston, Suffolk in 1840. He served as Coxswain aboard *The Leicester*, which acted as No. 2 Lifeboat at Gorleston Station near Great Yarmouth. This medal was presented to him on his retirement, 14 July 1898. His distinguished career was summed up in the citation:

'Awarded on Mr. Todd's resignation from the post of Coxswain. Services were rendered to the smack *Sir John Astley* (1885), the dandy *Morning Star* (1888), the trawler *Favourite* and the dandy *Belinda* (1890), the yawl *Kate* (1891), the dandy *Hiram* (1893), the dandy *Fraternité* (1894), the dandy *Coquette* (1895) and the smack *Follow* (1897).'

Sold with a file of copied research, including census records.

- x637 **A rare Liverpool Shipwreck and Humane Society Marine Medal and Royal National Institute for the Preservation of Life from Shipwreck pair awarded to Chief Mate Thomas Lewis, for separate rescue attempts in S.S. *Earl of Erne***

Liverpool Shipwreck and Humane Society Marine Medal, 1st type, silver medallion, 56mm. diameter, in glazed case with silver band inscribed: 'Mr Thomas Lewis Chief Mate Steam Ship "Earl of Erne" for Gallantly Jumping into Clarence Basin & Saving a Man & Boy, Feby. 1858'; Royal National Institute for the Preservation of Life from Shipwreck, G.IV.R., silver (Mr Thomas Lewis. Voted 6 May 1858), *this with traces of brooch-mounting to obverse and fitted with replacement 'double-dolphin' suspension, edge bruising and contact marks, fine, the first very fine (2)*

£200-300

Thomas Lewis was awarded the Marine Medal in silver in the 19th Annual Report of the Liverpool Shipwreck and Humane Society:

'The second case is that of James Lewis, Mate of the steamer *Earl of Erne*, who, on two different occasions, jumped overboard into Clarence Basin (Liverpool Docks) and saved a man, and a boy, from drowning. A Silver Medal was presented to Mr Lewis, who, in the subsequent passage of the steamer across the Channel, was himself rescued from a watery grave.'

One of just two such awards made that year.

Details of the deeds behind Thomas's Silver Medal from the Royal National Institute for the Preservation of Life from Shipwreck appear in Barry Cox's *Lifeboat Gallantry: R.N.L.I. Medals and How They Were Won*:

'6-10 April 1858: The barque *Mary Stoddart*, standing from Carlingford, Co.. Louth, Ireland, into Dundalk Bay in a gale, was seen to be in distress by Captain Johnson who went to her assistance. Acting on his advice, the barque managed to anchor near the rocks and, after more than six hours, he returned to Dundalk with a high sea running. Next day, in another boat, Captain Johnston returned and managed to get aboard the casualty where the weather forced him to remain; his boat steamed off to seaward. By the end of the day the *Mary Stoddart* had dragged one and a half miles and was aground in 12 feet of water, with five feet over her deck and the crew in her rigging. On the 8th, although the gale was still fierce and the sea very high, boats were manned by Mr. Connick in charge of one of them, but they were soon forced to return. The following morning found the gale blowing with great fury yet other boats made further rescue attempts, those led by Mr. Lewis and Mr. Gilmer among them. None was successful, except that at 1 p.m. a boat from Ballurgan got alongside the casualty but the survivors were too weak to do anything. Meanwhile, other attempts were being mounted and, at 5 p.m. a boat in the charge of Mr. Shankey put off from Gyles Quay and was able, three hours later, to land Captain Johnston and six men. Returning to the wreck with two fresh hands in his crew, Mr. Shankey brought ashore the remaining survivors at 6 a.m. on the 10th. Seven members of the barque's crew had perished. The other four medal winners had led rescue boats in the sustained efforts.'

A total of nine Silver Medals were awarded for this rescue.

The *Earl of Erne* was an iron paddle steamer, built by Robert Napier & Sons, Govan, and launched on 17 May 1855. Owned by the Dundalk Steam Packet Company, and registered at Dundalk, she offered a passenger and cattle service from there to Liverpool. Her history included the lifesaving exploits associated with the barque *Mary Stoddart*, but on 10 May 1869 the *Earl of Erne* ran down and sank the Chepstow schooner *Wye*, laden with copper ore, off the Mersey bar; the schooner's crew was rescued by the *Earl of Erne's* boats. In 1909 she ran into a trawler and in 1917 she collided with the S.S. *Clan Macfadden*, both vessels running without lights due to the suspected presence of U-Boats. The *Earl of Erne* was eventually wrecked in the Mediterranean in 1926.

638 Liverpool Shipwreck and Humane Society, Marine Medal, 3rd type, silver (**To Arthur Walters. For Gallant Service. 27th. July, 1922.**), re-pinned and claw loose, polished, *nearly very fine* £70-100

639 Liverpool Shipwreck and Humane Society, Marine Medal, 3rd type, bronze (**Thos. Jenkinson, Seaman. Tug "Mersey King" for Jumping Overboard to Save a Man in Queen's Channel Marh-28. 1882**), on original bronze wearing pin, claw loose, *very fine* £70-100

640 **A poignant Royal Humane Society Medal awarded to F. W. Wareham, who jumped off a pier effecting a rescue which was to be feted by the great and good of Bournemouth - sadly his later life crumbled around him, due to unemployment and excessive alcohol consumption**
 Royal Humane Society Medal, small bronze (Frederick William Wareham, 18th. March 1888), *good very fine* £80-120

'The bronze medal of the Royal Humane Society has been awarded to Frederick William Wareham of Bournemouth, who on Sunday, the 18th March, without stopping to undress, and not withstanding the weather was bitterly cold, plunged into the sea and succeeded in saving the life of a gentleman who had fallen off the landing stage into the water, and was in imminent danger of being drowned. A subscription is being arranged to present Wareham with a gold watch and chain in further recognition of his heroic conduct.' (The Christchurch Times, refers)

Frederick William Wareham was born around 1864 at Bournemouth. A butcher by profession and 'fellow townsman', he was awarded the R.H.S. Medal for jumping off the pier at Bournemouth and rescuing a gentleman named 'Thatcher' - a holidaymaker to the town - from drowning (*The Western Daily Press*, refers). His award was publicly presented by the Chairman of the Commissioners, whilst a gold watch was offered by Captain Haggard (*The Guardian*, refers).

More like a brute than a man

In December 1904, Wareham found himself before the authorities for a second time, this time for all the wrong reasons:

'Bournemouth Borough Police Court. Before the Mayor, Major Maunsell, and Alderman Parsons. Frederick William Wareham charged with an aggravated assault upon his wife. He held her down and struck her with a glass bottle on the back of the head, the temple, and the nose, inflicting wounds which bled profusely and causing her to become unconscious. She was kept in bed for ten days, and the doctor said that one of the wounds on the back of her head was very deep and might have been very dangerous. Fined £2 and £1 10s. costs, and bound over to keep the peace.' (*Truth*, refers)

It appears Wareham lost his employment with the Corporation of Bournemouth as a result of his conviction, further details emerging in the local press:

‘Defendant had drunken habits and was very unkind to her. On the previous Saturday, he threw a loaf at their daughter, striking her on the jaw. On Monday, a witness spoke to him about it, when defendant threw a glass bowl at her, and cut her head open. He then held her by the back of the neck and cut her with the broken pieces of the bowl, wounding her on the temple and nose - Defendant was “full of drink” on the Sunday.’

As a consequence of his actions, and having been repeatedly assaulted in the past, it was announced in court that Susannah could no longer live with her highly volatile and abusive husband. The Mayor, Major Maunsell, did not hold back his words:

‘The defendant had acted more like a brute than a man, and was fortunate in not being before them on a charge of attempted murder.’

The Final Chapter

His life having spiralled entirely out of control, and with ongoing worries regarding a lack of employment, Wareham determined to take his own life:

‘Oxalic Acid Poisoning - A Butcher’s Suicide at Winton.

On Monday the Bournemouth Borough Coroner (Dr. Kinsey Morgan) held an inquest at the Richmond Hotel on the body of Frederick William Wareham, labourer, aged 42 years, of Meyrick Vale, Markham Road, Winton, who died from the effects of poison at that place on the previous Saturday.

Mrs. Susannah Wareham the widow, gave evidence of identification, and said the deceased was a butcher, but had not followed that occupation for some time. He generally had good health, and looked strong, but at times she thought his heart was weak, for he then appeared to be very ill, and had fainted once or twice. He had also had haemorrhage once or twice. She had not seen the deceased since Sunday, the 23rd September, as she had been out in a situation, and he had been living alone, and looked after himself in her absence. She had heard him say on one or two occasions when he had had drink that if he could not get work in his own trade he would blow his brains out, but she never heard him say anything about poison.

Henry Roberts, a postman, of Simla, Markham Road, Winton, living next door to the deceased, said he heard groaning shortly after three o’clock on Saturday afternoon, and found the deceased on the doorstep. Witness undid his collar and asked what was the matter, and deceased said he was dying. Almost immediately afterwards, with his head resting on witness’s arm, he died.

Mr. Bingham, chemist, of Winton, said the deceased purchased about an ounce and a-half of oxalic acid from him on Friday afternoon. He appeared to be perfectly rational, and when asked what he wanted it for he replied, “For cleaning harness.” That was a purpose for which it was frequently used.’ (*The Western Gazette*, 5 October 1906, refers)

Upon the death of Wareham, a search was made of his property by the police and Dr. Woodstock, who discovered a glass in the sitting-room which contained a bitter crystalline substance. The jury returned a verdict of “Suicide whilst temporarily insane.”

641 **An interesting C.B.E. group of three to Commander W. C. Thomas, Royal Navy, decorated for his role in planning Operations ‘Husky’ and ‘Overlord’ at the Admiralty**

The Most Excellent Order of the British Empire (C.B.E.), 2nd type, Military Division, Commander’s neck Badge converted for breast wear, with original riband; British War and Victory Medals (Mid. W. C. Thomas. R.N.), *the C.B.E. with severe enamel loss, overall nearly very fine* (3)

£300-400

C.B.E. *London Gazette* 13 June 1946.

[O.B.E.] *London Gazette* 13 March 1945.

[Order of Leopold] *London Gazette* 12 March 1946.

William Cowley Thomas was born at Barry, Glamorgan on 27 June 1900, son of the stockbroker Henry John Thomas and Rosina Cowley. He entered the Royal Navy on 7 May 1917, serving as a Midshipman aboard H.M.S. *Royal Oak*, a *Revenge*-class battleship which had seen action at Jutland. He rose to Sub-Lieutenant on 15 September 1919, and Lieutenant on 15 August 1921. In January 1922 he transferred to H.M.S. *Triad*, a special service vessel, before joining the submarine *L 69* in the Mediterranean on 2 September 1924. Appointed *L 69*’s First Lieutenant on 25 March 1926, he became Commander of *H 31*, part of the 5th Submarine Flotilla based at Portsmouth (*London*

Gazette, 29 April 1929). During the Second World War Thomas served as a retired Commander on the Admiralty Staff, specifically as Commander-in-Chief of the Medway ports. He was mentioned in dispatches for his role in planning Operation 'Husky', the Allied invasion of Sicily (*London Gazette*, 21 December 1943), and received an O.B.E. for his part in organising the D-Day landings. Post-war recognition included a further mention in dispatches (*London Gazette* 11 December 1945), elevation to C.B.E. and the Belgian Order of Leopold. Thomas married Mary Fedora Douglas-Watson (née St. Ledger), widow of Francis Douglas-Watson, R.N., at Alexandria on 10 September 1941. He retired to Malta, fathering no children, and died at Hove in Sussex on 4 September 1977; sold with the recipient's copied Naval Service Record.

642

A Second World War Mediterranean Operations D.S.C. and Bar group of eleven awarded to Lieutenant-Commander H. W. Stowell, Royal Navy Volunteer Reserve, who was 'intimately connected' with the operations of Force 133 in support of Greek resistance

Distinguished Service Cross, G.V.I.R., reverse officially dated '1942', with Second Award Bar, reverse officially dated '1944'; 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45; Royal Naval Volunteer Reserve Decoration, silver and silver-gilt, officially engraved '1946' to reverse; Malta George Cross Fiftieth Anniversary Medal, unnamed as issued, mounted as worn, together with a silver Voluntary Service Medal, engraved 'Lieutenant Commander H. W. Stowell. DSC* VRD. RNR.', and a silver General Service Cross, engraved 'Lieutenant Commander H. W. Stowell. DSC: VRD. RNR.', *light contact marks, very fine* (11)

£1,000-1,400

D.S.C. *London Gazette* 8 September 1942. The original recommendation for service aboard *Dulverton* on convoy to Malta, dated 30 March 1942, states:

'This officer showed great courage and devotion to duty throughout the entire operation. As G.C.O. he controlled the fire of the main armament and remained at his post almost continuously for nearly 36 hours. After the First Lieutenant had been wounded, he took over his duties and when picking up survivors from "*Southwold*" took charge of operations with skill and coolness. A fine example to all under him.'

Bar to D.S.C. *London Gazette* 4 April 1944:

'For undaunted courage, determination and endurance in H.M. Ships in many sweeps against enemy shipping in the Aegean under fierce and constant attack from the air, and in maintaining supplies to the islands of Kos and Leros until they fell to superior enemy forces.'

The official recommendation for the award adds:

'For duty before & during the invasion of Leros. This officer displayed a high sense of duty while conducting his work as 1st Lieutenant of the base in Leros, during continuous heavy bombing. During the invasion he took command of an Italian F lighter and transported 187 prisoners to Tamos with a very small guard and subsequently continued the journey to Egypt running the gauntlet of German craft in the area.'

Hugh William Stowell was born in April 1917 at Ormskirk, Lancashire, the son of cotton merchant Hugh Venables Stowell. Attesting for the Royal Naval Volunteer Reserve as Probationary Midshipman, he was attached to Mersey Division from 1 May 1935. Appointed Commanding officer of No.8 Gunnery Unit of the Mersey Division at the outbreak of the Second World War, Stowell was transferred to Chatham on 12 September 1939 for duties with the Gunnery School. Posted to *Wolfhound*, he was commissioned on 17 March 1940 and soon thereafter took part in operations off the French coastline, including the evacuation of British and Allied troops from Dunkirk.

Joining *Dulverton* as 2nd Lieutenant on 18 September 1941, Stowell proceeded to the Mediterranean Station via the Cape on 12 November 1941. Arriving at Alexandria in January 1942, he protected the Malta and Tobruk convoys, being awarded the D.S.C. for leadership. Discharged to hospital from *Dulverton* on 1 July 1943, he proceeded to Beirut on 3 August 1943 and later took the appointment as Staff Officer Operations to Naval Party 'Zero' at Alexandria. Transferred to Leros on 14 October 1943, he was later appointed Staff Officer (Special Operations) aboard *Mosquito* on 1 March 1944, being awarded a Bar to the D.S.C. four months later.

Appointed Staff Officer to F.O.L.E.M. and C.F.E. on 21 November 1944, Stowell later received the Malta George Cross Fiftieth Anniversary Medal on 13 October 1993 whilst living in Cyprus; sold with original letter from the Cabinet Office, Malta, bestowing the Medal, a rubber stamped letter from the F.C.O. dated 3 April 1992 which notes 'This is to certify that Lt Cdr H W Stowell, DSC VRD, RNR (Retd), who was on the Naval Staff as Staff Officer, Special Operations in the Eastern Mediterranean, was intimately connected with the operations of Force 133 in support of Greek resistance', and a contemporary C.V. document relating to Stowell's Second World War Service, with copied research.

Sold by Order of the Family

643

A rare and outstanding Second World War ‘Sinking of the *Bismarck*’ D.S.M. group of twelve awarded to Chief Petty Officer B. Lassa, Free Polish Navy, who served aboard the O.R.P. *Piorun* which ‘wanted to take on the battleship single-handed’ in a David vs. Goliath encounter of monumental proportions

Twice sunk by Luftwaffe bombs and GNAT torpedo - which included surviving the sinking of the *Grom* at Narvik - Lassa served as Gunner aboard the *Piorun* during the Clydeside Blitz and valiantly fought off the attention of repeated armadas of enemy aircraft, winning the fond affection and respect of the people of Glasgow - where he ultimately settled in his post-war years



The Polish Awards comprising: Cross of Valour, with Second Award Bar; Cross of Merit, First Class, silver and enamel by *Spink, London*; Cross of Merit, 3rd Class, with swords; Navy Active Service Medal; Cross of Valour for the Campaign of September 1939, mounted as worn by *Spink & Son Ltd.*

The British Awards comprising: Distinguished Service Medal, G.V.I.R. (Ch. P. O. Boleslaw Lassa, Polish Navy O.R.P. Piorun.); 1939-45 Star; Atlantic Star; *copy* Arctic Star; Africa Star; War Medal 1939-45, mounted as worn by *Spink & Son Ltd.*, *minor contact marks, very fine*, together with the recipient’s Arctic Star in its named box of issue (13)

£8,000-12,000

Admiralty Fleet Order No. 843 - Awards to officers and men of the Polish Navy:

‘The King has lately been graciously pleased to approve the following awards to officers and men of the Polish Navy for their good services in the sinking of the ‘Bismarck’:-

Distinguished Service Medal to Chief Petty Officer Boleslaw Lassa, O.R.P. ‘Piorun’.

In keeping with practice, the award was not gazetted.

26 D.S.M.’s to the Free Polish Navy for the Second World War and one of just four Awards to the Free Polish Navy for the sinking of the *Bismarck*, comprising two D.S.C.s and two D.S.M.s.



Boleslaw Lassa was born on 17 October 1907 at Bromberg, which formed part of the Grand Duchy of Posen - formerly the Kingdom of Prussia - and had been part of the German Empire since 1871. Located in the historical region of Kuyavia, between the Brda and Vistula rivers, the city in 1910 was home to 57,700 people, 84% of whom were German settlers, the remainder - including Lassa and his family - consisting of indigenous Poles, all holding German citizenships.

As a consequence of the 1919 Treaty of Versailles, Bromberg witnessed a smooth handover from Germany to the recreated Polish State, and was renamed Bydgoszcz under the Poznan Voivodeship. Lassa took the opportunity to enlist in the Polish Navy on 11 May 1927 and initially served as Gunner aboard the training ship O.R.P. *Nurek*. He joined at a time of great ambition for the Polish Navy, when the token naval force of four trawlers and two monitors inherited from the *Kaiserliche Marine* were replaced with a number of modern ships built in France, the Netherlands and the United Kingdom. Notwithstanding the financial squeeze of the Great Depression, the Polish Navy witnessed a considerable modernisation programme under the leadership of Counter-Admiral Jozef Unrug and Vice-Admiral Jerzy Swirski and it was their vision which resulted in the construction of the new ports of Gdynia and Hel along a limited shoreline which had been previously devoid of any substantial haven for shipping.

Their reasoning was clear and simple; the Polish Navy would aim to secure the Baltic lines of supply in the event of war with Russia and would be able to harass and indirectly engage the numerically superior German fleet through the execution of the Peking Plan, whereupon most Polish vessels would automatically withdraw to British ports from where they could secure convoys with aid for Poland - either bound for Gdynia or via Constanta on the shores of the Black Sea in south-eastern Romania.



Transferred to the escort vessel *General Haller* on 31 August 1928, followed by the torpedo boat *Kajawiak* and the destroyer *Wicher*, Lassa witnessed at the turn of the decade the evolution of a small, modern, agile and specialised Polish Navy. Rather than focus upon ‘big gun’ warships - which were beyond the financial means of the Wladyslaw Grabski government - Lassa trained on fast-moving vessels equipped with 130mm guns, torpedo tubes and depth charges. In November 1936 he was sent to the torpedo boat *Mazur* and in November 1937 he was transferred as Gunner to the British-built destroyer *Grom*; it was aboard this vessel that he was able to escape the impending German blitzkrieg and reach the safety of British waters.

“Execute Peking!”

On 29 August 1939, three Polish destroyers under Kommandors Kodrebski, Nahorski and Hulewicz received the signal “Peking, Peking, Peking,” from the Polish Commander-in-Chief, Marshal Edward Smigly-Rydz. They immediately weighed anchor and proceeded north-west at full speed towards Norway, passing through the Kattegat and Skagerrak, and entering the North Sea just as news began to filter through across the airwaves of the German invasion of their homeland.

Aboard the O.R.P. *Grom* (‘Thunderbolt’ in English), Lassa and his fellow crewmen were met in the North Sea by the British destroyers *Wanderer* and *Wallace*, and successfully escorted through the Firth of Forth to Leith docks, then on to the Naval Dockyard at Rosyth. They were accompanied by the *Grom*’s sister ship, the Polish destroyer O.R.P. *Blyskawica* (‘Lightning’), and the French-built destroyer O.R.P. *Burza* (‘Thunderstorm’).

Although controversial at the time, the Peking Plan proved a wise decision. The Battle of Danzig Bay on 1 September 1939 gave the Polish navy a foretaste of German aerial superiority and within a handful of days all the other surface ships of the Baltic Navy which remained in home waters had been engaged and sunk or captured by enemy forces (*Poland’s Navy, 1918-45*, by Michael Alfred Peszke, refers). Most telling was the fate of the Polish minelayer *Gryf*, which lost its Captain and 22 sailors during an engagement with thirty three Ju87 dive bombers, and was later sunk as it sought refuge in the harbour of the Hel Naval Base during a second aerial assault.

The sheer pace of the German *blitzkrieg* and the division of Poland by the German and Soviet governments meant that no convoys were ever deployed by the Allies to assist with the Polish defensive war strategy. As a result, the three Polish destroyers were deployed in support of Allied maritime operations, in particular the Norwegian Campaign from 9 April-10 June 1940.

Sunk in the Fjords

According to author Hermann Laugs in *Kampf um die Erzbahn als Seeoffizier vor Narvik*, the O.R.P. *Grom* was ranked by the German soldiers stationed along the Norwegian coastline as ‘the most hated of all the Allied ships deployed in the area’. This hatred was founded on the fact that *Grom* took an intense interest in all hostile movements on shore and was reputed to spend hours lurking in order to harass German forces. Lassa was surely heavily engaged upon many of her naval gunfire support missions in the Narvik area and around the Rombaken and Vest Fjords but on 4 May 1940 his luck wavered; attacked by three He III bomber aircraft from Kampfgeschwader 100, including one piloted by Lieutenant Gerd Korthals (*Chronology of the War at Sea, 1939-45*, J. Rohwer, refers), *Grom* was struck by two bombs from a stick of six and was sunk by an internal explosion caused by the detonation of a loaded torpedo launcher.

She went down within three minutes taking 59 members of her compliment of 180 with her, including one officer, 25 N.C.O.s and 33 sailors. Having escaped the explosion and jumped overboard into the icy waters, Lassa and the remaining survivors, including 30 injured men, were extremely fortunate to be rescued by the British destroyers *Bedouin*, *Aurora*, *Enterprise* and *Faulkner* before they either died of hypothermia or attracted the attention of enemy troops ashore, who no doubt would have liked nothing more than to reap their revenge upon the ship’s crew. Footage of those events make fine viewing and are available online.

Evacuated across the North Sea to Scotland, Lassa spent two months recuperating before being posted to the destroyer *Ouragan* (‘Hurricane’) on 18 July 1940 and then transferred to the N-Class destroyer O.R.P. *Piorun* on 24 October 1940. Formerly named H.M.S. *Nerissa*, the *Piorun* was completed at *John Brown & Company* on the Clyde and transferred by the British Admiralty to the Polish Navy as a replacement for the *Grom* on 4 November 1940. Crewed almost entirely by Poles and commanded by Eugeniusz Josef Stanislaw Plawski, she underwent training exercises and patrols off the west coast of Scotland, but faced her first significant test during the defence of Clydebank from 13-15 March 1941 when the docks and civilian areas received the full attention of 260 Luftwaffe bombers.

River of Fire: The Clydebank Blitz

In his book *Luftwaffe over Scotland: A history of German air attacks on Scotland, 1939-45*, Les Taylor characterised the Clydebank Blitz as ‘the most cataclysmic event’ in wartime Scotland. Receiving repairs within the John Brown & Company shipyard, the *Piorun* witnessed a firestorm of incendiary bombs which destroyed Singer’s wood yard and badly damaged Rothesay Dock and the furnaces and related industrial infrastructure of *William Beardmore & Co. Ltd.* Amidst a maelstrom of fire and shrapnel, the *Piorun* retaliated with her oerlikon and machine-gun armament. The sheer chaos was described recently by Clydebank Blitz survivor John Scanlon, and published in the *Daily Record*:

‘There were so many bangs and thumps. A warden came and told us that we had to get out - the tenement was ablaze. My gran was with us - she had suffered a stroke and was paralysed. The next day there were bodies everywhere. The first time I saw my mum she was walking up and down a line of bodies covered in white sheets. She was lifting the sheets and looking, trying to find me.’

That first night, 14 members of one family were killed. The men, women and children of the Rocks family - everyone from five-month-old Thomas to his grandmother Annie, 54 - died at 78 Jellicoe Street, Dalmuir. As rescue works continued on the shattered streets on 14 March, 200 enemy aircraft returned and for seven and a half hours pummelled the town. The two nights’ bombardment resulted in 528 civilian deaths and over 600 persons severely wounded, with a further 48,000 people made homeless - the majority of whom were shipyard workers and their families. The Government were quick to post in the local press, ‘It is agreed by all observers that the bearing of the people in Clydebank was beyond praise’, but just as importantly, the crew of the *Piorun* were rightly looked upon by locals as nothing short of heroes, having manned their guns throughout. There remains to this day a memorial to the ship’s crew in the town’s Solidarity Plaza. Unveiled on 13 March 1994, the dedication to the crew adds:

‘Rather than seek shelter, the crew manned their vessel’s anti-aircraft guns and put up a tremendous barrage despite the bombs and landmines exploding around them and setting the town ablaze.’

Having survived the encounter, the *Piorun* was repaired and soon back saving lives when called to the rescue of the S.S. *Rajputana* which had been torpedoed by *U-108* in the Denmark Strait, west of Reykjavik, Iceland, on 13 April 1941. The converted passenger liner sank in a little over an hour with the loss of 42 men, including Commodore C. T. O. Richardson, but a further 283 of her crew were plucked from overcrowded lifeboats by the *Legion* and the *Piorun*.

Pursuit of Bismarck

At 2130hrs on 18 May 1941 the German battleship *Bismarck* and heavy cruiser *Prinz Eugen* departed Gotenhafen for an anti-shipping raid in the North Atlantic. Joined off Cape Arkona by a small flotilla of destroyers, the *Bismarck* and her consorts entered Kors Fjord, near Bergen, on 21 May and proceeded to anchor, whereupon they were detected by British reconnaissance aircraft.

With the *Bismarck* shadowed by the heavy cruisers *Suffolk* and *Norfolk* in the Denmark Strait on 23 May 1941, Admiralty attention focussed upon the safeguarding of convoys at sea. At this time there were eleven crossing the North Atlantic, six homeward and five outward-bound, the most important being Troop Convoy *WS 8B* of five ships which had departed the Clyde the previous day bound for the Middle East, escorted by the heavy cruiser *Exeter* and the *Piorun*. They were to be met by Force H - including the battlecruiser *Renown* - which sailed from Gibraltar at 0200hrs on 24 April and had orders to protect the troopships as they headed southwards.

The loss of H.M.S. *Hood* at 0605hrs on the morning of 24 May 1941 and the subsequent damage to the *Prince of Wales*, led the Admiralty to attempt an attack by torpedo-laden Swordfish aircraft the following day. Whilst the attack appears to have failed, the violent manoeuvring of the ship to avoid the torpedoes, together with the heavy firing aboard caused a leak in No.2 boiler room to open up. Following further exchanges from 20,000 yards against *Prince of Wales*, *Bismarck* finally managed to give the British the slip at 0306hrs on 25 May 1941; at this juncture the first phase of the pursuit ended and the *Piorun* entered the fray.

'I am a Pole!'

In the late evening of 26 May 1941, the destroyers *Maori*, *Sikh*, *Cossack*, *Zulu* and *Piorin*, under the command of Captain Philip Vian, arrived at the scene and proceeded to request the approximate radar position of *Bismarck*. As the rain intensified and seas grew, Leading Seaman Edward Dolecki on the bridge of the *Piorun* was the first to make visual contact with the enemy, just in time to witness the final attack on the *Bismarck* by two Swordfish aircraft from the aircraft carrier *Ark Royal*. The encounter - which wrecked the steering gear and jammed the rudders of the German battleship, ultimately sealing her fate - was later described by Petty Officer 1st Class Frank Grams, aboard *Piorun*:

'Both planes flew very low, almost touching the water, and after releasing their torpedoes banked to port to escape safely along the port side of *Bismarck*. Only one torpedo was successful and exploded on the starboard edge on the stern. All through this time *Piorun* was at full speed, closing up for another torpedo attack to fire them whenever the tubes were reloaded.'



At 2242hrs, now safe from air attack, the *Bismarck* focussed her main 15-inch and secondary armament upon the *Piorun* and *Maori*. Two attempts were made by the plucky destroyers to work their way northward of the enemy, but they were soon silhouetted against the north-western horizon making them easy to spot. Under 'unpleasantly accurate' fire, the *Maori* decided to work round to the south and changed course accordingly, but the *Piorun* determined to close the range and opened fire from 13,500 yards. Amidst the epitome of an David Vs Goliath showdown, the 1,773 ton *Piorun* attempted to reach its top speed of 36 knots and speared directly through choppy seas towards its 42,000 ton adversary, the largest warship ever constructed in Germany.

According to one report, Captain Eugeniusz Plawski transmitted to the German ship 'I am a Pole,' before commencing fire on the *Bismarck*. With their home country under enemy occupation, the Poles were eager to fight back, fully aware that the *Piorun*'s 4.7-inch guns could do little harm to a battleship bedecked with a 220mm-320mm armoured belt. Giving the order to fire in the failing light, Plawski is said to have cried out "Trzy salwy na cze?? Polski!" (Three Salvoes in honour of Poland!) before the *Piorun* weaved left and right, exchanging fire for over an hour.

The brave attack of the little destroyer against such an overwhelming foe was later described by the Royal Navy Magazine *Ditty Box*:

'None of the destroyers which attacked Bismarck will ever forget the almost crazy bravery of Piorun, which wanted to take on the battleship single-handed.'

The official Admiralty report after the battle added:

'The conduct of the night operations by these five destroyers was a model of its kind. In heavy weather, frequently under fire, they hung on to their prey with utmost determination, hit her with torpedoes and delivered her (to the Fleet) next morning.'

Despite failing to register any significant damage upon the enemy, it ultimately mattered not whose torpedoes had crippled the *Bismarck*, but to the Poles it was a matter of honour that one of their vessels took part in the battle and shadowed the enemy until the decisive blows were meted out by the British battleships *George V* and *Rodney* on the morning of 27 May 1941. The British fleet closed in and for over an hour proceeded to mercilessly pound what still remained of *Bismarck* with their heavy guns. Finished off by torpedoes from the *Dorsetshire*, the sailors aboard the *Piorun* watched with pride as the fiery hulk sank to the icy depths, taking Vice-Admiral Johann Günter Lütjens with her. As Senior Officer of the German destroyer flotilla which had attacked the Polish destroyer *Wicher* and assisted with the destruction of the *Gryf* in the Gulf of Gdansk in September 1939, none aboard the *Piorun* mourned the loss of the Vice-Admiral.

Only 116 members of the *Bismarck*'s crew survived the final onslaught. Running low on fuel, the *Piorun* returned home to the *Clyde* where her crew took time to rest and take stock of events. Remaining aboard her during Convoy *WS 10* from the *Clyde* to the Middle East in August 1941, Lassa was notified of his D.S.M. in October 1941 by the Honours and Awards Office of the Admiralty. He transferred to the O.R.P. *Orkan* a year later.

'The only thing that really frightened me during the War was the U-Boat peril' - Winston Churchill

Having survived repeated attacks by the Luftwaffe and the attention of one Grand Admiral Erich Raeder's mightiest battleships for over an hour, Lassa's luck miraculously held out once again when the O.R.P. *Orkan*, formerly H.M.S. *Myrmidon*, was attacked at 2158hrs on 7 October 1943 by a GNAT homing-torpedo from *U-758* under Kapitänleutnant Helmut Manseck, whilst escorting convoy *SC 143* across the North Atlantic. The torpedo missed by a matter of feet and detonated in the wake of the *Orkan* leaving no damage.

The next morning, the U-Boat peril reared its ugly head for a second time when the *Orkan* attracted the attention of a second U-Boat, the *U-378* under the command of Kapitänleutnant Erich Mader, a veteran of four patrols and 149 days at sea. At 0705hrs a second GNAT was launched which hit the *Orkan* without warning and before any evasive manoeuvres could take place. She sank within minutes taking 179 Polish and 7 British crew members with her, including the commanding officer Hryniewiecki. Flung into the water by the explosion, or forced to abandon ship and cling to wreckage, just one officer and 43 ratings survived, being rescued in the nick of time from hypothermia and exposure by the destroyer H.M.S. *Musketeer*. Remarkably, once again, Chief Petty Officer Lassa numbered amongst their ranks.

Of the 27 ships which represented the Free Polish Navy during the Second World War - comprising 2 cruisers, 9 destroyers, 5 submarines and 11 torpedo boats - the loss of the *Orkan* proved the highest loss of life in a single event; indeed of the 4,000 Polish seaman who served during the war, approximately 450 lost their lives in total, over a third of this total aboard the *Orkan* alone (*86 Years of the Polish Navy*, refers).



Post-War: President of the Polish Naval Association

The loss of the O.R.P. *Orkan* marked the end of Lassa's war. He served as Coxswain of the landing craft *Messina* from 3 October 1946-26 July 1947, and repeated the role aboard the landing craft '4050' from 27 July 1947-18 January 1948, before being discharged from the Polish Resettlement Corps at Witley Camp, Godalming, Surrey, on 23 June 1948, his military conduct noted as 'exemplary'.

Settling at Polwarth Street, Glasgow, Lassa built a life as a service apartment proprietor, married and raised a family, and became a key member of the Polish Naval Association, becoming its President in 1970 and Honorary Chairman thereafter. His former home of Bydgoszcz was occupied by the advancing Red Army in March 1945 and it is likely that few of the minority indigenous Pole population remained alive, given the brutality of the mass executions by German forces in the Old Town Market Square in 1939 and prolonged persecution during the occupation. Those Germans who remained a further six years - including the family of Wehrmacht General Friedrich August Eberhard von Mackensen, who was born in the city - were finally expelled by the Russians, their property and land confiscated.

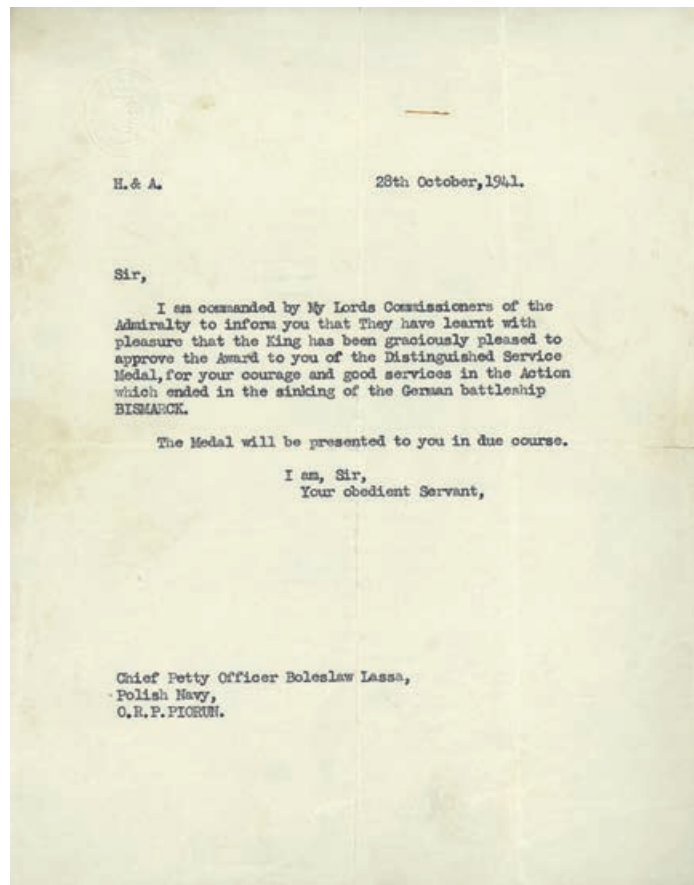
Boleslaw Lassa died in Glasgow on 19 June 1976 and is buried at St. Peter's Cemetery, Dalbeth, which bears the Polish Naval Association Memorial.

To be sold with the following original documentation and ephemera:

(i) A Free Polish Navy Battle Ensign, swallow-tailed cloth with original rope fittings, bearing the Crowned Polish White Eagle, 2000mm x 920mm, in generally very fine condition, with blurred manufacturer's stamp.

By family repute, this is the Battle Ensign flown by the O.R.P. *Piorun* during the legendary encounter with the battleship *Bismarck*. It was presented to Petty Officer Boleslaw Lassa by Captain Eugeniusz Plawski upon his award of the Distinguished Service Medal.





- (ii) Original typed letter from the Admiralty, dated 28 October 1941, informing C.P.O. Lassa that he is to be awarded the D.S.M. for his 'courage and good services in the Action which ended in the sinking of the German battleship Bismarck.'
- (iii) Original Army Book 64, 'Soldier's Service and Pay Book', noting that he enlisted at Rosneath for the P.R.C. on 18 February 1947, and completed 1 year and 126 days with the P.R.C.
- (iv) Original Certificate issued by the P.R.C. Record Office, Naval Division, at Witley Camp, Godalming, on 14 August 1948, stating that C.P.O. Boleslaw Lassa 'served in the Polish Navy under the British Command, and during the whole time of his service in the Polish Navy his conduct was exemplary.'
- (v) Certificate of Service at Sea in the Polish Navy, stating the complete service of Lassa, commencing as Gunner aboard the Training Ship O.R.P. *Nurek* on 11 May 1927, transferring as Gunner to the Escort Vessel *General Haller* on 31 August 1928, Gunner aboard the Torpedo Boat *Kujawiak* from 13 February 1929, Gunner aboard the destroyer *Wicher* from 23 July 1929, Gunner aboard the Destroyer *Burza* from 18 April 1932, Gunner aboard the Torpedo Boat *Mazur* from 28 November 1936, Gunner aboard the Destroyer *Grom* from 21 November 1937, followed by a brief return to the *Mazur*, Gunner aboard the destroyer *Owragan* from 18 July 1940, followed by service aboard the O.R.P. *Piorun* as Gunner from 24 October 1940; a most thorough service record document, bearing the stamp of the Polish Resettlement Corps Record Office, dated 25 August 1948.
- (vi) Original Naval epaulettes (2) and fabric rank insignia (5), with fabric riband bar, as worn by the recipient.
- (vii) An original envelope addressed from B. Lassa of Stoke Terrace, Devonport, to Mrs Jessie Lassa of 161 Great Western Road, Glasgow.

644 A 1942 Mediterranean D.S.M. group of nine awarded to Petty Officer J. R. Bulgen, Royal Navy - who was likely decorated for services on convoys to the besieged island of Malta



Distinguished Service Medal, G.V.R. (J.16650 J. R. Bulgen. P.O.); 1914-15 Star (J.16650. J. R. Bulgen, A.B., R.N.); British War and Victory Medals (J.16650 J. R. Bulgen. A.B. R.N.); 1939-45 Star; Africa Star; Defence Medal 1939-45; Royal Navy L.S. & G.C., G.V.R. (J.16650 J. R. Bulgen. P.O. H.M.S. Thracian.); Marine Society Reward of Merit, silver (John R. Bulgen 4. March 1919), *contact marks and wear to Great War awards, good fine, the first good very fine* (9)

£600-800

D.S.M. *London Gazette* 20 October 1942.

John Richard Bulgen was born on 24 August 1895 at Croydon, Surrey, and enlisted at Chatham for the Royal Navy on 24 August 1913. Serving as Boy 1st class at the shore establishment *Ganges*, Bulgen was posted to the armoured cruiser *Donegal* from 3 October 1912-9 January 1913. Promoted Ordinary Seaman, he served aboard *Acorn* from 6 June 1915-13 July 1917, which was then part of the 5th Destroyer Flotilla of the Mediterranean Fleet and stationed at Malta.

Following the cessation of hostilities, Bulgen served aboard a wide variety of ships and shore bases including the sloop *Snapdragon*, the light cruiser *Curlew* and the destroyer *Tumult*. Appointed Petty Officer aboard the latter, he was awarded the L.S. & G.C. on 28 October 1928. He continued to serve throughout the 1930s and was pensioned on 6 September 1935 following two months aboard the super-dreadnought *Ramillies*.

Recalled for service on 24 August 1939, Bulgen was sent to *President III* at Bristol which was re-established to train those allocated for service on Defensively Armed Merchant Ships (D.E.M.S.). He was later awarded the D.S.M. whilst serving aboard the M.V. *Ajax* - believed for heaving an unexploded shell overboard during the Malta convoys - the Medal being presented at an Investiture held at Buckingham Palace on 30 March 1943. Released Class 'A' on 14 August 1945, Bulgen likely returned home to his wife Jessie at Plaistow.

x645

Of Whitstable interest - the scarce early Second World War British Empire Medal awarded to Lieutenant Commander E. B. Allard, B.E.M., Royal Naval Volunteer Reserve, late a Defensively Equipped Merchant Ship (D.E.M.S.) Gunlayer in the Merchant Navy, who shot down two German planes on the First Day of the Battle of France (10 May 1940) from a Belgian Canal

British Empire Medal, (Civil) G.VI.R., 1st type (Elliot Allard), naming engraved in serif capitals, with its *Royal Mint* card box of issue, *nearly extremely fine*

£600-800

B.E.M. *London Gazette* 26 July 1940. The joint citation states:

Elliot Allard, Gunlayer S.S. "City of Brussels" (Brussels Steamship Company Ltd., London).

'S.S. "City of Brussels" was armed with a Lewis Gun and a 12-pounder H.A. gun. After unloading cargo at Brussels she was attacked, at evening, by two enemy aircraft. Allard at once opened fire with the 12-pounder. The very first shot, bursting between the two machines, caused one of the aircraft to shoot up in the air and then to fall to the ground. The second aircraft, obviously damaged, rapidly lost height and was reported by several villagers also to have fallen. In this gallant action the gunlayer was ably supported by his loaders, Fireman Webster and Gallacher; the Master, the Chief and the Second Officers, by their unfailing courage and confidence during the attack, inspired the whole crew of the vessel.'

The Master, Chief Officer, 2nd Officer and two Firemen each received a King's Commendation.

Elliot Barnard Allard, otherwise Elliot Allard was born at Blean, Whitstable, Kent on 19 September 1909, son of the bank manager Christopher Allard. The 1911 Census shows the family living at 14 The High Street, Whitstable. Trained as a Lawyer, he set up his own practice *Gardner and Allard* in Whitstable, and had large clients like Sir Eric Bowater, whose firm *Bowater Paper Corporation* was the largest newspaper print company in Europe. Additionally he was often in national newspapers in high-profile criminal cases, such as the foster father George Gerioch Gordon, accused of killing his foster son in 1950. Gordon was successfully defended by Allard.

Joining the Merchant Navy, Allard served as a Defensively Equipped Merchant Ship (D.E.M.S.) Gunlayer in Belgium during the Battle of France. On 3 April 1940 he joined his first vessel, the steamship *City of Brussels*, which operated in canals around Brussels in support of the British Expeditionary Force. Belgium was still a neutral country at that time, so it was common practice for military personal to masquerade as 'civilian' merchant seamen in order to enter Belgium without being interned. His exploits are best revealed in *The Whitstable Times* of 13 July 1946:

'Ever in Brussels before the war? Then you will remember the old railway bridge that spanned the ship canal and the lock gates at the place with the long name Capelleauboiss a few miles outside the city. And even if you never saw them you must have heard of that bridge and those lock gates on the day, six years and two months ago, when the men of the free nations the world over were thrilled and uplifted by the great story of how one lone ship of the British Mercantile Marine had made history on the canal. But let us have the whole story for it has never been told in full before.

The ship was the British S.S. *City of Brussels*. She had gone up the canal to the Belgian capital, discharged her cargo, and was on her way down to the open sea. Captain Murray was in command, the mate was Mr. A. W. Sinclair, and she had a crew of about a dozen men. Mounted on her deck was a gun, a 12-pounder, and the gunlayer was a young solicitor from Whitstable named Elliot Allard who, making a sacrifice of his professional career three months before by volunteering for active war service, had been given a naval rating as gunlayer attached to merchant ships. He had a gun crew of two, fine, gallant lads as you would expect them to be, but both of them inexperienced and new to the game they were called upon to play. And this game, one between life and death, was to open at any minute now, although not a man on board knew it, for the date was the tenth of May 1940, the day when Goering's air squadrons made their first great attack on Belgian territory.

Leaving the doomed city early in the evening, the British ship steamed down the canal to Capelleauboiss. There she waited for the lock gates to open. But the gates remained closed and as the minutes that seemed like hours dragged slowly by, the crash and the roar of exploding bombs grew ever louder. The red fires of hell were let loose on Capelleauboiss that day, as later on they were to be loosed on London, Coventry, Canterbury, Whitstable and a hundred other English towns and cities, and the men on the little ship held up at the lock gates on the canal watched and waited for they knew not what. Swift action followed as a cluster of between thirty and forty German planes, in close formation, stormed across the sky towards the canal bridge. That bridge was of great strategic importance and those oncoming raiders were out to destroy it. That they did not expect to meet with any opposition was made obvious by the fact the planes were flying close together. Savagely exultant, sure of their prey, they came on at lightning speed.

Those at the gun saw their chance to make a kill. It would be easy work to bring down one of those screaming planes. The twelve pounder gun shook to the vibrating roar of the released shell as it flashed away and tore towards its mark. That mark was one of the two raiders which had dropped their bombs on the bridge and were now speeding on to overtake the planes sweeping on ahead of them. Hurrah! The upward darting shell struck the raider, ripped right through it and against the gleaming side of the second plane. Both planes, brought down by that single shot fired by the gunlayer from Whitstable, crashed in flame and smoke to utter destruction. Can't you picture the scene of jubilation staged on the little S.S. *City of Brussels* as the crew watched the shattered, blazing wreckage of two of Goering's finest aircraft? They scrambled ashore, for the rest of the raiders had gone on their way, and, crossing a field, gathered round the spot where one of the crippled planes hurtled down.

The swing bridge across the canal was still standing, although badly damaged by the bombing, and as it was unworkable the ship was taken back to Brussels. Here Captain Murray and his gunlayer were received at the British Embassy by Admiral Sir Roger Keyes. For his services, Elliot Allard was awarded the Medal of the O.B.E. With the help of the British Embassy he and ship-mates secured the loan of a brewer's van and motored on from Brussels to Ostend. There they were held up for the best part of a week before they found a ship to take them back to England.

Upon his return to England, Elliot Allard was posted to S.S. *City of London* as naval gunlayer. When this ship went into dock for a time he was appointed for the same kind of duty to the S.S. *Gynwood*, which sailed with convoys passing through the Channel. Just after he left Gynwood to sit for examinations by the Admiralty Selection Board she was blown up and sunk. Passed by the Selection Board, he was sent to the shore establishment at Hove for the training of naval officers. He made rapid progress and became a Staff Officer Intelligence, a post he held with much success until his demobilisation from the Service at the end of last year. Posted to Leith it was part of his work to welcome and entertain important foreign visitors to Edinburgh, he made acquaintance of many notable people, distinguished representatives of both the allied and neutral nations. Among the visitors he entertained were the officers of Russian ships on their arrival at a Scottish port. He was at Leith when, in 1942, two of the ten Norwegian vessels that made a dash from the Swedish port of Gothenburg, where they had been interned, made their unexpected but welcome appearance. And it was during his term of service at Leith that the first exchange of prisoners of war took place following the arrival at the port, with a number of released British service men on board, of Swedish S.S. *Drottningholm*. When the time came for him to return to civil life he had risen to the rank of Lieutenant Commander.

Six years, made memorable by an excellent record of service for his country, were behind him and he came home again to Whitstable to take up the work he had put down in those dark days of 1940 so that he might be free to fight for the land of the free. Looking back, the picture that must often rise in his mind's eye, is that of two German air raiders, brought down with one shot from his twelve pounder gun, in smoke and flame in the field near Brussels ship canal, while many will remember him holding an inquest in bell bottom trousers!

As this article infers, Allard was rapidly promoted following his B.E.M.-winning action. He was commissioned Temporary Sub-Lieutenant, Royal Naval Volunteer Reserve on 20 March 1941, rising on 20 June that year to Temporary Acting Lieutenant Commander and Staff Officer (Intelligence). After the war he set up and left a yearly Elliot Allard Trophy and Navy League Cup in Whitstable. He died in Bridge, near Canterbury, on 4 February 1956; sold with copied research.

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645A 'George was the salt of the earth. He served our Corps well and will be fondly remembered by all with whom he came in contact; even the many he chased around the gym and coerced into forming concert parties.'

Extract from Mann's obituary in *Globe & Laurel*, March/April 2000.

An important B.E.M. group awarded to Captain G. E. Mann, Royal Marines, late Royal Marine Light Infantry, a much-loved Corps character who served with distinction as Administrative Officer of 41 Commando - the renowned 'Chosin Few' - during the Korean War

Commissioned from the ranks, Mann was decorated for his outstanding P.T. instruction at the Royal Marines P.T. School, Deal; at his retirement in 1958, he was the last of the old 'Red Marines' still on active service



British Empire Medal, 2nd type, Military Division (A/S. M. George E. Mann, R.M. PO. 21738); 1939-45 Star; Defence and War Medals 1939-45; Korea 1950-53 (Cd. Sgt. Major. G. E. Mann R.M.); U.N. Korea 1950-54, unnamed as issued; Naval L.S. & G.C., G.VI.R., 1st type (PO. 21738 G. E. Mann. Sgt. R.M.), mounted court-style as worn, with the recipient's United States Presidential Unit citation (Marine Corps), *good very fine* (7)

£1,000-1,400

B.E.M. *London Gazette* 28 December 1945.



George Ernest Mann was born at Gosport on 15 September 1908, the son of a music hall performer who served during the Great War as a Sergeant in the Royal Marine Light Infantry. Young George understudied his father, always seizing any opportunity to break into song. On 27 October 1922, when he was 14, Mann was taken to Forton Barracks in Gosport, the home of the R.M.L.I. ('the Red Marines'), and handed over as a Boy Bugler. Considered too young to march, he rode around



in the ration truck, sitting on a sack of onions. Just months later, Treasury pressure forced the R.M.L.I. to disband and merge with the Royal Marines. Later transferring to general duties, Mann was awarded the King's Badge in his recruit squad. He served as P.T. Instructor aboard H.M.S. *Curacoa* and H.M.S. *Hood* during the early part of the Second World War, directing *Hood's* PT classes from the top of her X Turret. Narrowly missing *Hood's* fateful confrontation with the *Bismarck*, he was appointed PT Instructor to the Royal Naval College, Greenwich in early 1941. In 1945 he was awarded the B.E.M. for his work at the Royal Marines P.T. School, Deal, of which he became Sergeant Major in 1947. *Globe & Laurel* gives a real insight into his character:

'The story is told of a boxing match George organised against a team of Kentish miners at Folkestone. During a heavyweight bout a corner post broke loose. George jumped in the ring and entertained the audience while it was being repaired. When it was fixed the announcement that they were going on with the boxing was greeted with boos and the demand for more jokes.'

Mann then transferred to R.M.T.C. Ghain Tuffieha, Malta as Fleet Commissioned Sergeant Major. In 1950, he was appointed Administrative Officer of 41 Independent Commando, led by Lieutenant-Colonel D. B. Drysdale. Though comprised of 300 British Royal Marines ('half a commando'), this specialist unit was to be under U.S. Naval operational command, receiving American supplies, arms and equipment. Mann used all his resource, initiative and charm to ensure the unit was properly supplied throughout the Korean War. After training at Cape McGill, Japan, 41 Commando went operational on 12-13 September when it assisted in the Inchon landings, offering beach reconnaissance from H.M.S. *Whitesand Bay*. The unit then made three successful raids, using limpet mines to cut enemy railway lines along the north-eastern coast of Korea. In late November, 41 Commando joined the U.S. X Corps for the advance towards the Chosin Reservoir. This involved crossing the 38th Parallel, an act which triggered China's entry into the war. As Chinese forces

poured southwards, Drysdale led a gallant fighting retreat from Koto-ri. U.S. and Royal Marines fought side by side through the galling ambush in 'Hellfire Valley', suffering heavy casualties in the bitter cold. Despite the low temperatures the Royal Marines still clung to their green berets, wearing them under their parka hoods. A U.S. Marine, P.G.C. Clyde Queen, recalled what he saw one freezing morning during the retreat:

'It was around 0630 or 0700 when I heard some formal commands being barked out... there they were, the Royal Marines all standing tall, at attention in dress formation. Their uniforms were clean and presentable, the Royal Marines were clean shaven... The commanding officer was inspecting each RM and their weapons. I rubbed my eyes in disbelief. I knew right then and there that I would never have the stuff it takes to become a British Royal Marine.'

Drysdale's column, forever immortalised as 'The Chosin Few', fought through seven Chinese divisions to reach the sea at Hungnam on 10 December. 41 Commando returned home aboard the *Empire Orwell* in December 1951, leaving 31 dead and 17 prisoners of war in Korea. Brain-washing was used on all the prisoners of war, seven of whom died in captivity. The U.S. Marine Corps insisted on sharing their Presidential Citation for the Chosin campaign with the Royal Marines of 41 Commando, breaking a U.S. Navy convention that restricted this award to U.S. servicemen. For his valuable services in keeping Drysdale's men supplied through the bitter cold, Mann was promoted to Lieutenant (*London Gazette*, 10 April 1953). He retired on 15 September 1958 at the rank of Captain, and was the last 'Red Marine' still serving. He died at Gillingham in 2000; sold with a folder of copied research, including Mann's obituary and naval service record.

646 **A Second World War B.E.M. group of eight awarded to Chief Petty Officer A. H. Abrahams, Royal Navy, who fought in the Battle of Jutland and whose naval career spanned a remarkable 34 years**

British Empire Medal, (Military) G.V.I.R., 1st issue (C.P.O. Albert H. Abrahams D/J. 4185), officially impressed naming on a pre-prepared ground; 1914-15 Star (J.4185, A. H. Abrahams, A.B., R.N.); British War and Victory Medals (J.4185 A. H. Abrahams. P.O. R.N.); 1939-45 Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R. (J.4185 A. H. Abrahams. P.O. H.M.S. Vivid.), *Great War awards polished, remainder very fine* (8)

£260-300

B.E.M. *London Gazette* 1 January 1946.

Albert Henry Abrahams was born on 5 July 1893 at Birmingham, and attested for the Royal Navy at Devonport on 5 July 1911. Appointed Able Seaman and posted to the battleship *Benbow* on 7 October 1914, he was present aboard her during the Battle of Jutland from 31 May-1 June 1916. Although not heavily engaged, *Benbow* fired forty 13.5-inch armour-piercing, capped shells, and sixty 6-inch rounds (*Jutland: An Analysis of the Fighting* by John Campbell, refers).

Promoted Petty Officer in September 1918, Abrahams transferred to the corvette *Calypso*, followed by the battleships *Valiant* and *Queen Elizabeth*. Awarded his L.S. & G.C. on 6 September 1926 he was discharged on 31 July 1939. His retirement did not last long however, for a month later Abrahams was appointed Chief Petty Officer at *Fortitude*, the naval base at Ardrossan on the north Ayrshire coastline. Ending his career at the Royal Naval Air Station *Dipper* in Dorset, Abrahams was finally released from service on 14 August 1945; sold with copied service record and research.

- 647 An impressive 'Final Assault on the Redan' D.C.M. group of five to Colour-Sergeant T. Damaline, 23rd Foot (Royal Welch Fusiliers), who survived his Regiment's ordeal at the crossing of the Alma only to be wounded in an ill-managed though heroic attempt on the Redan bastion on 8 September 1855



Distinguished Conduct Medal, V.R. (Corpl. T. Damoline. 23rd R.W.Fusrs.), officially impressed naming, note surname spelling; Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (Thomas Damaline. Serjt. 23. R.W.F.), depot engraved naming, unofficial rivets between second and third clasps; Indian Mutiny 1857-59, 1 clasp, Lucknow (Cr. Serjt. Thos. Dammaline, 1st Bn. 23rd R.W.Fusrs.), note surname spelling; Army L.S. & G.C., V.R. (1688. Clr.-Sjt. T. Damaline, 1st Btn. 23rd Rgt.), small letter reverse, officially impressed naming; Turkish Crimea 1855, Sardinian die, (Cr. Serjt. T. Damaline. 23rd R.W.F.), depot engraved naming, fitted with replacement 'Crimea' suspension, all with original ribbands, *good very fine* (5)

£2,400-2,800

Thomas Damaline was born at Blackburn, Lancashire in 1821. A shoemaker by trade, he attested for the 1st Battalion, 23rd Foot (Royal Welch Fusiliers) at Blackburn on 7 December 1840, with the Regimental Number '1688'. He served in Canada for 11 years and 1 month, rising to Corporal on 1 May 1853 before receiving Good Conduct Pay on 28 March 1854. At the Battle of the Alma on 20 September that year, the 23rd made a frontal assault on the Great Redoubt, a formidable earthwork bristling with Russian artillery. Part of Sir George Brown's Light Division, the 23rd waded across the River Alma at 2 p.m. and surged forward, losing all sense of order and cohesion. The regiment bunched up and in some cases were 16 men deep, presenting an ideal target for shells and grapeshot. The 23rd seized their objective with terrible loss. Captain Bell won the Victoria Cross for capturing a Russian howitzer and scratching '23' on its cascabel with his sword. At this crucial point, British reinforcements failed to arrive to consolidate the position. The Russian Vladimir Regiment counter-attacked and drove the 23rd back from their hard-won gains. In this battle the Royal Welch Fusiliers lost eight officers and 45 men killed, five officers and 152 men wounded (*Hope 2003*, 115).



Damaline took part in the Battle of Inkermann on 5 November, and was promoted to Sergeant on 9 May 1855, during the Siege of Sebastopol. This city's defence was superbly organised by General Todleben, a German in Russian service. Having resisted Allied assaults for almost a year, Sebastopol was subjected to an epic Allied bombardment on 5 September, involving 13,000 shells and 90,000 round shot fired from 800 guns over 72 hours (see *Pemberton 1962, 214*). The 'Final Assault' on the Redan then commenced. The 23rd were at the forefront of the British attack - the subject of a pen-and-ink drawing made at the scene by Lieutenant Radcliffe of the 23rd (illustrated), now held in the National Army Museum. As Radcliffe's drawing shows, the 23rd suffered severe casualties while advancing across open ground: two officers and 46 men killed, ten officers and 207 men wounded, and 25 'missing'. Damaline was slightly wounded during this assault, in which two Victoria Crosses were earned by the Regiment. He received the Distinguished Conduct Medal with £10 gratuity in 1855, likely for his gallantry during this hopeless engagement. The scaling ladders were of insufficient length; the attempt on the Redan failed yet again.

French Zouaves nevertheless succeeded in capturing the Malakoff redoubt, forcing the Russians to abandon Sebastopol that night. Allied victory was confirmed by the Treaty of Paris on 30 March 1856. The Royal Welch Fusiliers were ordered to participate in the ongoing Second China War, but news of the Indian Mutiny forced them to divert at Singapore and land at Calcutta. There they joined the force being assembled by Sir Colin Campbell for the Relief of Lucknow, Damaline earning a 'Lucknow' clasp to his Indian Mutiny Medal. He advanced to Colour-Sergeant on 13 August 1858, and received the Long Service and Good Conduct Medal with a gratuity of £5. His discharge papers reveal a man of 'very good' character who was never tried by Court-Martial. Discharged at Walmer, Kent on 12 December 1861, Damaline retired to Preston in Lancashire and was buried on 15 May 1871; sold with copied service papers and medal confirmation.

x648 A fine Punjab campaign pair to Colour-Sergeant F. Jesson, 24th Foot, who survived his Regiment's bloody ordeal at the Battle of Chilianwala on 13 January 1849



Punjab 1848-49, 2 clasps, Chilianwala, Goojerat (Corpl. F. Jesson, 24th Foot.); Meritorious Service Medal, V.R. (Cr. Sergt. P. Jesson. Late 1/24th Foot.), *the first polished with contact marks and minor edge wear, nearly very fine, the second very fine* (2)

£600-800

Frederick Jesson was born at Fulham in 1832. After civilian employment as a servant, he attested for the 78th Foot at Queen Square, London on St. George's Day 1845, but transferred to the 24th (2nd Warwickshire) Regiment on 24 May that year. Promoted to Corporal on 1 September 1848, he served with the 1st Battalion in India during the Second Sikh War. On 13 January 1849, the British army under General Sir Hugh Gough confronted the main Sikh force at Chilianwala (clasp) near the River Jhelum. To reach the Sikh positions, the 24th hacked their way through a belt of thorn and mimosa scrub a mile thick, totally without artillery support. The Sikh batteries showered them with grapeshot as they emerged, exhausted, into the open. Though isolated, the 24th pressed on with the bayonet and fiercely engaged the red-coated 'Avtible' Battalions. Out of its 29 officers, the Battalion lost 13 killed and 10 wounded. Of the rank-and-file, 231 men were killed and 266 wounded. It was a black day in the Regiment's history, but Jesson survived to exact revenge at Goojerat (clasp), the crowning British victory, on 21 February.

Jesson continued to serve in India, and was promoted to Sergeant in 1854. Though once convicted by Court-Martial, he eventually rose to Colour-Sergeant of the 1st Battalion, 24th Foot. He was discharged to pension at Curragh on 7 May 1866 after 21 years and 11 days with the Colours, during which he earned five Good Conduct Badges. His conduct was described as 'very good'. After discharge he served as a Colour-Sergeant in a militia battalion, the Cinque Ports Rifle Volunteer Corps. It was during this period that he earned the Meritorious Service Medal; sold with copied discharge papers.

649

A fine Second Boer War 'Battle of Belfast' D.C.M. awarded to Sergeant W. Craig, Royal Inniskilling Fusiliers, who was decorated for his part in the gallant charge which drove the Boers from Bergendal Farm at the climax of the action

Distinguished Conduct Medal, V.R. (3965 Serjt: W. Craig. Rl: Innis: Fus:), large letter reverse, *officially impressed naming, extremely fine*

£1,400-1,800

D.C.M. *London Gazette* 27 September 1901.

W. Craig served with the 1st Battalion, Royal Inniskilling Fusiliers during the Second Boer War. The Battalion sailed aboard the *Catalonia* on 5 November 1899, arriving at the Cape on 30 November. Posted to Durban, it joined the 5th ('Irish') Brigade under Major-General Fitzroy Hart, and was at the extreme left of General Buller's force at the Battle of Colenso on 15 December 1899. The Battalion suffered severely by being kept in close order, exposed to Boer marksmen, before an order finally came for the line to extend. Losses in this battle were 1 officer and 17 men killed, 10 officers and 76 men wounded. The Battalion was then heavily engaged at Venter's Spruit on 20 January 1900. During the Relief of Ladysmith it garrisoned key rail-heads. On 23 February the Battalion attacked entrenched Boer positions east of the River Langerwachte, dislodging the Boers at the point of the bayonet. The Battalion lost Colonel Thackeray, Major Sanders and Lieutenant Stuart killed, a further eight officers wounded, and 219 casualties among the rank-and-file. Craig may have been rapidly promoted as a result of the terrible casualties in this action, for which five officers were mentioned in General Buller's Dispatch of 30 March.

The Inniskillings were prominent in the Battle of Belfast on 23-27 August 1900. This combat is also called the Battle of Bergendal, because it really centred around the Boer-held Bergendal Farm, which anchored the left flank of the main Boer force at Belfast four miles away. General Buller saw this farm as the key to capturing Belfast. On 27 August, after an intense bombardment which involved the 65th Howitzer Battery, the Inniskillings, with the 2nd Battalion of the Rifle Brigade on their left, advanced up the craggy slope towards this entrenched Boer salient, defended by the Johannesburg Police. After a fierce struggle, they captured Bergendal Farm and seized a number of the Boers' prized 'Long Tom' guns. This victory, earned at the cost of 385 British casualties, caused the general dispersal of Boer forces in the region, enabling Buller to march into Machadodorp the next day. For his gallantry in the capture of Bergendal Farm, Craig was awarded the Distinguished Conduct Medal, announced in Army Order 15/02.

Another W. Craig, possibly this man's son, served as Private in the Royal Inniskilling Fusiliers during the Great War, and was killed in action on 8 February 1917; sold with roll confirmation.

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650 **An extremely fine Great War C.B.E. group of seven awarded to Lieutenant-Colonel V. Dunfee, CO of the 2/4th London Regiment at Gallipoli and during the Senussi campaign, who served as the first Commandant of the City of London Police Reserve from 1911-1914, and later returned to serve a further nine years from 1918-1927; besides this he arranged the Great War Peace Parade in the City of London**

The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 1st type neck badge complete with neck riband; 1914-15 Star (Lt. Col. V. Dunfee. 4/Lond. R.); British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. V. Dunfee.); Volunteer Officer's Decoration, E.VII.R., the reverse with hallmarks for London 1903; Special Constabulary Long Service, G.V.R., 1st issue (Col. Vickers Dunfee. C.B.E., V.D.), mounted as worn where applicable, together with City of London Jewel, silver-gilt and enamel, 115mm x 57mm, reverse engraved 'Presented by the Court of Assistants to Col. & Dep. Vickers Dunfee C.B.E. Master. 1926. In token of their Esteem & Affection.', hallmarks for Birmingham 1926, *good very fine*, housed in a fitted glazed frame (7)

£2,000-2,400

C.B.E. *London Gazette* 3 June 1919.

Vickers Dunfee was born on 30 April 1861 at Hanover Square, London, the son of William Dunfee of 28 Queen Street, St. Leonards-on-Sea, Hastings, East Sussex. Educated at King's College School, he entered his father's business of William Dunfee & Co., wine and spirit merchants, before being appointed to a temporary commission on 6 September 1884 as Lieutenant in the 1st Battalion, Tower Hamlets Rifle Volunteers. Witnessing steady promotion through the ranks, he was granted the Honorary rank of Colonel on 5 September 1903 and was awarded the Volunteer Decoration on 15 November 1904. Transferred to the 4th Volunteer Battalion, City of London Regiment, he retired on 1 November 1908 and likely put his energies into helping his wife Caroline raise their four sons. He also served from 1911-14 as the first Commandant of the City of London Police Reserve, organising the recruitment of 2000 Special Constables at a time of considerable national uncertainty.

Recalled to the Colours at the outbreak of the Great War, Dunfee was appointed Lieutenant Colonel on 6 September 1914 and placed in command of the newly-formed 2/4th Battalion, The London Regiment. Within two weeks of formation, the 2/4th numbered a strength of over 400 men which necessitated a move from Hoxton to New Barnet on 23 September 1914 for training. By 14 December it had grown under Dunfee to 27 officers and 986 other ranks, and joined the rest of 2/1st London Brigade at Maidstone. Ordered to Southampton, the 2/4th Battalion embarked aboard H.M.T. Avon on 23 December 1914 bound for Malta, arriving a little over a week later on 2 January 1915. Here they continued with their training, conducted public duties and guarded prisoners of war, before being transferred to Egypt aboard *Southlands* on 21 August 1915 and on to Gallipoli.

Serving on the peninsula from September 1915, Dunfee led the 2/4th London Battalion during their introduction to trench warfare in the 'Eski' reserve line from 20-27 October 1915, suffering their first battle casualties. Thereafter, his men conducted seven-day tours of duty in the reserve line, alternating with 'rest' in the flooded camps to the rear. In December the men returned to the front line trenches where harsh weather, disease and Turkish attacks began to have a significantly detrimental effect on troop numbers and morale. On 5 December 1915 Dunfee left his unit bound for Mudros aboard the *Olympic*. Stating the need to return home for 'urgent private affairs', he was reluctantly granted a month's leave, his private record noting the inconvenience of losing a commanding officer at such a critical time.

Returning to his Battalion in Egypt, Dunfee likely joined the force at Minia which guarded the Nile against a potential attack by Senussi rebels. He subsequently commanded a force at Beni Mazar, guarding the strategically important railway line with detachments of Lovat's Scouts, the Australian Light Horse, a number of Royal Engineers and an armoured train. On 4 February 1916, whilst still at Beni Mazar, Dunfee applied for leave to return to England. This was granted, but on the return voyage to Egypt the Director of Personnel Services appeared less than impressed with the Lieutenant-Colonel, who had requested an 'indulgent passage' to Egypt:

'There are no transports in view, and it is very doubtful if indulgence passage can be granted.'

Transferred to France, Dunfee was mentioned in despatches (*London Gazette* 13 July 1916, refers), and likely witnessed the heavy fighting at Bullecourt, Ypres and during the German Spring Offensive. At the cessation of hostilities he returned home and organised the triumphal 'Peace Parade' march through the City and Westminster involving 15,000 men from the City and County of London units (*City of London Special Constabulary* 1911-2011, refers). He was awarded the C.B.E. (Military Division) in June 1919.



Dunfee proudly sat second from right

Taking back the reins of the City of London Police from Colonel J. W. Benningfield, O.B.E., V.D., C.C., Dunfee became one of His Majesty's Lieutenants for the City, an active member of the City of London Territorial Association and a Magistrate for the County of London. His premature death from illness on 17 February 1927 resulted in the Corporation of the City of London losing one of its oldest and most admired members; a representative of the Vintry Ward since 1893 and Deputy Alderman in 1914, his loss was keenly felt. By the end of the year the Vickers Dunfee Memorial Fund - a memorial to the Commandant - for the relief of distressed past and present Constables, had £3779 8s. 6d. raised by public subscription.

Leaving effects totalling £15,280 11s. in his will, equivalent to approximately £1 million today (The Bank of England inflation calculator, refers), Dunfee's sons were able to indulge in a love of speed, particularly motor racing. As two of the wealthy 'Bentley Boys', Jack and Clive Dunfee became racing drivers during a Golden Era in Motor Racing. Clive was killed in a dramatic accident at Brooklands in 1932 during the British Racing Driver's Championship 500 mile race; in passing Earl Howe's Bugatti, he put the wheel of his machine over the lip of the banking causing his Bentley to cartwheel over the top and plunge into trees. He was killed outright. A second brother, Flight Lieutenant Geoffrey Edgar Dunfee, R.A.F.V.R., died whilst serving as a Mosquito Pilot with No. 125 Squadron during the Second World War. It is believed that his aeroplane crashed into the English Channel off the Port of Dover on return from a 'rhubarb' in August 1944.

Sold with copied *MIC* and service record, extensive research and the following original items and ephemera:

- (i) Two large and particularly fine leather-bound scrapbooks, containing hundreds of newspaper cuttings relating to officers and men of the London Regiment, particularly those awarded decorations or killed in action.

The First book commences with his original Certificate of Attestation to the 4th Battalion, Royal Fusiliers, dated 20 August 1883. It includes an outstanding archive of family photographs, letters to Dunfee written in the final years of the Great War, invitations to military and civil ceremonies, original Lord Mayor and Stationers' Hall dinner menus, correspondence from the City of London Police Reserve and some outstanding large parade photographs relating to the Inspection by H.M. The King at Hyde Park on 19 July 1919 and the Victory March a few days earlier. This is followed by a congratulatory letter on Windsor Castle headed notepaper, offering Dunfee the King's appreciation of the public-spirited service displayed by the City of London Police Reserve. The last few pages of the album are filled with his original City of London 'For Services Rendered 1914-1919' Certificate, and a delightful group photograph of Dunfee with colleagues from the City of London Police Reserve. In average exterior condition, spine lacking leather binding, the interior pages considerably better.



The Second book commences with a Certificate to Dunfee from the Epping Forest Committee. It includes photographs of formal dinners involving men of the City of London Police Reserve and a poignant large photograph of the Armistice Day Memorial Service held at the Royal Exchange on 11 November 1923. It continues with a large number of newspaper cuttings and a rather splendid menu from the First Annual Dinner of the City of London Police Detective Department, conducted at Hamilton Hall on 28 November, 1924. It concludes with cuttings relating to the early motoring escapades of his sons and contemporary racing drivers. The outer cover separate from the binding, all pages neatly and firmly held together, and in generally good condition.

(ii) An attractive large bronze medallion, bearing the busts of the Duke and Duchess of York, held within a fitted case of issue, the front cover reading in gilt lettering 'In Commemoration of the Raising and Equipment of The City of London Imperial Volunteers, and their service in South Africa 1899-1900. The Right Hon. Sir Alfred James Newton, Bart. Lord Mayor', the medallion unnamed as issued and in good condition, the case damaged and worn.

(iii) A large framed City of London Police Reserve Certificate, awarded to Sergeant W. B. Stevenson in recognition of Valuable Services, dated 19 August 1914, bearing the original signature of Vickers Dunfee, in contemporary glazed wooded frame, this damaged to one corner, otherwise in fair condition.

(iv) A collection of contemporary hardback books relating to the career and life of Lieutenant Colonel Dunfee, including; History of the Old 2/4th Battalion (City of London); London's Roll of Fame 1757-1884; The Tower Hamlets Rifle Volunteer Brigade; History of the Worshipful Company of Plumbers; Visit to Prague. Together with a number of modern hardback and paperback books, including *City of London Special Constabulary 1911-2011*; *Peace Year in the City 1918-1919*; *Badges and Medals of the Livery Companies of the City of London*; *History of the Worshipful Company of Fruiterers of the City of London*; *The Guild of Freemen of The City of London and Diver! Diver! Diver!*, these contained in a period suitcase, in good condition throughout.



(v) A particularly fine full-length pastel and mixed-media portrait of the recipient in military uniform, unsigned, mounted in a gold frame behind glass, with contemporary riband bar, frame approximately 650 x 1000mm, in good condition.

651 **An unusual group of nine awarded to Lieutenant-Colonel M. R. de Cordova C.B.E., Jamaican Army and Air Cadet Force, late Army Service Corps, who was instrumental in creating and leading a youth movement on the island**

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast Badge, silver; 1914-15 Star (Lieut. M. R. De Cordova A.S.C.); British War and Victory Medals (Capt. M. R. De Cordova); War Medal 1939-45; Coronation 1953; Efficiency Decoration, G.VI.R., 1st issue, silver and silver-gilt, reverse privately engraved 'Major. M. R. De Cordova. M.B.E.', with integral top 'Territorial' riband bar; Cadet Forces Medal, E.II.R., unnamed; Jamaica Independence Medal 1962, *very fine* (9)

£300-400

[C.B.E.] *London Gazette* 31 December 1965.

M.B.E. *London Gazette* 11 May 1937.

E.D. *London Gazette* 27 February 1941. Just 11 Awards of the E.D. to Jamaican Local Forces.



Michael Ralph de Cordova was born on 4 January 1889 at Kingston, Saint Andrew Parish, Jamaica, the son of Joshua and Violanthe de Cordova. His family lineage can be traced back to some of the earliest settlers around 1770, when the first volume related to Jewish settlers was titled, 'The Haham De Cordova of Jamaica'. It addressed the significance of Jewish communities in the West Indies during the 18th Century and contrasted life in Jamaica to that on the North American mainland.

A civil engineer and commercial businessman by profession, de Cordova was commissioned Lieutenant in the Territorial Army Service Corps on 21 October 1914. Posted to France on 25 January 1915, he served on the Western Front with No. 181 Company, 28th Divisional Supply Column, followed by No. 562 Company, A.S.C., attached Anzac Corps Headquarters, Heavy Artillery. Seconded for duty with the regular A.S.C. forces (*London Gazette* 15 December 1915, refers), de Cordova was promoted Temporary Captain on 11 March 1916. On 29 November 1917 de Cordova slipped and 'pitched forward' when descending stairs in France. He damaged his right knee and was awarded 6 weeks off military duties to recuperate. Demobilised on 8 January 1919 he initially returned home to his wife Ethel Clara de Cordova, living in Mayfield Road, Sutton, Surrey.

Following the outbreak of the Second World War, de Cordova proved instrumental in the creation of the Jamaican Army and Air Cadet Force on 1 November 1943. Prior to this date, one or two schools had Army Training Corps units, but by the end of 1943, Cadet units had been formed in sixteen different schools, colleges and training centres, and the force had a strength of 46 officers and 1,068 cadets under the command of its newly promoted Lieutenant-Colonel, de Cordova. Together with Garrison Commander T. Denis Daly, M.C., they successfully evolved the organisation, compiled the rules and regulations and designed the badge of what is today known as the Jamaican Combined Cadet Force.

Appointed Honorary Colonel of the Cadet Force in 1963, de Cordova was bestowed with the C.B.E. for his leadership spanning over twenty years and his name was given to the J.C.C.F. barracks at Up Park Camp. He died on 20 January 1983 at Guildford, Surrey; sold with copied service record, *MIC* and research.

652

A Great War O.B.E. group of seven awarded to Lieutenant-Colonel B. A. Johnstone, South Staffordshire Regiment, late West Riding Regiment and Indian Army, who witnessed extensive service in India and China and later pulled strings with an 'old friend' - Lord Kitchener - so as to return to the fray on the Western Front aged 53



Most Excellent Order of the British Empire, O.B.E. (Military) 1st type breast Badge, silver, hallmarks to reverse; India General Service 1854-95, 1 clasp, Chin Hills 1892-93 (Capt: B. A. Johnstone. 21st. Madras Pioneers.); China 1900, 1 clasp, Relief of Peking (Major B. A. Johnstone. 1st. Mad: Pioneers.); 1914-15 Star (Major B. A. Johnstone. W. Rid. R.); British War and Victory Medals, M.I.D. oak leaves (Lt. Col. B. A. Johnstone.); Delhi Durbar 1903, silver, unnamed as issued, *very fine and better* (7)

£500-700

O.B.E. *London Gazette* 3 June 1919.

Beresford Assheton Johnstone was born on 28 March 1861 at Dublin, the eldest son of Major-General George Nassau Johnstone of Kilkenny, Ireland, and grandson of General Assheton Duke. Educated at the Royal Military Academy, Sandhurst, Johnstone was commissioned 2nd Lieutenant in the Hampshire Regiment on 23 April 1881 and promoted Lieutenant on 23 April 1883. Following in his father's footsteps, he transferred to the Indian Army and was posted as Wing Officer, 21st Madras Native Infantry (Pioneers) on 26 June 1884. Having served during the Chin Hills he later took part in the Relief of Peking during the Boxer Rebellion. Promoted Captain, he was appointed Second-in-Command of the Regiment on 21 November 1897 and was made Acting Major on 18 May 1899 and Substantive Major on 23 April 1901. Upon his return to India from China, Johnstone was appointed to the staff of D.A.A.G. for musketry and served at the time of the 1903 Delhi Durbar as Aide-de-Camp to Lieutenant-General Sir James Wolfe Murray, K.C.B. Despite such steady career progression, his prospects stalled having contracted malaria two years.

Johnstone was forced to retire from the army on health grounds on 23 April 1905. He returned home to Stace House, Tenterden, Kent, and immediately took an active interest in the fledgling Scout movement, whilst also serving as President of the local Conservative Association and as a Justice of the Peace.

Following the outbreak of the Great War, Johnstone called upon his old friend Lord Kitchener who appointed him Major and Second-in-Command of the 9th Battalion, West Riding Regiment. Serving in France from 14 July 1915, Johnstone was posted to the Ypres salient and likely witnessed the extensive German efforts to bleed the cloth-weaving city dry. Transferred to the 14th (Reserve) Battalion, West Riding Regiment, he thence commanded the 1st Garrison Battalion, South Staffordshire Regiment in late 1918. Invalided home with a strained heart, Johnstone put his remaining strength into training soldiers in England, before successfully applying for command of the Depot at Kirkee, Poona, India. For his service in India at the twilight of his career, Johnstone added a 'mention' (*London Gazette* 11 June 1920, refers) to go with his O.B.E.

Johnstone died at home in 1930, his *Times* obituary noting:

‘To all those who knew him intimately or otherwise, the news of the passing of Lt. Colonel Beresford Assheton Johnstone, O.B.E., will sound a note of deep regret. The deceased died on Sunday morning at his residence, Stace House, Tenterden, from heart failure. Colonel Johnstone was preparing to go to church when the seizure overtook him and he died before medical aid could be summoned.’

He is buried in the Tenterden Village Cemetery; sold with original M.I.D. certificate, rare Indian Army service record, this *particularly fragile*, map of the Punjab Province, dated April 1889, besides copied photographs and research.



653 **A Great War O.B.E. group of six awarded to Major G. E. Bowman, Machine Gun Corps, late Honourable Artillery Company and Somerset Light Infantry**

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast badge, silver-gilt, hallmarks for London 1919; 1914 Star, with clasp (960 Pte. G. Bowman. H.A.C.); British War and Victory Medals, M.I.D. oak leaves (Capt. G. E. Bowman.); Defence and War Medals 1939-45, *good very fine* (6)

£400-600

O.B.E. *London Gazette* 3 June 1919 (France).

George Edward Bowman served in France with the Honourable Artillery Company from 18 September 1914 and was commissioned 2nd Lieutenant in the 9th Battalion, Somerset Light Infantry on 14 August 1915. Transferred to the Machine Gun Corps on 27 March 1916, he had been promoted Captain and served as Adjutant, besides earning a brace of 'mentions' (*London Gazette* 30 December 1918 & 10 July 1919 refer) by war's end. Having retired in May 1921, Bowman was commissioned into the Royal Army Service Corps during the Second World War and served as Major from 28 February 1941; sold together with copied research.

654 An outstanding Great War C.M.G., C.B.E., D.S.O. group of seven awarded to Brevet Lieutenant-Colonel R. E. H. James, Loyal North Lancashire Regiment, late Chinese Regiment - a 'dashing officer' who married one of the most beautiful Chicago heiresses, but was later singled out in his father-in-law's will as not worthy of a penny of his fortune

James became a leading figure in Chicago business circles whilst his son Charles become a wildly successful male fashion designer in the privileged circles of haute couture, the self-styled 'Greatest Couturier in the World'

The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel, in its *Garrard & Co* case of issue; The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 1st type neck Badge, silver-gilt and enamel, complete with full neck riband; Distinguished Service Order, G.V.R., silver-gilt and enamel, with top riband bar; China 1900, no clasp (Capt. R. H. James 1/Chinese Rgt.); British War and Victory Medals, M.I.D. oak leaves (Lt. Col. R. E. H. James.); Coronation 1902, silver, mounted as worn as applicable, *green enamel loss to wreaths of second, very fine* (7)

£2,400-2,800

C.M.G. *Edinburgh Gazette* 4 June 1917.

C.B.E. *London Gazette* 14 October 1919:

'For valuable services in the Civil Engineer-in-Chief's Department, Admiralty.'

D.S.O. *London Gazette* 1 January 1918.

Ralph Ernest Haweis James was born on 31 October 1875, the son of Lieutenant-Colonel Walter Haweis James, Permanent Under-Secretary at the War Office, late Royal Engineers, who served during the Great War in the Censor's Department and was author of *Modern Strategy* and *The Campaign of 1815: Chiefly in Flanders*. Having grown up at the family home of Bushmead Hall in Bedfordshire, James was appointed to a commission with the Loyal North Lancashire Regiment on 29 May 1895, being promoted Lieutenant on 2 October 1897 and Captain on 24 December 1901. Posted to China, he took part in the suppression of the Boxer Rising and was seconded to the 1st Battalion, Chinese Regiment as one of a small number of British officers with responsibility for training and leading Chinese troops who were based at Wei Hai Wei. Attaining a strength of 1300 officers and men at its peak around the turn of the century, the Regiment did good service at Tientsin and during the march on Peking, and such was the standard of training and efficiency that many of the native troops later formed the nucleus of a new police force upon disbandment in 1906.

Reigning Belle of Chicago

Returning home to take appointment as Instructor at the Royal Military College, Sandhurst he attended the Coronation of Edward VII and had the good fortune to meet Miss Louise Brega, only daughter of Charles W. Brega, one of the wealthiest men in Chicago, as they travelled to England aboard an ocean liner. Considered 'one of Chicago's most glamorous society girls' (*The Chicago Daily Tribune*, refers), it was said that dozens of titled suiters had sought her hand because of her beauty and popularity, but her heart quickly fell for the 'dashing' English officer, much to her father's chagrin. Rather shrewdly, Captain James did not spare his time and the couple were married a year later at Grace Church, Chicago, in what *The Chicago Daily Tribune* termed 'The most fashionable wedding of the year':

'Crowded to the doors, the church was banked with flowers. Miss Brega wore one of the handsomest bridal robes seen this year. It was of lace, fashioned with full court train, which fell from the shoulders, the entire foundation of the gown being of silver gauze. The bodice had yoke and sleeves of tulle, and about the corsage the lace was caught with a diamond and pearl brooch, the gift of the groom.'

The bride's father departed his home at 2816 Michigan Avenue shortly after the wedding and retired to Rome on vacation. Returning home to Chicago, he was taken ill at the Chicago Club in 1906 and died alone at St. Luke's Hospital of complications, his wife Fanny being at that time in London. As one might have expected, his dislike of his son in law manifested itself after his death; the will relating to his \$400,000 fortune contained a codicil that following the death of his wife, all residue would go to his daughter and 'never shall be subjected to the control of Mrs James' husband, and that no part of it be diverted to pay any debts of his' (*Brega Codicil Explained, Chicago Daily Tribune*, refers).

It was denied that there had been disagreement between the two men, Captain James being at that time a Professor of Military History at Camberley and appearing to be outwardly successful and of no need of his father in law's money, but whatever the case, the mistrust and disapproval remained after death.



Returning to London, Captain James and his wife set up home at Agincourt House, Camberley, and became parents to Charles Brega James on 18 July 1906. The couple were joined by Fanny Brega and lived at 47 Draycott Place, Chelsea, their son being sent to boarding school at Harrow. Here the young boy was surrounded by luminaries such as Evelyn Waugh, Francis Rose and most notably the photographer Cecil Beaton, who became a longstanding friend. His father meanwhile was promoted Brevet Lieutenant-Colonel on 3 June 1915 and was posted to France with his Regiment on 28 June 1916 following a two year spell as General Staff Officer (First Grade) at GHQ, Home Forces. Four times mentioned in despatches in a single year (*London Gazette* 30 March 1917, 15 May 1917, 27 July 1917 & 11 December 1917, refer), James was decorated with the D.S.O. for 'personal bravery in France' (*The Chicago Daily Tribune*, refers), and later received the C.M.G. after working as Director of Organisation in the department of the Civil Engineer-in-Chief at the Admiralty from January 1918-May 1919.

The Genius of Charles James

Expelled from Harrow after three terms around 1920, reputedly as a result of a 'sexual escapade' (*The New Yorker*, refers), James's son Charles began to make a name for himself in the field of women's fashion - likely influenced by his mother's exquisite taste and ability to afford the pinnacle of haute-couture. In her study *Fashion and Eroticism*, author Valerie Steele points out that 'rich Edwardian women dressed with the aims of enhancing their natural attributes, concealing their defects, and signally their social status, and those tenets remained central for James'. To an outsider, it soon became clear that father and son were like chalk and cheese:

'At home, James had a troubled relationship with his father; it was clear early on that he was not only gay but flamboyantly so, and entirely uninterested in the military. It was said that Charles used to make fun of the inordinate attention that he father paid to the style and cut of his military vest intimating that he, too, was a homosexual aesthete' (*The New Yorker*, refers).

To spare his family further perceived embarrassment, Charles returned to his mother's roots in Chicago and soon became an artisan of startling originality, running a successful hat business under the professional alias Charles Boucheron. His parents subsequently returned to live in Chicago and witnessed the business blossom. In 1928, with money borrowed from a family friend, Charles left Chicago for New York and sold his hats at Best & Co., clients including the opera singer Lily Pons, actress Jennifer Jones and the sculptor Elizabeth Strong de Cuevas. In 1937 he debuted his first Paris collection, his couture being sold by Harrods and Bergdorf Goodman in New York. In 1948 Charles held the retrospective exhibition 'Decade of Design' at the Brooklyn Museum in New York, and here he highlighted dresses created for his greatest American patron, Millicent Rogers, the Standard Oil heiress famed for inventing haute couture 'Happy Chic'. His client list was legendary; in the 1940's he counted the ballerina Alicia Markova and Diana Mitford amongst his friends, whilst a certain Mrs. Elizabeth N. Graham - known professionally as Elizabeth Arden - helped establish an American clientele of Whitneys, Hearsts and Paleys which would last a lifetime and fill the covers of Vogue Magazine for decades.

The great Spanish-born couturier Balenciaga, a master of form himself, bestowed on James the following accolade:

'Charles James is not only the most eminent American couturier, but also the best, and the only one who has raised Haute Couture from applied art form to pure art form.'

Praise indeed.

Later life

Witnessing his son's embryonic business flourish on both sides of the pond, James was promoted Lieutenant Colonel on 16 November 1919, but left the British Army soon thereafter. He took work on the staff of the late Samuel Insull - who had made a fortune from creating an integrated electrical infrastructure in the United States - and later became Head of the Chicago District firm, a subsidiary of Commonwealth Edison of Indiana. Father to daughters Frances and Margaret as well as Charles, James retired from the utility in 1952 and died aged 89 on 25 December 1964, having witnessed an extraordinary life. He is buried alongside his wife at Rosehill Cemetery and Mausoleum in Chicago.

Sold with copied *MIC* and a large file of copied research offering a fascinating insight as to the life of Lieutenant-Colonel James and his hugely successful son, with a hardback copy of *Charles James, Assouline*, by Richard Martin, former Curator of the Costume Institute of the Metropolitan Museum of Art, New York.

- 655 **A fine Great War C.M.G., D.S.O. group of seven awarded to Colonel O. W. Richards, Royal Army Medical Corps, late Army Medical Service, who pioneered the application of surgery to abdominal wounds and requested his own Casualty Clearing Station be moved closer to the front line so as to reduce the evacuation time of his patients**

The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel with integral top riband bar; Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (O. Richards, Civ: Surgeon. I. Y. Hosp.); 1914 Star (Lieut: O. Richards. R.A.M.C.); British War and Victory Medals (Col. O. Richards.); **Egypt**, Kingdom, Order of the Nile, Second Class set of Insignia, comprising neck Badge and breast Star by *Lattes*, silver, silver-gilt and enamel, maker's name to reverse, the second to sixth mounted as worn, D.S.O. with depressed centre, *very fine*, housed in a fitted *Garrard & Co. Ltd* case (7)

£1,600-1,800

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

D.S.O. *London Gazette* 23 June 1915.

Order of the Nile *London Gazette* 13 September 1921:

'For services to medical education.'

Owen William Richards was born on 30 September 1873 at Isleworth Vicarage, the younger son of the Reverend H. W. P. Richards, Prebendary of St. Paul's Cathedral, London. Home educated until the age of 13, Richards won a King's Scholarship to Eton College and subsequently obtained a 1st Class B.A. (Honours) in physiology at New College, Oxford. Elected to a Winchester Fellowship in October 1898, Richards became a student at Guy's Hospital, graduating in 1902, proceeding M.D. in 1905 and taking the F.R.C.S. in the same year. His studies were interrupted for a time by the South African War, when he served as a dresser (Queen's Medal & 3 clasps).

Appointed Professor of Clinical Surgery at the School of Medicine in Cairo in 1905, Richards was accustomed to ride out to the military hospital of the Egyptian Army at Abbassia. He also 'employed his leisure hours in practising operations on the intestines of a cow in order to perfect his technique' (*The British Medical Journal*, refers). For the next nine years Richards did yeoman service in Cairo before retiring from the Egyptian service and taking a commission in the Royal Army Medical Corps at the outbreak of hostilities.

Posted to Versailles as subaltern, Richards was taken under the wing of Sir Arthur Thomas Sloggett, K.C.B., K.C.M.G., K.C.V.O., who served as Director-General of the Army Medical Services and British Armies in the Field. Under Sloggett's guidance, Richards was promoted Captain and became a pioneer of abdominal surgery, publishing *The pathology and treatment of gunshot wounds of the small intestine* in 1915.

Surgical opinion pre-1914

The practise of surgery in a military setting has always been difficult. There is not only the problem of inadequate or limited resources but in addition, the nature of the injuries can differ markedly from those found in civil practise. One of the most famous surgeons of the late Victorian era, Sir William MacCormack wrote in the report of his experiences during the Franco-Prussian War of 1870-71:

'Of penetrating wounds of the abdomen we saw but few, and the subjects of these died rapidly from peritonitis and shock.'

At that time the medical profession almost entirely shared MacCormack's pessimism regarding the value of operating on abdominal wounds, and from a table of injuries treated it seems that nothing was ever done for abdominal cases (*Abdominal Surgery in the War - the early story*, by J. C. D. Bennett, refers). However there were surgeons who felt that more could be done, none more so than James Marion Sims who took over command of the Anglo-American Ambulance from MacCormack and is remembered today for popularising the practice of surgical intervention for gunshot wounds at a time when laparotomy was in its infancy.

Despite medical advancement by the interventionists led by French Surgeon Reclus, the British remained firmly against operating on intestinal wounds, this view reinforced by the appointment of MacCormack as Consulting Surgeon to the South African Field Force. According to Bennett, 'his word was law'. During his time in South Africa from 4 November 1899-26 April 1900, MacCormack formed the opinion that: 'In this [the South African] war, a man wounded in the abdomen dies if he is operated on and remains alive if he is left in peace.'

This policy of non-intervention was adopted by the British Army and became known as 'MacCormack's Aphorism'. It was adopted during the Russo-Japanese War of 1904-05 and was reinforced by the Russian Imperial Military Academy of Medicine.

Whilst statistics remained limited and records poor, this was the policy which largely held out in the years leading to the Great War, indeed Surgeon General Stevenson in the *Official History of the War in South Africa 1899-1902*, was only able to collect 207 cases of abdominal wounds, of whom 26 received laparotomies with 18 deaths (a mortality rate of 62.2%). However, the voice of dissenters led by Vera Gedroits who introduced early operations in an ambulance train in Manchuria, was growing, their argument becoming louder as mobile warfare looked set to evolve into a more static conflict which allowed for the construction of medical facilities near the point of need.

Great War

In 1914, records show that initial surgical practise was expectant; operative intervention simply could not be carried out under the prevailing conditions to a level where the chances of a man's survival increased with surgery. However, with the development of static lines and trench warfare, intervention surgery became a realistic option which was seized upon by Sloggett and Richards, together with their French and Belgian equivalents. Professor Tuffier wrote of the French experience that until 1915 it was expectant because conditions dictated this, but he had however found a small ambulance quite near the Front where several intestinal wounds had been successfully dealt with by laparotomy which he reported to the Society of Surgery.

Richard's findings

Owen's paper *The Pathology and Treatment of Gunshot Wounds of the Small Intestine* was a landmark moment in British surgical practise. It was based on 4 months' work at a Casualty Clearing Station in northern France, likely No. 6 C.C.S. at Bethune, where he had a series of nine abdominal cases. In five of these he opened the abdomen and resected intestine, concluding that wounds of the colon and duodenum tended to cause the escape of intestinal contents and thus required suture. Small intestinal wounds rarely leaked, and if they did they only caused limited and local peritonitis, the cause of death with them being obstruction. Owen went on to consider that these wounds required resection, including a portion of bowel above the injury to prevent obstruction developing. He also advised the thorough examination of the whole of the intestine, realising that the course of a bullet was often unknown.

Whether an operation should be performed to counter haemorrhage or obstruction, the message now was that an operation was necessary. In the first week of August 1915 it was directed that the rapid evacuation of abdominal wounds for operation would be the official method and the conclusions at the end of the war were that this was the correct policy:

'Most cases arrived some time between 6 and 10 hours after injury and it became apparent that 'up to six hours the chances were in favour of the patient, after this period they are always against him' (*War Surgery of the Abdomen*, by C. Wallace, refers).

Promoted Colonel and later a consultant surgeon and member of the Advisory Council of the D.G.M.S. in France, Richards 'did splendid work' at Merville, Bethune and Arras, being awarded the D.S.O., appointed C.M.G., and thrice mentioned in despatches (*London Gazette* 22 June 1915, 1 January 1916 & 25 May 1918, refer). According to his obituary:

'He told Sir Cuthbert Wallace and Sir Anthony Bowlby that if only he were given some extra equipment and placed nearer the front, he thought he might do good work on abdominal cases close to the line without giving them the trying journey back to a clearing station before operation. His request was granted, though he was told, of course, that no Sisters could be risked so far in advance; but the extra equipment and some additional orderlies made the arrangement he suggested possible, and in these circumstances some of his best work was done.'

Return to Egypt

Following the cessation of hostilities Richards returned to Egypt as Director of the Medical School and Hospital at Kasr-el-Aini, being decorated by the Egyptian Government with the Order of the Nile, Second Class. In 1922 he published *The Development of Casualty Clearing Stations, Guy's Hospital Reports*, before leaving the service of the Egyptian Government in 1924 under the arrangements made when the country became independent. He returned home to England where he settled at Downes, Monkleigh, near Bideford, with his wife Catherine and daughter Helen. Here he indulged a passion for yachting and became a respected figure in forestry. He died at home on 18 April 1949, his funeral being held at Monkleigh Church; sold with copied research and *MIC*.



x656

A Great War D.S.O. group of four awarded to Chaplain 3rd Class H. W. Fox, Army Chaplain's Department, who was one of just 117 chaplains in the British Army in August 1914



Distinguished Service Order, G.V.R., silver-gilt and enamel, with integral top riband bar, adapted for mounting; 1914 Star, clasp (Rev: H. W. Fox. A.C.D.); British War and Victory Medals, M.I.D. oak leaves (Rev. H. W. Fox.), mounted court-style as worn, pin removed, *otherwise good very fine* (4)

£1,200-1,500

D.S.O. *London Gazette* 1 January 1918.

Henry Watson Fox was born around 1873 and educated at Trinity College, Cambridge, graduating B.A. (Hons) in 1894 and M.A. (Hons) in 1898. Appointed Deacon in 1896 and Priest for the Diocese of Oxford in 1897, he served as Curate at St. Peter Le Bailey from 1896-1899 and continued in the role at Holy Trinity, Tunbridge Wells, from 1899-1901. Serving as Vicar of Legbourne from 1901-1905 and Rector of Cawthorpe from 1902-1905, Fox became the incumbent of the St. James District, Church Streatham, from 1905-1909, and was promoted Rector of St. Peter Le Bailey, Oxford, from 1909-1913.

Commissioned Chaplain 4th Class, Fox served in France from 28 August 1914 and received an early 'mention' (*London Gazette* 19 October 1914, refers) at a time when the B.E.F. and French armies attempted to race towards the sea, through the provinces of Picardy, Artois and Flanders, in an attempt to outflank the German Army. This was followed by the First Battle of Ypres from 19 October-22 November 1914 which resulted in great cost to both sides after the 'open' northern flank had disappeared and both armies began to witness with horror the scale of industrial warfare; it was at around this time that Field Marshal Sir John French and General Erich von Falkenhayn, Head of the German Staff, began to realise that the nature of war had changed forever, being now one of mass armies equipped with artillery and machine guns capable of dominating a battlefield.

Promoted Temporary Chaplain 3rd Class on 27 February 1917, Fox was posted to the 'Abbeville Area' (*MIC*, refers) on the Somme just in time for 'Bloody April' where German aircrews accounted for over 250 Allied machines and more than 400 pilots and air gunners. This coincided with the Second Battle of Arras from 9 April-16 May 1917 which initially displayed promise for British troops, but ultimately became a costly stalemate for the First and Third Armies culminating in 160,000 casualties. Fox was likely extremely busy during this time providing spiritual solace to the troops and assisting with troop morale. He duly earned a second 'mention' (*London Gazette* 24 December 1917, refers).

Discharged in early 1919, Fox likely returned to the life of a Rector, taking responsibility for his local parishioners. He also became a prolific author, responsible for writing a host of religious-based texts including, *Christianity in Politics* (1925), *The Child's Approach to Religion* (1929), *Tales from the Old Testament* (1933), *A Method of Prayer* (1934) and *Loyalties to Church and State* (1935); sold with correspondence from the Museum of Army Chaplaincy confirming appointments, copied *MIC* and private research.

657 A Western Front D.C.M., M.M. group of six awarded to Sergeant A. Parr, Northumberland Fusiliers, who was first wounded in action on just his sixth day in France

Distinguished Conduct Medal, G.V.R. (265509 Sjt. A. Parr. M.M. 6/North'd Fus:); Military Medal, G.V.R. (2611. Cpl. A. Parr. 6/Nth'd: Fus:-T.F.); 1914-15 Star (6-2611 Pte. A. Parr. North's Fus:); British War Medal 1914-20, *erased*; Victory Medal 1914-19 (6-2611 Sjt. A. Parr. North'd Fus.); France, Republic, Croix de Guerre, reverse dated 1914-1918, mounted court-style, *light contact marks, nearly very fine (6)*

£1,000-1,400

D.C.M. *London Gazette* 30 October 1918:

'For conspicuous gallantry and devotion to duty during a withdrawal. He commanded with courage and initiative a mixed force, and was instrumental in beating off four determined attacks by the enemy.'

M.M. *London Gazette* 11 October 1916.

Croix de Guerre *London Gazette* 7 January 1919.

Arthur Parr was born in 1890 at North Shields, the son of Henry G. Parr, a sailmaker of 109 Howdon Road. Attesting for the 1/6th Battalion, Northumberland Fusiliers, Parr served in France from 20 April 1915 and was present at Wieltje on the morning of 26 April 1915 when Brigadier-General James Foster Riddell, Officer Commanding the Northumberland Brigade, received orders from the G.O.C. 10th Sub. Brigade to make a counter attack on the enemy trenches. At 1.50pm the 6th Battalion rushed from their front line trenches and attacked with the Wieltje - St. Julien road to their right flank. Supported by the 4th Battalion, Northumberland Fusiliers, to their right and the 7th Battalion forming a second line behind, the advancing troops faced a barrage of enemy fire:

'At 2.5pm the leading Battalions reached the G.H.Q. in C22b and C23c and came under very heavy shell and rifle fire. The Battalions deployed on both sides of the Wieltje - St Julien [road] and lost very heavily by not having reconnoitred the openings to the wire entanglements in front of the line of trenches.' (*The War Diary for 149th Brigade*, refers)

At 3.10pm isolated parties of the 6th Battalion pushed forward about 250 yards in front of our first line trenches, but heavy shelling forced the survivors to dig in and attempt to remain in possession of the captured ground until dusk fell and they quietly returned to the British lines. Amidst the chaos, General Riddell, accompanied by his Brigade Officer left his Headquarters and proceeded towards Vanchule Farm for the purpose of getting in closer touch with his Battalion Commanders; he was shot through the head 150 yards to the south of the farm at 3.45pm.

Field-Marshal Sir John French afterwards addressed the Brigade, now depleted within a week of leaving England of more than half its officers and men, and speaking of the fallen Brigadier-General, he said: 'He fell at the head of his Brigade while leading you to attack the village of St Julien. I deeply deplore the loss of one of the most gallant officers that ever lived, and one of the best leaders.'

Among the wounded was Parr. He likely returned to England to recover before returning to the Western Front and being decorated with both the D.C.M. and M.M., ending his war serving with No. 1 Reception Battalion of the Northumberland Fusiliers; sold with copied research and *MIC*.

Further details on the failed attack of 26 April 1915 are available via:

<http://www.newmp.org.uk/article.php?categoryid=99&articleid=1421&displayorder=103>



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x658

A fine 1918 'Attack on Happy Valley' D.C.M., M.M. group of four awarded to Sergeant H. F. Hemington, Royal Fusiliers, who took command at a critical stage and successfully captured his objectives in 'blazing heat' and amidst the crashing of German gas and high explosive shells



Distinguished Conduct Medal, G.V.R. (2825 L.Cpl. F. Hemington. M.M. 23/R. Fus:); Military Medal, G.V.R. (G-2825 Pte. F. Hemington. 23/R. Fus:); British War and Victory Medals (GS-2825 Cpl. F. Hemington. R. Fus.), note surname, polished, *nearly very fine* (4)

£1,400-1,800

D.C.M. *London Gazette* 30 October 1918:

'For conspicuous gallantry and devotion to duty in a raid. He early assumed command of the raiding party and led them successfully to the first objective and then to the second and final objective. He set a fine example of courage and good leadership.'

M.M. *London Gazette* 13 March 1918.

The 23rd (Service) Battalion Royal Fusiliers (First Sportsman's): A Record of its Services in the Great War, 1914-1919, by Fred W. Ward gives a thorough account of the events which led to the award of the M.M.:

'Amongst the gallant services mentioned by Major-General Pereira in the special order of the day, dated December 17, 1917, is the following:

No. 1079 Lance-Sergeant James Cochrane, M.M., and No. 2852 (*sic*) Private Frank Hemington: In the enemy lines west of Bourlon Wood there was a derelict tank, from which the enemy snipers were very active at only 70 yards from our line, causing many casualties.

On December 1, Lance-Sergeant Cochrane and Private Hemington volunteered to deal with them. Creeping out through our wire, they succeeded in reaching the tank in spite of heavy enemy fire. They put two Mills' bombs into the tank, and on the bombs exploding they came under heavy machine gun fire, but returned in safety. No further sniping came from this tank. By their gallant work we were saved many casualties, and this daring feat cheered and encouraged the men in the line...'

Hubert Frank Hemington was born in 1893 at Winchmore Hill, the second son of William and Ellen Hemington of 7 Hoppers Road, Winchmore Hill, London. A baker by trade, Hemington set aside his first forename and attested for the 1st Battalion, Royal Fusiliers, as Private Frank Hemington. Posted to France on 28 December 1914, he arrived too late to serve during his Battalion's defence of the Aisne Heights but was likely witness to the first German flamethrower attack against British troops in 1915:

‘On 30 July the Germans attacked Hooge against the front of the 14th Division, which had held the line for a week. The area had been suspiciously quiet the night before and at 3:15 a.m. the site of the stables exploded and jets of fire covered the front trenches’ (*Military Operations France & Belgium, 1915*, by J. E. Edmonds, refers).

Remaining with the 1st Battalion, Hemington was present at Wulverghem on the Ypres salient when the Germans launched chlorine and phosgene gas attacks on 30 April and 17 June 1916. Having experienced similar attacks during the Second Battle of Ypres in May 1915, the British troops ditched the improvised masks of the previous year and successfully utilised the new ‘PH’ phenate helmets; featuring two mica eyepieces, its flannel layers of cloth dipped in sodium phenolate and glycerine offered greatly improved protection to the simpler hypo helmet, enabling the men to repulse the German raiding parties with small-arms and artillery fire. The first attack caused the defenders 562 gas casualties and 89 gas fatalities, the second attack a similar number, but on both occasions the line held firm and panic was averted.

Hemington went on to fight with the Battalion on the Somme during the Battle of Delville Wood and the Battle of Guillemont. Promoted Corporal, he served with the 1st Battalion during the Battle of Vimy Ridge from 9-12 April 1917 and Battle of Messines from 7-14 June 1917, returning home to England on 19 June 1917, possibly wounded. He subsequently returned to France on 15 October 1917 and served with the 22nd Battalion until 6 January 1918, before transferring to the 23rd Battalion (1st Sportsman’s), Royal Fusiliers, an early ‘Pals’ Battalion which had initially earned the nickname as the ‘Hard as Nails Battalion’ and was largely made up of men who had made their name in sports such as cricket, golf, football and boxing. The 1st Battalion - which accepted fit and healthy men up to the age of 45 - had been formed at the Hotel Cecil on the Strand in early September 1914, and included several first class cricketers, Ernie Hayes, Bill Hitch and Andy Sandham, besides a lightweight boxing champion.

Joining the Battalion at Ribecourt near Compiègne, Hemington arrived amidst a period of intense enemy artillery fire, 2 other ranks being killed on 10 January 1918 (*The Official War Diary* of the 1/23rd, refers). Relieved and sent to billets at Bertincourt three days later, he likely paraded during the presentation of medal ribbons by Major-General Sir F. Gorringe, Commanding 47th (London) Division, to 19 members of the Regiment for operations in December 1917. A few weeks later, Hemington was himself awarded the Military Medal, the Battalion continuing to hold the frontline trenches at Ribecourt and repel enemy incursions.

D.C.M. - Winning Exploits

Having survived the onslaught of the German Spring Offensive, Hemington spent early July 1918 stationed with the Battalion at Bougainville on the Somme. Following grenade demonstrations and training in the grounds of the Chateau at Oissy, the Battalion relieved the 7th Battalion, Royal West Kent Regiment, in the front line near Briquemesnil at 11pm on 12 July. Moved to trenches between Henencourt and Senlis on 6 August, the men faced steady casualties from enemy artillery, before being relieved by the 19th Battalion on 21 August and sent to an area east of Heilly - where they gratefully took the opportunity to bathe in the River Ancre and take a brief respite.

At 11.40pm that night the Battalion moved to assembly positions in preparation for a significant attack. Amidst heavy enemy counter-preparation shell fire, ‘A’, ‘B’ and ‘D’ Companies of the 23rd Battalion advanced at 5am and passed through the front line of the 141st Infantry Brigade and on to their first objective, with ‘C’ Company in support 200 yards west of Forked Tree. At 8.05am, the second objective was met when the assaulting companies reached the second line and established contact with the 24th Battalion on the left and 22nd on the right. Advanced Battalion Headquarters were established in Happy Valley, the Battalion War Diary noting ‘casualties moderately heavy’.

That afternoon the Germans launched a heavy counter-attack which turned the left flank and compelled Allied forces to withdraw to the Brown Line. Relieved that night by 142nd Brigade, the 23rd Battalion withdrew to reserve positions near Marett Wood, estimated casualties totalling 12 officers and 261 other ranks. The next day the war diary notes ‘Reorganisation continued’; Hemington departed France on 24 August 1918 and was later awarded the D.C.M., being discharged on 5 May 1919. According to family repute he struggled to find employment in England after the war and emigrated to South Africa as a consequence in August 1920. It was here that Hemington met and married Bessie Reid in 1925, with whom he had 7 children. He died on 31 October 1951 and is buried in Durban (Stellawood) Cemetery; sold with copied *MIC* which notes entitlement to a 1914-15 Star, together with extensive copied research.

For further details on the advance, please see:

<https://www.londonirishrifles.com/index.php/first-world-war/1-18th-battalion-in-the-first-world-war/august-september-1918/>

x659

A fine D.C.M., M.M. group of four awarded to Temporary Corporal N. Walker, Royal Field Artillery, sometime Royal Horse Artillery, a 'Macclesfield Man' through and through, who was twice decorated for bravery on the Western Front whilst serving as a Signaller



Distinguished Conduct Medal, G.V.R. (160820 Bmbr: N. Walker. R.F.A.); Military Medal, G.V.R. (160820 Bmbr: N. Walker. D.C.M. R.F.A.); British War and Victory Medals with M.I.D. oak leaves (160820 Bmbr. N. Walker. R.A.), court mounted, *good very fine* (4)

£1,200-1,500

D.C.M. *London Gazette* 3 September 1919:

'From 25th February to 16th September, 1918. For conspicuous gallantry and devotion to duty, especially during the Somme retirement on 21st March. This signaller N.C.O. has always been very reliable. His cheerfulness and disregard of personal safety when maintaining communication has set a very fine example to the other men.'

In a letter written by Walker to the War Office, a copy of which is held on his service file, stamped and dated 'R.F.A. Records Office, 15 September 1919 Woolwich', the recipient adds:

'D.C.M. awarded for going to the rescue of three comrades buried while asleep in their dugout by a direct hit, and showing great coolness under heavy shellfire and gas at Gouzeacourt.'

M.M. *London Gazette* 23 July 1919.

In the same letter, Walker adds:

'M.M. awarded for keeping the Battery in communication under heavy shell fire, and showing remarkable courage at Hargecourt, Bellecourt and Bearevoir during the advance while i/c of Signallers.'

Newman Walker was born on 15 January 1892 at Macclesfield, the son of Zechariah Walker, a power loom silk weaver of 254 Buxton Road, Macclesfield, Cheshire. A shirt cutter by trade, Walker attested for the Royal Field Artillery at Preston on 20 September 1916, being posted as Driver to No. 2 Depot, R.F.A. and transferred to No. 9 Reserve Battery the next day. He was subsequently sent to No. 28 Reserve Battery, being promoted Bombardier on 2 June 1917 and posted to France on 19 June 1917.

Appointed Bombardier Signaller in December 1917, Walker was wounded on 18 February 1918 whilst serving with No. 504 Battery, R.F.A., but remained on duty. He was subsequently awarded the D.C.M. and M.M., but his service record indicates a growing anxiousness at not having received his gallantry medals. These were later forwarded to the Officer Commanding, Depot Cheshire Regiment, the presentation of both awards later being made by the Mayor of Macclesfield at the Town Hall.

Promoted Temporary Corporal on 20 June 1919, Walker was further mentioned for services during the War (*London Gazette* 7 July 1919, refers), before being sent to the Dispersal Centre of 65 Brigade on 11 September 1919. He remained in Macclesfield and resumed his career as a shirt cutter, living with his wife Gladys at West Mount - the couple having married on 9 February 1916 at St Pauls Church, Macclesfield; sold with copied service record, *MIC* and research.

x660 *'He lived for sport, died for sport and always played the game'*

The recipient's headstone refers

An early and particularly fine 1914 D.C.M., Russian Cross of St. George group of three awarded to Company Sergeant Major C. Wilcox, Somerset Light Infantry, who survived fighting at the point of the bayonet in the Belgian hamlet of Le Gheer, but died in 1919 as a result of injuries received in a novice boxing contest held at the National Sporting Club, London



Distinguished Conduct Medal, G.V.R. (8572 Sjt. C. Wilcox. 1/Som: L.I.); 1914 Star, copy clasp (8572 Sjt. C. Wilcox. 1/Som: L.I.); **Russia**, Imperial, Cross of St. George, 4th Class, numbered '127176', *the first with minor edge knock, otherwise good very fine and better* (3)

£1,400-1,800

D.C.M. *London Gazette* 17 December 1914:

'For skill and gallantry in leading his men in house-to-house fighting at Le Gheer, on 21st October.'

Cross of St. George 4th Class *London Gazette* 25 August 1915.



Charles Wilcox was born around 1890 at Bridgwater, Somerset, the son of Mrs S. E. Wilcox of 298th Street, La Rochelle, Johannesburg, Transvaal, South Africa. Despite this family connection to the southern hemisphere, the 1911 England census records him as a single Lance Corporal serving with the 1st Battalion, Somerset Light Infantry, and residing at Malplaquet Barracks, Churchill House, Marlborough Lines, Aldershot. Departing barracks in Colchester at the outbreak of war, Wilcox arrived in France on 21 August 1914 with the 1st Battalion, Somerset Light Infantry, in time to fight in the Battle of Le Cateaux on 26 August 1914. Despite some front line Battalions being advised to 'fill up your trenches, with water, food and ammunition as far as you can' (*The Mons Myth*, refers), a substantial delaying action never happened as orders to entrench and defend often arrived at about the same time as the enemy.

As a result of such unclear or late purpose, the B.E.F. and the French Fifth Army were forced to begin the long withdrawal to the River Marne in late August and early September 1914. This was only ended at the Battle of the Marne from 5-12 September 1914, when desperate Franco-British resistance forced the German Army to retire towards the River Aisne. As they did so, both Armies began to look north and began the series of manoeuvres known as the Race to the Sea, whereupon they made reciprocal attempts to outflank each other between 17 September and 17 October 1914. To the south of Ypres, General Sir William Pulteney, in Command of III Corps, was experiencing some 'anxious days' (*A History of the Great War*, refers):

'On the 20th the Germans had attacked the advanced posts of the 12th Brigade on his left, driven them in, and occupied Le Gheir (sic), just north of the Lys. A counter-attack, however, drove back the enemy with great loss, and occupied the abandoned trenches.'

Present during this attack, Wilcox led his men forward into the small Belgian hamlet and spent the next 24 hours in vicious house-to-house fighting. The events of the following morning are further described from a German perspective in *Fighting the Kaiser's War: The Saxons in Flanders 1914-18*:

'On 21 October I. and II./IR 104 approached silently at 6.30am under cover of mist, and overran the trenches of 2nd Btn. Royal Inniskilling Fusiliers by surprise. Carrying their colours from 1870 into action for the last time, they stormed Le Gheer and began to dig in. However JB 7 and IR 181 had again been halted by heavy fire well short of the British lines. Lacking flank support, I. and II./IR 104 were overwhelmed by parts of four British battalions in fierce bayonet fighting. Le Gheer was lost, after costing the regiment 150 killed, 193 wounded and 134 captured. Major Larras of III./IR 104 was also killed by a shot from Frelinghien brewery that afternoon.'

The loss of Le Gheer and high casualty rate on 21 October proved a strategic disaster for the German Army and despite a series of small-scale dawn and night attacks, the hamlet proved a constant thorn in the side of the enemy. From 2 November 1914 attacks on Le Gheer were supported by heavy minenwerfers but made no progress. It ultimately fell to the artillery to pound the houses to dust, essentially wiping it off the map by 1918. For his bravery on 21 October 1914, Wilcox was awarded the D.C.M.

Shattered dreams

Returning to London at the cessation of hostilities, Wilcox became one of the sparring partners of boxer Joseph 'Joe' Beckett who was in training to take on the Frenchman Georges Carpentier for the European Boxing Union heavyweight title, scheduled to be fought at Holborn Stadium on 4 December 1919. As well as assisting Beckett to glory, Wilcox had his own personal sporting dreams of playing for England at rugby football:

'I am told that Wilcox was a wonderful line forward, although I have never seen him play. He must have been a performer of class, since he was Captain of the Bridgwater team which beat the rest of Somerset a few weeks ago. Wilcox was also a fine swimmer and diver, and a first-class water polo player.'

Six weeks after becoming Beckett's sparring partner, a 16-stone Wilcox took on Seaman Merilees in a novice fight held in the boxing ring of the National Sporting Club on 3 December 1919 (*The Newcastle Morning Herald and Miners' Advocate*, refers). The events which followed were later described to a coroner by Major Robert Edward Myddleton, who was acting as one of two judges during the contest:

'When the bout began, the deceased for the first thirty seconds had the best of it. He had his man down and subsequently Merilees was boxing on the defensive. Deceased was following him round the ring, the other man avoiding him, when suddenly Merilees hit him on the body and once on the jaw, and he went down. The blows were a double -one, two. Deceased fell in an awkward position and the whole of his back hit the floor, his head doing so very heavily.'

Described as 'one of the heaviest men witnesses had seen in the ring', it soon became clear that Wilcox was unconscious. Removed to Charing Cross hospital at 7.30pm, he was subject to an operation to remove pieces of skull and allow decompression to the brain. It was during the procedure that a large clot was discovered and Wilcox died not long thereafter from cerebral haemorrhage. Merilees was informed of his death by a telegram to H.M.S. *Hearty*, witnesses later stressing that he 'fought fairly' and 'without partisan feeling'.

Fitting tributes

Seen the following morning at the Queen's Hotel, Leicester Square, Beckett paid tribute to his late sparring partner:

"I feel his death keenly," said Beckett. "You know he had a great career in the Army, having won the D.C.M., M.M. (sic), and Croix de Guerre (sic). He escaped from Germany when a prisoner. He was a thorough sportsman."

Charles Wilcox is buried at Wembdon Road Cemetery, Bridgwater, Somerset. Recording his surname as 'Willcox', the C.W.G.C. records note that he sometime transferred to the 3rd Battalion, Somerset Light Infantry. Given the extremely unusual circumstances of his death and having survived the duration of the Great War from the very earliest engagements, it appears that his mother saw to it that his gravestone would bear the extremely poignant inscription, testament to the character and passions of her son.

According to the Somerset Light Infantry Roll of Individuals entitled to the BWM and VM, his medals were returned around 1919. This is further confirmed in an accompanying letter from the M.O.D. Army Medal Office at Droitwich, dated 16 October 1985, which confirms that his British War Medal and Victory Medal were returned to stock 'undeliverable' with no record of them having been re-issued. They are therefore available for issue to the Legal Beneficiary after the completion of formalities. This thus confirmed as his full entitlement.

Sold together with the his original identity tag, impressed '8572 C. Wilcox Som. L.I. C.E.', with a contemporary portrait of the recipient wearing the ribbons of the D.C.M., 1914 Star and Russian decoration, and private research.

x661

A fine 'Siege Battery' D.C.M. group of four awarded to an Irishman, Gunner P. Burke, Royal Garrison Artillery, a Regular artilleryman who survived the duration of the war and likely returned home to Cork following the cessation of hostilities



Distinguished Conduct Medal, G.V.R. (22458 Gnr: P. Burke. 62/Sge: By. R.G.A.); 1914 Star (22458 Gnr: P. Burke. R.G.A.); British War and Victory Medals (22458 Gnr. P. Burke. R.A.), *wear and contact marks, scratch to reverse of second, good fine* (4)

£500-700

D.C.M. *London Gazette* 21 October 1918:

‘For conspicuous gallantry and devotion to duty. While the battery was being heavily shelled, this man assisted an officer to move ammunition and stores to prevent an explosion. He has always shown courage and coolness.’

Patrick Burke, a resident of the village of Drinagh, County Cork, Ireland, was part of the first draft of the 4th Siege Battery, Royal Garrison Artillery posted to France on 17 September 1914. Equipped with heavy howitzers, he acted as a Gunner tasked with deploying large calibre high explosive 6-inch, 8-inch and 9.2-inch shells in high trajectory, plunging fire. As artillery tactics developed, the Siege Batteries were most often deployed in destroying enemy artillery as well as putting destructive fire down on strongpoints, dumps, stores, roads and railways.

The 4th Siege Battery participated in the Battles of Neuve Chapelle and Loos in 1915, but their 9.2-inch guns were particularly welcome by Allied infantry at Vimy Ridge in the spring of 1917 where the right section served alongside the Canadian Heavy Group behind Mount St-Eloi - not to be confused with St Eloi located south of Ypres. Meanwhile the 4th Siege Battery’s left section deployed farther north on the old Festubert battlefield at La Couture:

‘At every new location, 4th and 6th Siege Batteries’ left sections blasted off plenty of rounds to make two guns appear to be four. They fired at every kind of target: German command posts, machine-gun posts, artillery batteries, trench mortars, trench junctions and even a distillery’ (*Loyal Gunners: 3rd Field Artillery Regiment (The Loyal Company) and the History of New Brunswick’s Artillery, 1893-2012*, refers).

Transferred to 62nd Siege Battery, Royal Garrison Artillery, Burke was awarded the D.C.M. in the closing stages of the war during the Hundred Days’ Offensive; sold with copied MIC.

- 662 The superb 'Hohenzollern Redoubt' D.C.M. group of five to Corporal (Acting Sergeant) S. A. Smith, Royal Army Medical Corps, who was twice decorated for bringing wounded men to safety under heavy fire; a well-loved character, Smith died of wounds received from a German shell and was mourned by family and comrades in equal measure



Distinguished Conduct Medal, G.V.R. (45659 Pte. S. A. Smith 37/F.A. R.A.M.C.); 1914-15 Star (45659. Pte. S. A. Smith. R.A.M.C.); British War and Victory Medals 1914-19 (45659 A.Sjt. S. A. Smith. R.A.M.C.); Russia, Imperial, St. George Medal for Zeal, mounted swing-style and displayed on red velvet, with the recipient's brass shoulder-strap badges and R.A.M.C. cap badge, *very fine* (5)

£1,600-2,000

D.C.M. *London Gazette* 15 April 1916:

'For conspicuous devotion to duty. Under heavy fire which prevented the use of stretchers, Private Smith assisted in carrying wounded men to places of safety.'

St. George Medal for Zeal (4th Class) *London Gazette* 15 February 1917.

Sidney Allen Smith was born in Faversham, Kent in 1894, the son of William and Sarah Smith. The 1911 Census shows him living with his family at Dale Farm Cottages, Hernhill, Kent. He enlisted into the Royal Army Medical Corps at the start of the Great War, serving with 37th Field Ambulance on the Western Front. He arrived in France on 1 June 1915. Smith was decorated for his bravery during the British attack on Hohenzollern Redoubt, a strongpoint of the German 6th Army near Loos, on 2-18 March 1916. As a stretcher-bearer, Smith carried on bringing wounded men to safety even under heavy fire. For this feat he also received the Russian St. George Medal. He developed a close friendship with Sergeant S. McKenna, R.A.M.C., who wrote this heart-breaking letter to Smith's parents on 6 December 1917:

'Dear Mr. & Mrs. Smith,

I am very sorry to be the bearer of this sad news which I expect that you have heard by now. Well dear friends I was with poor Sid when he was wounded and I done all that was possible for him. We were coming down a trench when a shell burst nearby and wounded poor Sid in the left arm and right leg. I bandaged him up and got back to a dressing station with him where he was seen by two doctors who done all they could for him and then they sent him twelve miles behind the line to a C.C.S. where he passed away the next day. I wanted to go and see him but I was too late as they had just buried him. I went to his grave and had the last look at his place of rest. They told me that he was cheerful to the last and had no suffering since he could feel no pain.

I hope you will excuse me for not writing sooner, as I was so much cut up about him as he was my one and only pal. I don't know how I shall go on without him. He was the bravest of the brave and did not know what fear was. Well dear friends I can tell you that he was doing his duty at the time also I can tell you that he was recommended for bravery in the field two days before that fateful day he was one of the best liked men in the whole division by all officers, N.C.O.s and men and I can tell you it was a big blow to us all to lose such a good and faithful friend as he was, he was my one and only pal and you don't know how I have suffered with such a great loss, I can't sleep for thinking of him.'



Smith was wounded on 28 November 1917, and taken to No. 55 Casualty Clearing Station where he died the following day. He is buried in Tincourt New British Cemetery (Section III, Row A, Grave 16); sold with copied *MIC*, *London Gazette* entries, copied photographs of the recipient, photocopies of two of Sergeant McKenna's letters to Smith's parents, and a C.W.G.C. booklet containing colour photographs of his grave.

- x663 An inspirational Western Front D.C.M. group of five awarded to Acting Colour Sergeant J. Messenger, Bedfordshire Regiment, late Middlesex Regiment, who successfully rescued a wounded man who had laid in the open just yards from the enemy front line for four days



Distinguished Conduct Medal, G.V.R. (8199 A.Cpl. J. Messenger. 4/Middx. R.); Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Transvaal, South Africa 1902 (2699 Pte. J. Messenger. Middlesex Regt.); 1914-15 Star (8199 L.Cpl. J. Messenger. Midd'x R.); British War and Victory Medals (8199 A.C.Sjt. J. Messenger. Midd'x R.), *claw to second tightened and filed, very fine* (5)

£700-900

D.C.M. *London Gazette* 4 January 1916. The citation, published on 11 March 1916 states:

'For conspicuous gallantry. When with a covering party to some Royal Engineers who were working in front of our lines he heard groaning, crawled forward to within 15 yards of the enemy's trench and found a man who had been lying wounded four days. He went back for help, returned, and crawled safely back with the wounded man.'

John Messenger served in France from 14 April 1915 with the 4th Battalion, Middlesex Regiment. A pre-war sweeper working for the Highways Committee of Westminster Council, London, Messenger was awarded the D.C.M. and a letter of congratulations from the committee of the Council, signed by Lord Cheylesmore, for his gallantry on the battlefield. A contemporary newspaper clipping adds:

'Sweeper Messenger has exchanged the mud of Westminster for the mud of Flanders to some profit.'

Having left the life of 'orderly trucks' and 'barging rubbish'.

Messenger was discharged on 4 July 1918 (awarded Silver War Badge No. 415720). His *MIC* notes a mention, although it has not been traced.

664

'Sir Robert Marcus Filmer, M.C., died of wounds, in 1916. Leaving the front line trenches after a spell of duty, he discovered that his pince-nez glasses had been left in his dug-out. Returning to retrieve them, he was mortally wounded. With his death the baronetcy became extinct.'

Filmer's demise as recounted in *Seven Generations of a Kent Family* (1975).

The exceptional Great War 'trench raider's' immediate M.C. group of eight to Sir R. M. Filmer, Bart., Grenadier Guards, who led a daring and highly successful raid into German trenches in December 1915, only to be killed a month later by a stray shell while searching for his glasses

Military Cross, G.V.R., unnamed as issued; Queen's Sudan 1896-98 (2/Lt. Sir R. Filmer Bt. 1/Gren:Grds:); Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Driefontein, Johannesburg, Diamond Hill, Belfast (Lieut. Sir R. M. Filmer, Bt, Gren: Gds:); King's South Africa 1901-1902, 2 clasps (Lieut. Sir. R. M. Filmer. Bt. Gren.Gds.), officially impressed naming; Khedive's Sudan (2nd Lieut Sir Robert Filmer. Grenadier. Guards. 1898.), naming officially engraved in block capitals; 1914-15 Star (Capt. Sir R. M. Filmer. Bt. G.Gds.); British War and Victory Medals 1914-19 (Capt. Sir R. M. Filmer. Bt.), the first loose, the second, third, fourth and fifth mounted in cavalry style by *Spink & Son* as worn, the last three recently mounted in court style, *nearly extremely fine* (8)

£3,000-4,000

M.C. *London Gazette* 22 January 1916:

'For conspicuous gallantry and skill near Neuve Chapelle on the night of 11th/12th December 1915. He made a reconnaissance of the German trenches previous to a successful attack, crawling down the entire length of one trench to a point where it joined another, finding out the best points to attack and the weak spots in the wire. The success of the enterprise was largely due to his reconnaissance and subsequent gallant conduct in the trenches.'



Robert Marcus Filmer was born on 25 February 1878, the youngest son of Sir Edmund Filmer, 9th Baronet and The Hon. Lady Georgina Caroline Filmer of East Sutton Park, Maidstone, eldest daughter of Lord Arthur Marcus Hill. He succeeded his father as 10th Baronet in 1886, aged just eight years. Educated at Eton from 1892-96, he played Fives for his house and was elected to the House Debating Society in 1896. One of his debating opponents was Winston Churchill, representing Harrow.



Filmer attended the Royal Military Academy, Sandhurst and was gazetted as a 2nd Lieutenant with the Grenadier Guards in February 1898. He served with the 1st Battalion in the 1898 Nile Expedition, and was present at the Battle of Omdurman on 2 September 1898. The Grenadier Guards landed at Khartoum two days previously and held the left-centre of the British line during this famous action. Filmer then took part in the 2nd Boer War, arriving in the Orange Free State in February 1900. He fought at Poplar Grove, Driefontein, Vet River (5-6 May) and Zand River. Operations in Transvaal included Diamond Hill (11-12 June) and Belfast (26-27 August). On 27-29 November he served at Caledon River in Orange Free State. Returning home in 1902, Filmer resigned his regular commission and joined the East Kent Yeomanry in 1907, rising to Major on 2 August 1912. He twice stood for election as a Conservative M.P., first in North-West Durham in 1906 and then in Lincoln in 1910. Both attempts were unsuccessful.

The onset of the Great War saw Filmer return to what he knew best. Joining the newly-formed 4th Battalion, Grenadier Guards in early 1915, he arrived in France on 27 July that year, serving with No. 3 Company throughout the campaign. Led by Colonel Lord H. Seymour, the Battalion left billets at Annequin on 23 October and entered trenches opposite the Hohenzollern Redoubt. German shelling had reduced these trenches to a tangled morass, and considerable work had to be done to make them serviceable. Brigadier-General Heyworth inspected the trenches and praised the 4th Battalion for the zeal with which it set about this task. Two days later the Battalion retired to Allouagne, where it remained until 14 November. It then marched to Pont du Hem along the La Bassée Road, via Estaire, garrisoning trenches between Chapigny and Winchester Road. Every 48 hours it was relieved, returning to billets. This routine went on for nearly a month. On 12 December, the 4th Battalion carried out a brilliant raid which captured a German trench at very little cost to themselves. Filmer showed particular bravery and presence of mind on this occasion. The Regimental History records:

‘At 8.15 p.m. Captain Sir Robert Filmer, accompanied by Sergeant Higgins and three men in No. 3 Company, went out to make a preliminary reconnaissance. By crawling right up to the enemy’s trenches he succeeded in locating the exact position of the German machine-guns, and was able to confirm the report as to the gap in the enemy’s wire entanglements. Captain Sir R. Filmer, who had already earned a name for bravery, crept quite alone down the entire length of the German trench, and carefully noted all he saw. On his return to our line the final orders were issued to the raiding party, consisting of thirty-three men from No. 3 Company, and the Battalion bombers under Lieutenant G. Ponsonby. The night was very dark, and it was difficult to see any landmarks. Sergeant Higgins led the party over the parapet at 11 p.m., and was followed by Captain Sir R. Filmer and a covering party. Silently they advanced, but lost direction slightly to the left, with the result that they missed the gap and found themselves held up by low wire entanglement. Sir R. Filmer came up to ascertain the cause of the delay, and after considering the situation decided to cut the wire and rush the trench. The wire-cutting was successfully done, although only a few yards from the German line, and the party, headed by Sergeant Higgins, dashed into the trench....

The bombing and bayoneting began in earnest, and the Germans were completely cleared out of the trench. The machine-guns, which were found to be too securely fixed to take away, were destroyed by bombs. It was during this trench fighting that the bombing officer, Lieutenant G. Ponsonby, was badly wounded in the leg. Private W. Sweetman, finding him unable to move, carried him on his back under heavy fire to our lines. The other casualties were one man missing and three wounded. This small number of casualties proved how well arranged the raid had been, and how brilliantly it had been carried out.’

General Sir Douglas Haig was generous in his praise for this ‘well planned and well-executed operation’, and Filmer was personally congratulated by General Lord Cavan. He was subsequently awarded the Military Cross. Christmas Day 1915 was spent in billets at Laventie, the 4th Battalion moving into trenches just outside that town on 13 January 1916. Key strongpoints in that vicinity were A1 Redoubt, Flank Post, and Firework Post. These were subjected to heavy shelling by the German artillery. It was during one of these bombardments, on 25 January, that Filmer was mortally wounded. The Regimental History takes up the tragic story:

‘He had just left the trenches when he found he had lost his glasses. Being very short-sighted, he determined to go back and look for them, although he was warned that the road was being heavily shelled at the time. With that supreme contempt for all shells that characterised his whole conduct since he came out, he rode back when a shell burst close to him, killing his horse and wounding him so severely that he died the next day.’

Filmer died of his wounds at No. 2 London Casualty Clearing Station. He lies in Merville Communal Cemetery (Grave Ref. VII. A. 4), eight miles north of Bethune, and is also commemorated on a stained glass window at St. Peter & St. Paul’s Church, East Sutton. This window shows him in Guards uniform. A member of the Guards, Turf, Carlton and Beefsteak Clubs, Filmer never married; the ancient Filmer baronetcy went extinct after his death.

Sold with a large archive comprising genealogical research, extracts from *Burke’s Peerage* and *London Gazette* entries, in addition to a copy of John L. Filmer’s *Seven Generations of a Kent Family* (London, 1975).

- 665 A fine 'First Day of the Battle of the Somme' M.C. group of three to Captain G. E. Gee, Royal Scots, who was decorated for his part in the capture of Scots Redoubt, a horrific action in which the 15th Battalion suffered 628 casualties



Military Cross, G.V.R. (Capt. E. Gee.), in *Royal Mint* fitted leather box of issue; British War and Victory Medals 1914-19 (Capt. G. E. Gee), *nearly extremely fine* (3)

£2,000-2,400

M.C. *London Gazette* 19 August 1916.

George Edward Gee served during the Great War with the 15th (Service) Battalion (1st Edinburgh), Royal Scots, landing at Le Havre on 8 January 1916. He wrote numerous letters to his wife, containing lines such as: 'Dearest - Your letter and small parcel arrived here at 4.30 this afternoon. Thanks very much for cigarettes. They are very acceptable.' The letters reveal that the Battalion was reviewed by General Joffre and Sir Douglas Haig on 20 January 1916. Five days later it marched into the front line, Gee writing: 'we again marched off through the usual bad roads - Some of our men have hardly any soles to their boots.'

Part of 101st Brigade, 34th Division, the 15th Battalion took part in the attack on La Boisselle on 1 July 1916, as part of the wider Somme Offensive. The War Diary notes that both the 1st and 2nd waves formed up in No Man's Land just before zero hour (7.30 a.m.), the men leaving 'with great heart and in grand form.' German machine-guns in La Boisselle and Sausage Valley inflicted severe losses, but the Battalion succeeded in taking Scots Redoubt at 7.48 a.m., before relief came at 3 p.m. that afternoon. Casualties amounted to 628 officers and men. The city of Edinburgh was unable to provide sufficient recruits to bring the Battalion up to strength, and so the Battalion's link with Edinburgh was completely wiped away.

During this ghastly assault, Gee lost both his legs to German shell-fire while he was advancing across No Man's Land. He lay in a shell-hole in the blazing sun for 48 hours, without water. From the letters of Lewis Nott, who served with the 15th Battalion in the same action, we know that Gee was finally discovered and carried away on 3 July, still 'with a joke on his lips' (Nott, p. 161). Taken to hospital in London, Gee was gazetted for the M.C. but never lived to receive it. He died of his wounds on 27 July 1916, and is buried at West Norwood Cemetery (Ref. 85.34379); sold with Gee's copied letters to his wife, spanning the period 19 January to 18 May 1916, and a copy of David Nott's *Somewhere in France: The Collected Letters of Lewis Windermere Nott* (1996).

666 A fine Great War M.C. group of nine awarded to Major H. C. N. Hill, Welsh Guards, late Northern Rhodesia Regiment

Having served in East Africa at the start of the War, Hill served with the Welsh Guards in both World Wars and forged a career in the Colonial Service



Military Cross, G.V.R., unnamed as issued; 1914-15 Star (8 Pte. H. C. N. Hill N. Rhodesian Rif.); British War and Victory Medals (2. Lieut. H. C. N. Hill.); 1939-1945 Star; France & Germany Star; Defence and War Medals 1939-45; Jubilee 1935, mounted as worn, *Great War awards polished, very fine* (9)

£1,400-1,800

M.C. *London Gazette* 2 December 1918:

‘This Officer took over command of a company ten minutes before the attack. Throughout the whole advance he showed the greatest coolness and grasp of the situation. When a readjustment of the line became necessary he organised it with the utmost skill, after having collected all his wounded, which was done under heavy machine-gun fire. The small number of casualties suffered by his company was due to his gallantry and fine example.’

Hugh Charles Norwood Hill was born in Belgrane, Buenos Aires, in January 1890 and educated at Dulwich College. After leaving school he joined the Colonial Service and found himself in Northern Rhodesia upon the outbreak of the Great War. Swiftly enlisting in the Northern Rhodesia Rifles, he briefly returned to the Colonial Service in 1916 before making his way to the Household Brigade Officer Cadet Battalion in May of 1917. Commissioned five months’ later into the 2nd Battalion, Welsh Guards, he served in France from March 1918, adding an M.C. to his laurels before War’s end.

Return to the Colonies

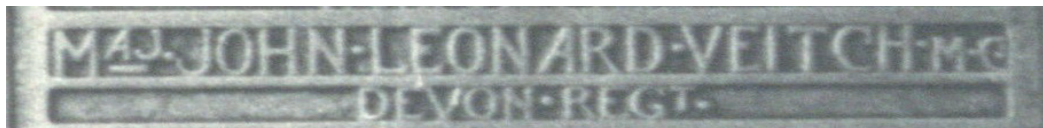
Upon conclusion of the Great War, Hill returned to Northern Rhodesia and rose through the ranks of the Colonial Service to eventually become a District Commissioner and Acting Provincial Commissioner; this second stint at more senior level nonetheless involving a plethora of ‘Boys Own’ escapades, not least of which included attacks by man-eating lions! (*‘Lions and Men’*, *Northern Rhodesia Journal* refers).

Having married in 1922, from 1936-40 he was appointed Commissioner of the Turks and Caicos Islands (Jubilee Medal 1935). Re-commissioned as a Major in his old unit in March 1940 he spent most of his time on Staff duties but found himself a posting with his unit towards the end of the hostilities.

Hill and his wife retired to Crickhowell in the Brecon Beacons and died in 1968; sold together with copied research.

667 The moving Great War M.C. group of four to Captain (Acting Major) J. L. Veitch, Devonshire Regiment, who was decorated for his heroic defence of a bridgehead south-west of Arrewage in April 1918, in which two Companies of the Devons repelled five German attacks

Previously mentioned in dispatches, Veitch was killed in action near Merville in May 1918; the scion of an important family of horticulturalists, he is commemorated on the war memorial at The Royal Botanic Gardens, Kew



Military Cross, G.V.R., unnamed as issued; 1914-15 Star (Capt. J. L. Veitch Devon R.); British War and Victory Medals 1914-19 (Major J. L. Veitch), the M.C. housed in a glazed cream velvet backed brass display case surmounted by the regimental cap badge, with a handwritten label below, *extremely fine* (4)

£1,200-1,600

M.C. *London Gazette* 16 September 1918:

‘For conspicuous gallantry and devotion to duty. He and another company officer, with their companies, defended a bridgehead against five enemy attacks and an armoured car. Under heavy shelling they displayed courage and skill of a high order, and did most valuable service.’



John Leonard Veitch was born in Exeter in 1887, the second son of Peter Christian Massyn Veitch, J.P., a prominent Exonian who became Governor of The Devon and Exeter Hospital. He belonged to a long line of Devonshire horticulturalists who made important botanical discoveries in the South Pacific islands, and who were instrumental in starting the Chelsea Flower Show. Young John attended Exeter School from July 1900 to 1905; the 1911 Census shows him working in his father’s nursery business, *Robert Veitch & Sons*. He also worked at The Royal Botanic Gardens, Kew. The family lived at 11 Elm Grove Road, Exeter.



Veitch gained a commission with the 7th (Cyclist) Battalion (Territorial), The Devonshire Regiment, based at Exeter in 1915. Attached to the 1st Battalion, he arrived in France on 29 December 1915, and was mentioned in Sir Douglas Haig's Dispatch of 9 April 1917 (*London Gazette*, 22 May 1917). His Military Cross was awarded for the defence of a bridgehead south-west of Arrewage, north-west of Merville, from 13-16 April 1918. Two Companies of the Devons, one of them led by Veitch, held back five determined German assaults over the course of three days, even stopping an enemy armoured car. Just over a month later, on 21 May, Veitch was killed in action aged 31. His award of the Military Cross was posthumously reported in the *Western Times* on 4 October 1918. Veitch is buried at the Thiennes British Military Cemetery, and his Great War medals were posthumously sent to his father on 17 March 1922; sold with copied research, *London Gazette* entries, and photographs of the recipient and the war memorial at Kew.

668 *I really would like to go round and shake every single one of you by the hand, because, of all the times you have fought, I do not think you have ever been up against quite such a big thing as you were the other day. You were fighting against big odds; you were fighting under the most uncomfortable and unpleasant conditions, and you were always worried by machine-guns you could not get at, but you went on fighting, and that is the whole point, and if you have officers leading you like your Colonel did, or officers that gave you the example of Captain Manning, I do not wonder you fought as you did; but it was your good hearts that helped you through, and from the bottom of my heart I congratulate you. You can always go back and say, 'We lay out on the hill, we were baked by the sun, we were raked by machine-guns; but just to show the Turk what we could do, we brought down one, if not two planes on the last day of our stay, and the next time we'll bring down three.' Good luck, and thank you, from the bottom of my heart.'*

A farewell address given by General Shea, Officer Commanding 60th (London) Division on 7 May 1918, to the ranks of the 2/18th Battalion, London Regiment (London Irish).

A fine Great War Palestine operations M.C. group of four awarded to Major E. Manning, Royal Berkshire Regiment, attached 2/18th Battalion, London Regiment (London Irish), late Royal Scots and West African Regiment, who was decorated for his gallant deeds at Shunet-Nimrin in April-May 1918

Military Cross, G.V.R., unnamed as issued; 1914-15 Star (Capt. E. Manning, W. Afr. R.); British War and Victory Medals (Major E. Manning), *the last with officially re-impressed naming, very fine and better* (4)

£1,000-1,200

M.C. *London Gazette* 24 September 1918:

'For conspicuous gallantry, skill and resource at Shunet-Nimrin on 30 April 1918. This officer maintained his position from nine o'clock a.m. until nightfall under heavy artillery and machine-gun fire, and under exceptionally trying conditions. Again, on 1 May, he showed conspicuous courage and initiative in working round the enemy's right flank with a handful of men. He personally led a bayonet charge and captured one officer and eight other ranks, his action enabling his battalion to occupy an important position which it had been impossible to capture frontally. Again, on 2 May, this officer showed conspicuous initiative and resource during an enemy counter-attack, reorganising the men and materially assisting to restore a somewhat critical situation. Throughout the operation he has displayed exceptional skill and leadership, and has set a fine example of endurance and devotion to duty to all ranks.'

Ezra Manning was the son of John and Julianne Manning of Winsford, Cheshire and, prior to the Great War, worked for about ten years in the timber business in Burma and India. He was a member of mainly mounted units in the Volunteer Corps in the same period.

Back home, he enlisted in the Royal Scots as a private soldier in August 1914 and was quickly commissioned, his previous experience of the tropics leading to his appointment as a Captain in the West African Regiment in early 1915. It was in the same capacity that he fought in the Cameroons and afterwards saw service as a an 'Officer Commanding Outposts' in Sierra Leone.

Having then returned to the U.K. in March 1917, and taken up an appointment in the Berkshire Regiment, Manning was ordered to join 60th Division in Palestine. He was attached to the 2/18th Battalion, London Regiment (London Irish) and went on to win his M.C. for sustained gallantry in the fighting at Shunet-Nimrin in April-May 1918.

He was presented with his M.C. by H.R.H. Prince Arthur of Connaught at an investiture held at Liverpool on 20 February 1920, by which time he was working for the local timber importers, *Slater, Birds & Co.*; sold with several original wartime newspaper cuttings.

669 **A Great War M.C. group of five to Major C. H. Dunkley, South Staffordshire Regiment, late Royal Engineers**

Military Cross, G.V.R., the reverse engraved 'Lieut. C. H. Dunkley. R.E.' in block capitals; British War and Victory Medals 1914-19, with M.I.D. emblem (Lieut. C. H. Dunkley.); Defence and War Medals 1939-45, recently mounted swing-style, *very fine* (5)

£800-1,000

M.C. *London Gazette* 1 January 1918.

Charles Henry Dunkley served as a 2nd Lieutenant with the Royal Engineers on the Western Front, rising to Lieutenant on 1 July 1917. He was mentioned in dispatches (*London Gazette*, 11 December 1917), also receiving the M.C. in the 1918 New Year's Honours. Promoted to Acting Captain on 16 April 1919, he continued to serve during the inter-war years. On 6 August 1939, as another conflict with Germany loomed, Dunkley became a Major (Territorial) in the South Staffordshire Regiment (*London Gazette*, 22 December 1939). For the recipient's mounted group of dress miniatures, see Lot 1169.

670 A 1917 Palestine M.C. group of four awarded to Captain R. W. Lee, Essex Regiment, late Artist's Rifles, who was decorated for skilful leadership under heavy Turkish fire



Military Cross, G.V.R., unnamed as issued, with replacement suspension bar; 1914-15 Star (2. Lieut. R. W. Lee. Essex. R.); British War and Victory Medals with small M.I.D. oak leaves (2. Lieut. R. W. Lee.), *very fine* (4)

£700-900

M.C. *London Gazette* 14 August 1917:

‘For conspicuous gallantry and devotion to duty. During an attack he went back under heavy machine gun and rifle fire at close range, collected and brought up reinforcements, regardless of his own safety. He then organised and skilfully led the final assault from his part of the line.’

Reginald William Lee was born on 20 April 1890 at East Dulwich, London. Educated at Strand School and King’s College, London, Lee worked in Croydon as a bank clerk at the London County & West Bank Ltd. whilst living at 8 Gauden Road, Clapham. Following the outbreak of the Great War he enlisted as a Private in the 28th Battalion, County of London Regiment (Artist’s Rifles) on 14 November 1914, being commissioned 2nd Lieutenant in the 4th (Reserve) Battalion, Essex Regiment, in March 1915.

Embarking at Devonport on 24 September 1915 aboard *Franconia*, Lee joined his unit on the Gallipoli peninsula on 7 October 1915. He later disembarked at Mudros per *Marathon* on 17 December 1915 and was promoted Temporary Captain on 13 March 1916 at the time of the Senussi Campaign, and upon the death of Captain Tyler. Posted to Battalion Headquarters in Alexandria, he was awarded the M.C. and further advanced Acting Major on 14 June 1917 upon Major G. Jones relinquishing his commission. Just ten days later Lee was sent to hospital suffering from a septic foot, remaining under the careful watch of R.A.M.C. staff until 7 November 1917. As a result he missed the Third Battle of Gaza fought from 1-3 November 1917 by a matter of days, but was likely involved in the pursuit of Turkish forces across the desert alongside the ANZAC Mounted Division. Returning to Kantara, Lee appears to have spent much of 1918 continuing to recuperate and assisting Battalion Headquarters. Embarking to England aboard the newly commissioned troopship *Katoomba* from Port Said on 27 May 1919, Lee returned home to Gauden Road and was demobilised on 8 June 1919; sold with copied service record and an original letter from the Army Council thanking Lee for his service during the Great War, dated 8 December 1920.

x671 A Great War 'Birthday Honours' M.C. group of four awarded to Captain H. A. E. Browne, Royal Engineers, scion of a large Irish family, who narrowly avoided the loss of the RMS Lusitania and forged a long and successful career as an architect and engineer in Vancouver



Military Cross, G.V.R. (Capt. H. A. E. Browne, R.E.); 1914-15 Star (2. Lieut. H. A. E. Browne. R.E.); British War and Victory Medals (Capt. H. A. E. Browne), the first privately engraved to reverse, *wry fine* (4)

£600-800

M.C. *London Gazette* 4 June 1917.

Hugh Alexander Edgar Browne was born on 21 June 1885 at Belfast (Down), County Down, Northern Ireland, the sixth child of John Monteagle Brown of Tullycarnet, Ardgless, formerly of Knock, Belfast. His family had followed two distinct pathways over the previous 50 years, those of engineering and the military, one relation being Captain Peter Brown, builder of the George Halpin-designed lighthouse at St. John's Point, County Down.

As a young man Browne was a prominent member of the Knock Rugby Football Club and captained the second XV when they won the Junior Cup. He also played for Ulster in the Junior-Inter provincial. Upon leaving school, Browne qualified as an architect and civil engineer and was employed as a member of the family firm Browne Brothers, architects and civil engineers of Tullycarnan. The firm acted as architects for the new local Masonic Hall which was opened on 20 April 1912, and also for the Scottish Temperance Buildings in Belfast.

Emigrating to Canada after a brief spell working in Kensington, London, Browne decided to return to England in 1915 and join the British Army and 'to follow the example of his brothers'. The eldest, Captain John Plunkett Browne was serving with the Royal Inniskilling Fusiliers whilst another, Lieutenant-Colonel Edgar Monteagle Browne commanded a battalion of the Royal Munster Fusiliers. A third and the youngest Browne, Captain Martin G. Browne further served with the Royal Artillery. As a result, he purchased a ticket at New York and travelled across the North Atlantic aboard the Cunard liner RMS *Lusitania*, arriving at Liverpool on 11 April 1915. Less than a month later on 7 May 1915 during the return voyage to North America, the *Lusitania* was identified and torpedoed by the *U-20*, sinking in 18 minutes 11 miles off the Old Head of Kinsale. 1198 persons aboard drowned, the sinking turning public opinion in many countries against Germany and heavily contributing to the American entry into the Great War, the mood heightened by iconic posters of innocent women and children going down with the ship. For Browne it had been a close call; the *Lusitania* had fallen victim to a torpedo attack relatively early in the war before tactics for evading submarines were properly implemented or understood.

Appointed to a commission in the Royal Engineers, Browne served in France from 5 November 1915, initially as a 2nd Lieutenant with the 9th Field Company. Serving as part of 4th Division, the 9th witnessed extensive service at Albert from 1-13 July 1916 and Le Transloy from 1-18 October 1918. They witnessed considerable action at Polygon Wood from 26 September - 3 October 1917 and were heavily engaged in operations around Drocourt-Queant and the Canal Du Nord. Promoted Captain, Browne may have witnessed the visit of King George V to the 4th Division at Valenciennes on 4 December 1918.

Having survived three years of trench warfare, Browne returned to England where he married Eleanor Frances Booth at St. Thomas, Heaton-Norris, Lancashire, on 14 August 1919. The couple returned to Canada and set up home in Montreal followed by Medicine Hat and Vancouver. The 1930 Vancouver Directory later shows them living at 2930 West 38th Street, Browne being employed by the City of Vancouver as a civil engineer. In 1936 he is described as a draughtsman at City Hall and in 1948 he moved to 3021 West 29th Street, Vancouver, being promoted to Assistant Engineer for the City. He died on 14 August 1962 in Vancouver, being buried in Mountain View Cemetery; sold with copied research and *MIC* details together with a contemporary Royal Engineers brass cap badge.

672 **A Great War M.C. group of three awarded to Lieutenant W. Travis, King's Own Yorkshire Light Infantry**

Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (Lieut. W. Travis), *good very fine* (3)

£600-800

M.C. *London Gazette* 1 January 1919:

‘For distinguished service in connection with military operations in Egypt.’

Walter Travis was attached to 1/4th Battalion, Northamptonshire Regiment, at the time of winning his M.C. In that capacity, he would have been present at the Second and Third Battles of Gaza in April and November 1917; his British War and Victory Medals were issued in November 1927.

x673 **An October 1918 ‘Bridging of the River Selle’ M.C. group of three awarded to Lieutenant A. L. Lucas, Royal Engineers, who successfully led his section in constructing four infantry bridges whilst under heavy enemy fire at close range**

Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (Lieut. A. L. Lucas.), mounted as worn, *good very fine* (3)

£500-700

M.C. *London Gazette* 29 July 1919. The citation states:

‘For conspicuous gallantry and devotion to duty on the night of October 11/12th 1918 at Neuville. He was in charge of a section detailed to construct four infantry bridges across the Selle river before dawn, at which hour the division was to attack. At dawn he doubled forward with improvised bridges with the attacking infantry, and in spite of heavy enemy barrage at very close range, the bridges were so quickly installed that the whole attacking battalion crossed by them. He displayed great coolness and resolution, and set a fine example to his men.’

Arthur Littlejohns Lucas was born on 30 April 1888 at Bexley, Kent, the son of William Edward Lucas and Clara Amy Haycock. He married Mary Rita Beckwith on 24 April 1915 at St. George’s Church, Hanover Square, London, and was commissioned in the Royal Engineers on 10 March 1917, serving in France from 15 May 1917. Post-war he took employment as a chartered surveyor at Cannon Street, London. In 1938 he sailed with his wife from Swansea to Kingston, Jamaica, aboard the cargo ship *S.S. Mopan*. This lonely little banana boat was later intercepted by the Admiral Scheer mid-Atlantic and sunk by gunfire on 5 November 1940.

Having returned to Jasmine Cottage, Church Row, Chislehurst, Kent, Lucas was recalled to the Corps of Royal Engineers and appointed 2nd Lieutenant on 29 January 1940 (*London Gazette* 23 February 1940, refers). He died on 22 July 1948, leaving effects of £19205 6s. 7d. to his widow; sold with copied *MIC* and a letter from the R.E. Corps library, dated 15 January 1974, confirming posting to the 93rd Field Company, R.E., which gave engineer support to the 52nd Infantry Brigade of the 17th (Northern) Division.

674 **An interesting group of five awarded to Warrant Officer 2nd Class A. J. Lodge, The Duke of Wellington's Regiment - who appears to have won the M.C. for 'fighting with wonderful pluck and valour' and saving the lives of 28 men and an officer at Souchez in the Pas-de-Calais**

Military Cross, G.V.R., a contemporary copy, reverse engraved "Replica" No. 11776. Coy. Sgt. Maj. A. J. Lodge, 10th. Battn. Duke of Wellington Regt.'; Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (3896 Serjt: A. Lodge. W. Riding Regt.); 1914-15 Star (11776. Sjt. A. J. Lodge, W. Rid. R.); British War and Victory Medals (3-11776 W.O. Cl.2 A. J. Lodge. W.Rid.R.), *nearly very fine and better* (5)

£300-400



Alfred John Lodge was born in 1874 at Romford, Essex, the husband of Emma Haldin of Pines Cottage, Standon Road, Puckeridge, Hertfordshire. A carman by trade, he attested for the West Riding Regiment on 3 October 1893, his papers noting previous service with the 4th Battalion, Middlesex Regiment. After four years in the East Indies, Lodge was posted to South Africa from 1 August 1902-9 September 1902, before being discharged at York on 2 October 1909. Re-attesting on 16 September 1914, Lodge was appointed Sergeant and sent to France with the 2nd Battalion, West Riding Regiment, on 26 August 1915. Promoted Warrant Officer 2nd Class on 8 December 1915, a contemporary newspaper article describes the award of the M.C. to Lodge:

'Puckeridge Soldier Decorated with the Military Cross

On the 8th inst. Company-Sergeant-Major A. J. Lodge, M.C., of the West Riding Regiment, who attained the rank of a warrant officer during the present war, was decorated by the King at Buckingham Palace with the Military Cross. His Majesty said he was very proud to have the honour of pinning on the breast such a decoration. In all at this function 15 other soldiers received decorations. This gallant soldier, who has been discharged from the Army owing to disablement, has served 19 years (*sic*) with the colours. He was awarded the distinction for conspicuous bravery. On March 11th, 1916, at Souchez (*sic*), he brought in 14 wounded men under heavy machine gun fire, dressed their wounds and sent them to the dressing station. Later in the day he saved 14 men with frost bitten feet from falling into the enemy's hands. On July 9th his heroism was still further marked. After fighting with wonderful pluck and valour he brought in an officer who was mortally wounded under very heavy machine gun fire, and was himself wounded in the back and received such injuries to the spine that eventually led to his discharge from the Army. He holds three medals gained in the Boer War and India. Four of his brothers are in the war now and one was among the 700 heroic Mons veterans who took part in the great Albert Hall commemoration on Saturday last.'



Admitted to Bath War Hospital on 19 July 1916, Lodge was discharged on 22 August 1917 no longer physically fit for war service and was awarded Silver War Badge '258659'. He took employment as the local postman and became widely and affectionately known as 'Grandfather Lodge' amid the gently rolling hills of East Hertfordshire (*Flesh - The Great Illusion*, the autobiography of Ronald Wright, the grandson of Lodge, refers). In November 1931 his request for a L.S. & G.C. Medal was turned down by Captain V. R. Booth, having served 11 years and 40 days with the colours rather than the required 18 years. A 'very proud old man, he was even prouder when my mother presented him with his first, indeed only, grandson.' (*ibid*)

Lodge died at Puckeridge around 1956; sold with copied Boer War service record, noting entitlement to QSA Medal with clasps Transvaal and South Africa 1902; four original photographs of the recipient in uniform, one showing him wearing the M.C. and a K.S.A. to which he is not entitled, and possibly an L.S. & G.C., original newspaper cutting with M.C. citation, hand-annotated '8/12/1917', together with original Certificates of Character and Discharge contained in a maroon War Office wallet, the interior named in ink to recipient and dated 22 August 1917, and copied MIC.



675 A Great War 1916 M.M. and Bar group of four to Sergeant C. Parsons, Machine Gun Corps and Middlesex Regiment



Military Medal, G.V.R., with second Award Bar (20365 Pte. C. Parsons. 36/Co: M.G. Corps); 1914-15 Star (548 Pte. C. C. V. Parsons. Midd'x R.); British War and Victory Medals (548 Sjt. C. C. V. Parsons. Midd'x R.), mounted court-style, *very fine* (4)

£700-900

Bar to M.M. *London Gazette* 14 May 1919.

M.M. *London Gazette* 14 September 1916.

Charles Parsons, a native of High Wycombe, Buckinghamshire, arrived in France on 31 May 1915 as a Private in the Middlesex Regiment. He later transferred to the Machine Gun Corps, becoming a Sergeant. The Bar to his M.M. was awarded while he was serving with the 41st Battalion, Machine Gun Corps; sold with copied *MIC* and *London Gazette* entries.

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x676

An M.M. group of four awarded to Sergeant A. Gafney, East Kent Regiment, who was likely decorated for gallantry on the opening day of the Third Battle of the Scarpe, an 'unmitigated disaster' for the British Army which suffered nearly 6,000 men killed for little material gain



Military Medal, G.V.R. (1298 Sjt. A. Gafney. E. Kent R.); 1914-15 Star (G-1298 Sjt. A. Gafney. E. Kent R.); British War and Victory Medals (G-1298 Sjt. A. Gafney. E. Kent R.), staining and minor patches of verdigris to last, *nearly very fine* (4)

£380-420

M.M. *London Gazette* 18 July 1917.

Alfred Gafney was born in 1895 at Enfield, the eldest son of John Richard Gafney of 117 Bush Hill Park, Percival Road, Enfield, London. A Post Office clerk by profession, Gafney attested for the East Kent Regiment at St. Pancras on 8 September 1914, being sent to Canterbury Depot for training. Appointed Lance Corporal on 17 September 1914 and Corporal a week later, he was further promoted Sergeant on 2 March 1915 before serving in France and Flanders from 28 July 1915 with the 7th Battalion, East Kent Regiment.

The 7th Battalion were heavily engaged during the first day of the Battle of the Somme, being tasked to capture objectives on Montauban Ridge. On 4 July 1916 they captured Bronfay Farm before advancing to Celestines Wood on 7 July and assisting with the capture of Trônes Wood on 13 July. This feature was renowned for its dense undergrowth which heavily limited movement and made it difficult to maintain direction. Intense German shellfire had brought down the trees which in turn became entangled with barbed wire and strewn with the bodies of the dead. As a result, the men of the 7th Battalion became lost for a time, their plight exacerbated by the pinning down of reinforcements from the 7th Battalion of the Queen's (Royal West Surrey) Regiment who were pinned down by machine-gun fire 100m from the forest edge and later forced to retreat.

Advancing to Meaulte on 18 July 1916 and Hedauville on 25 September, the Battalion saw extensive action two days later at a crossroads near the village of Authille, affectionately known by the men as 'Crucifix Corner'. They subsequently took part in the attacks on Regina and Desire Trenches on 16 and 18 November before a period of rest in the new year, punctuated by parades and the presentation of ribbons for gallantry (*The War Diary for the 7th Battalion, East Kent Regiment*, refers). Sent to billets at Bethune and Marest in March 1917 for further training, the men returned to the front line on 1 May 1917 when sent to bivouacs in trenches northeast of Neuville Vitasse.

The Third Battle of the Scarpe

At 03.45am on 3 May the 7th Battalion launched a major assault on the German trenches towards Cherisy. Advancing in pitch darkness the men became disorientated and casualties from enemy fire mounted as they headed towards their first objective - a line drawn between Triangle Wood and the location of present-day St. Michael's statue:

'Time 9.35am. Situation of 54th Infantry Brigade still obscure; they have not reached the Blue Line.

At about 11am reports were received that a general retirement was taking place, and it soon became apparent that the whole line was coming back. The enemy established an intense bombardment on our front trench system and of the valley in rear, and his machine gun fire was heavy. Cable Trench was by this time full of men in addition to 'D' Company, 7th Buffs, but owing to the fact that the enemy and our troops were hopelessly intermingled, it was impossible to fire on the enemy.'

Casualties for the Battalion during operations on 3 and 4 May 1917 numbered 12 officers and 368 men killed, wounded or missing. According to the *Official History, Military Operations France and Belgium 1917* by author Cyril Falls, the fighting was nightmarish, terrifying and bloody, the failure heavily attributed to:

'the readiness with which the German infantry yielded to the first assault and the energy of its counter-attack; and, it must be added the bewilderment of the British infantry on finding itself in the open and its inability to withstand any resolute counter-attack.'

Having survived this period of intense fighting, Gafney returned to Depot at Canterbury on 10 May 1917, being gazetted the Military Medal a couple of months later. He was discharged Class 'Z' on 2 February 1919 and returned to his former career with the Post Office; sold with copied service record, war diary extract and *MIC*.

x677

A fine and well documented 'Battle of Cambrai' 1917 M.M. group of four awarded to Acting Corporal M. H. Brown, Royal Engineers, who was decorated for service as a Signaller under heavy German artillery fire - which resulted in only half of the British Mark IV tanks remaining operational on the second day of the attack



Military Medal, G.V.R. (26576 Sapr. -L.Cpl.- M. H. Brown. 12/D.S. Coy. R.E.); 1914-15 Star (26576 Pnr. M. H. Brown. R.E.); British War and Victory Medals (26576 A-Cpl. M. H. Brown. R.E.); 1939-45 Star; Defence and War Medals 1939-45, swing mounted as worn, minor contact marks to first, *very fine* (7)

£380-420

M.M. *London Gazette* 23 February 1918.

The *Kent Courier*, 28 December 1917, adds a little detail regarding the award of the Military Medal:

‘For gallantry in maintaining communications under heavy fire at Cambrai’.

Maurice Henry Brown was born in 1894 at Dover, Kent, the son of Alfred and Mary Eliza Brown of 13 Elm Cottage, Marlpit Hill, Edenbridge, Kent. A pre-war Territorial and member of the Edenbridge Scout Association, Brown attested for the Royal Engineers at Maidstone on 15 June 1914 and served in France from 20 February 1915. He was awarded the M.M. whilst serving as a Signaller and was discharged at Chatham on 21 June 1920 after service with ‘X’ Company of the Signal Service Training Centre of the Royal Engineers. His character certificate notes:

‘Has been very good - honest, sober - has been employed in Army as field lineman, awarded Military Medal’.

Brown returned home to 6 Victoria Road, Edenbridge, and spent the 1920’s working as a painter and decorator and serving with his local Territorial unit until 14 June 1930 at the termination of his engagement. On 24 January 1940, he was examined for second service with the Royal Engineers. Rated ‘Grade 1’, Brown embarked for brief service in Norway from 22 April 1940-3 May 1940, followed by Iceland from 27 July 1940-7 December 1941. However, it was whilst in these cold climates that his health began to fail him, his medical notes referring to ‘several years of winter cough, shortness of breath, tightness of chest on exertion, appetite poor’.

Diagnosed as suffering from bronchitis, Brown fought a concerted campaign to attribute his illness to war service; he finally succeeded on appeal and was granted a 20% disability pension on 7 November 1952; sold with original Soldier’s Small Book, Character Certificate, Certificate of Discharge, British Legion Associate’s Card (Edenbridge), paperwork relating to application for disability pension and a photograph of the recipient, together with copied *MIC*.

678

The Great War M.M. group of four to Sergeant N. Todd, Royal Artillery, an ‘Old Contemptible’ who was mentioned in dispatches for his services on the Western Front



Military Medal, G.V.R. (20688 Sjt: N. Todd. B. 92/Bde: R.F.A.); 1914 Star, with *copy* clasp (20688 Gnr: N. Todd. R.F.A.); British War and Victory Medals, with M.I.D. oak leaf (20688 Sjt. N. Todd. R.A.), *the first polished, overall nearly very fine* (4)

£300-400

Nathaniel Todd, a native of Welling in London, arrived in France on 23 August 1914. He was mentioned in dispatches while serving with 88th Battery, Royal Field Artillery (*London Gazette*, 17 February 1915), earning his M.M. three years later; sold with copied *MIC*.

x679 **A 'Western Front' M.M. group of four awarded to Private W. Hosie, Royal Dublin Fusiliers, late Army Service Corps**

Military Medal, G.V.R. (28161 Pte. W. Hosie. 1/R. Dub: Fus:); 1914-15 Star (32638 Pte. W. Hosie. A.S.C.); British War and Victory Medals (32638 Pte. W. Hosie. A.S.C.), *very fine and better* (4)

£240-280

Walter Hosie served in France with the Army Service Corps from 14 March 1915. Transferring to the Royal Dublin Fusiliers, he was awarded the Military Medal and later witnessed service during the Second World War with the Pioneer Corps; sold with copied *MIC*.

680 **A Great War M.M. group of four awarded to Staff Sergeant B. Sharpe, 5th Field Ambulance, Canadian Army Medical Corps**

Military Medal, G.V.R. (1744 S. Sgt. B. Sharpe. Can. A. M. C.); 1914-15 Star (1744 Pte. B. Sharpe, Can: A. M. C.); British War and Victory Medals (1744 S. Sgt. B. Sharpe. C. A. M. C.), mounted as worn, *good very fine* (4)

£400-500

This Lot is being sold to raise funds for the Royal Canadian Legion, Branch 22, Woodbine Heights, Toronto. Sharpe was a member of the Branch and lived nearby.

M.M. *London Gazette* 11 February 1919.



Benjamin Sharpe was born in Sheffield, Yorkshire in 1879 and enlisted in the Canadian Expeditionary Force in November 1914 at Toronto, an auto fire builder by trade. Leaving Canada in April 1915 he served in France with the 5th Field Ambulance. Promoted Corporal in the Field on 22 November 1916, Sharpe was advanced Sergeant, 31 May 1917 and Staff Sergeant, 10 April 1918. Having been awarded the Military Medal, he was discharged in May 1919 and returned to live at 223 Pape Avenue; sold together with 2nd Canadian Overseas Contingent medal, mounted upon leather strap, Canadian Legion Service Badge, three photographs including a portrait, Canadian Legion pin Badges and copied service records.

To be sold on behalf of the family:

681 A fine M.M. group of 4 awarded to Private T. O'Neill, Royal Army Medical Corps, who rendered extensive service during the Great War and was witness to the extreme suffering faced by the troops on the Somme battlefield in 1916

Military Medal, G.V.R. (9755 Pte. T. O'Neill. R.A.M.C.); 1914 Star with clasp (9755 Pte. T. O'Neill, R.A.M.C.); British War and Victory Medals (9755 Pte. T. O'Neill. R.A.M.C.), the second with 2 silver rosettes attached to ribbon, *nearly extremely fine* (4)

£380-420

M.M. *London Gazette* 8 December 1916.

Thomas O'Neill was born in 1892 at Rugby, Warwickshire, and served in France with the 22nd Field Ambulance, Royal Army Medical Corps, from 7 October 1914. His unit joined 7th Division in late September 1914 as the regular army concentrated in the New Forest, Hampshire. They subsequently landed at Zeebrugge in the first week of October 1914 to assist in the defence of Antwerp, but were too late to prevent the fall of the city. Taking up important defensive positions at bridges and junctions, the men faced heavy losses attempting to stem the German advance; O'Neill would have been particularly busy serving as part of a unit which essentially formed an intermediate level in the casualty evacuation chain stretching from Regimental Aid Posts near the front lines to the Casualty Clearing Stations located outside the range of the enemy's artillery.

The Division went on to suffer heavy losses during the First Battle of Ypres, the Battle of Neuve Chapelle and the Battle of Loos. Reinforced to fighting strength by conscripts and school-leavers, the men were flung into action during the Battles of the Somme, including the capture of Mametz, the Battle of Bazentin and the assault on High Wood from 14 July-15 September 1916. Rates of attrition at the latter proved disastrous and over just four days of fighting the British recorded 4500 casualties. 141st Brigade was so depleted that after the reoccupation of the wood, it was reorganised into a composite battalion, its Commander, Major-General Charles St Leger Barter being relieved of command on 28 September for 'wanton waste of men' (*The Hell they called High Wood: The Somme 1916*, refers).

O'Neill was decorated for his service with the Field Ambulance on the Somme battlefield at around this time. He survived the war and was discharged on 22 January 1919. Despite being awarded the K.C.B. in 1916 and K.C.M.G. in 1918, Major-General Barter remained bitter that he had been made a scapegoat for the bloodbath by Lieutenant-General Sir William Pulteney, arguing that his superior had refused to listen to his reasoned objection that the shattered tree stumps made the passage of tanks impossible. Barter spent the remaining 13 years of his life attempting to have an enquiry into his dismissal, but was unsuccessful. Interestingly, the men remained largely loyal to the Major-General and he was welcomed at post-war divisional reunions and the unveiling of war memorials; sold with original card boxes of issue for the M.M., 1914 Star and Pair (3), original envelopes of transmittal, these addressed to 'Mr Thos O'Neill, 16 Wood Street, Rugby' and Mr T. O'Neill, 34 Dundonald Street, Barrow in Furness, Lancashire', together with a St John Ambulance Association bronze badge, the reverse engraved '170330 Thomas O'Neill', clasp, 1914, engraved '170330', and a RAMC brass cap badge, shoulder title and riband bar.



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682 **A Defence of Amiens M.M. group of three awarded to Private A. Reid, 2nd Dragoon Guards, who survived 'wave after wave' of attacks during the Spring Offensive**

Military Medal, G.V.R. (D-3998 Pte. A. Reid. 2/Dns.); 1914 Star, *copy* clasp (3998 Pte. A. Reid. 2/Dns.); British War Medal 1914-20 (D-3998 Pte. A. Reid. 2-D.Gds.), mounted with an erased Victory Medal, *contact marks, good fine* (4)

£180-220

M.M. *London Gazette* 27 June 1918.

Archibald Reid served in France from 17 August 1914 with the 2nd Dragoon Guards (The Queen's Bays). He remained with his unit throughout the war and was likely present on 21 March 1918 when the Germans launched their Spring Offensive in thick fog. Although it may appear hard to believe that the cavalry were still using their horses at this stage of the war, the Bays were maintained in a state of mounted readiness at Bernes that afternoon. Covering the crossings over the Somme between Brie and St. Christ, the horse lines were bombed by enemy planes on 24 March killing one man and wounding six. The following day the Bays lost a further six killed and 24 wounded.

On 30 March 1918, the Bays were shelled whilst filling a gap in the line at Mericourt on the Ancre. A short while later at Bouzencourt, the dismounted men combined with Carey's force - a cobbled together brigade under Brigadier-General G. G. S. Carey formed to protect Amiens against the German advance. The men held their positions against snipers and artillery all day, as German 'shock troops' continually probed the lines with 32-round *trommelmagazin* (drum magazines) which improved the close-range firepower of the units. This was further achieved through the use of trench knives, clubs and other melee weapons.

Withdrawn on 3 April 1918, the Bays marched 8 miles to a bivouac at Bussy les Daours, their total casualties amounting to 2 officers and 20 other ranks killed, 6 officers and 111 other ranks wounded and 3 men missing, equivalent to 25% of strength. Having earned a well-deserved M.M., Reid was transferred to Army Reserve on 14 March 1919; sold with copied research and *MIC*.

x683 **A 'Western Front' M.M. group of three awarded to Private H. C. Rogers, 1st Regiment, South African Infantry, attached South African Engineers, who was decorated for 'exceptional bravery' in maintaining telephone lines before being killed in action in the 'man-made volcano' of the German Spring Offensive**

Military Medal, G.V.R. (X-295 Sapr. H. C. Rogers. Sig: Coy. S.A.E.); British War Medal 1914-20 (Pte. H. C. Rogers. 1st. S.A.I.), with Bronze Memorial Plaque (Herbert Caleb Rogers), *good very fine* (3)

£300-400

M.M. *London Gazette* 9 July 1917.

The Official Recommendation dated 23 April 1917 relates to Rogers and three comrades:

'These N.C.O.'s and men showed exceptional bravery and energy on the evening of the 12th. April, 1917 and morning of 13th. April, 1917 in maintaining the telephone line from east of Fampoux to Athies. It was of the utmost importance that Brigade Headquarters should be kept in touch with Battalions, and these men went out repeatedly in heavy shelling, and succeeded in achieving the object aimed at. They had performed exceedingly good work on the 9th., 19th., and 11th. instant, and had been practically without rest for four days. Their efforts have been favourably commented upon by Regimental Commanders and Battalions Signalling Officers.'

Herbert Caleb Rogers was born in 1897 in the Cape Colony, the son of Caleb Eden Rogers of Venterstad, Eastern Cape, South Africa. A postal clerk by occupation, he attested for service with the South African Overseas Expeditionary Force on 2 September 1915 and initially served as Signaller to Brigade Headquarters Staff from 30 January 1916 at Matruh, Egypt. Sent to the 9th Divisional Signal Company on 20 May 1916, he was transferred to a company of South African Signallers and posted to the Western Front in time for the Second Battle of Arras from 9 April-16 May 1917.

Rogers received a shrapnel wound to the shoulder on 7 May 1917 and was admitted to the 1st Australian General Hospital at Rouen two days later. Evacuated to England to recuperate, he returned to France on 18 January 1918 and was posted as missing in action on 24 March 1918. A letter to his father from the War Record Office on 10 January 1921 later confirmed what had happened to Rogers:

'I beg to inform you that according to certain German records only now received from Germany, the above named soldier (No. X604 Private Herbert Caleb Rogers, 1st S.A.I.), who was previously notified as missing, and later on death accepted, is shown as having died on or about 24th March, 1918. He is buried in field grave No. 10, Heudicourt.'

This confirmed that Rogers had been killed in action at Marrieres Wood, his final resting place being amongst the most heavily fought-over pieces of ground on the whole of the Western Front. A later newspaper article published in *The Springbok* in May 1964, named the wood as 'Destination Death':

'The whole countryside seemed to be in flames. Heudicourt was spouting like a volcano, and everywhere was the glare of burning stores and bursting shells.'

Dense fog shrouded the early morning of 24 March 1918. Having fought for 3 days the 1st South Infantry Brigade had suffered over 900 casualties, but the 478 survivors, possibly including Rogers at that time, were forced to wait in sodden shell holes for the inevitable onslaught. At 9am the enemy launched their attack, their artillery opening up at the same time. By 4pm it was all over: 'Hope of relief had completely faded away and at 4.30pm on orders from the Brigadier further resistance was abandoned. Hordes of Bosche descended upon a group of men who had fought them to a standstill. Their ammunition exhausted, there were many among them who had to be restrained from going over the top to finish it off with the bayonet. As the Bosche came up no man raised his hands. Rifles now useless were flung to the ground. The fight was over.' (*The Springbok*, refers)

Fewer than 100 unwounded men were left. Brigadier Dawson, in command, who became a prisoner of war following the gruelling encounter, later stated:

'It is not given to all soldiers to die a hero's death but, by their valorous conduct at the wood of Marrieres, these men lifted to the greatest heights the prestige of their country and wrote a shining page into the military annals of a virile race.'

Aged 20 years, Rogers is further commemorated at Pozieres Memorial; sold with copied service record, copied research and extracts from *The Springbok*, together with an account of the fighting from 21 March-24 March 1918 by Captain E. J. Burgess, M.C., 1st S.A.I.

x684

A Great War M.M. group of three awarded to Corporal J. Nicolle, South African Corps of Signals

Military Medal, G.V.R. (4817 Cpl. J. Nicolle. S.A.E.); British War and bilingual Victory Medals, M.I.D. oak leaves (Cpl. J. Nicolle. S.A.C.S. C.R.E.), *very fine and better* (3)

£200-300

M.M. *London Gazette* 6 August 1918.



Jersey Cooper Nicolle was born on 16 November 1891 at Beaufort West, Cape Province, South Africa, the son of John George Nicolle who was born on Jersey in 1858. An electrical telegraph linesman with the South African Railways, Nicolle attested at Potchefstroom for the South African Engineers on 28 August 1915 and embarked for England on 17 April 1916. His wife Clara appears to have later joined him in England, her new address noted as 4 Grafton Street, City Road, Cambridge.

Appointed Lance Corporal on 23 February 1917, Nicolle was mentioned in despatches (*London Gazette* 28 December 1917, refers) and was awarded the Military Medal by family repute for 'keeping the telegraph communications going under heavy fire'. Following the cessation of hostilities Nicolle was sent to depot at St. Albans and Hitchin, Leeds, before finally returning home to Cape Town aboard the Kenilworth Castle on 16 August 1919, being discharged at Maitland a month later. In later life Nicolle worked as Inspector of Telegraphs for the S.A. Railways, before dying at Pretoria from heart failure one day before his retirement in 1962; sold with original M.I.D. Certificate, copied service record and group photograph of the recipient.

- 685 **A scarce M.M. to the Military Foot Police**
 Military Medal, G.V.R. (P-3165 L.Cpl. A. McKay. M.F.P.), *nearly extremely fine* £500-600
Recipient also entitled to British War and Victory Medals.
- 686 **A poignant 'Western Front' M.M. awarded to Lance-Corporal G. Brenchley, East Kent Regiment, the eldest of four brothers from Margate who all served during the Great War, two of whom died, whilst another suffered the loss of a limb and was invalided home**
 Military Medal, G.V.R. (2652 Pte. G. Brenchley. 7/E. Kent R.), *nearly extremely fine* £280-320
 M.M. *London Gazette* 29 August 1918.



George Brenchley was born around 1882 at Nash, Kent, and served in France with the 7th Battalion, East Kent Regiment, from 18 August 1915. He was awarded the Military Medal for bravery on the Western Front and was soon thereafter promoted Lance-Corporal. He was killed in action on 27 August 1918 and is buried at Becourt Military Cemetery, Belcortel-Becourt, on the Somme. The son of Mrs Emma Jane Brenchley, of 14 Church Square, Margate, his gravestone bears the poignant inscription:

'Those who loved him best miss him most. Mother.'

The loss of George was sadly not the only devastating news received by Mrs Brenchley during the course of the war. On 5 October 1918, the *Thanet Advertiser and Echo* published a piece titled 'The Story of Four Service Sons':

'We are glad to be able to reproduce the photographs of four local brothers who have served in the war. Two unfortunately have been killed; one lost an arm and the fourth one is now serving in France. They are the sons of Mrs. Brenchley, of Rose-cottage, Nash.

Lce.-Corpl. George Brenchley of the Buffs, enlisted within a month of the outbreak of the war and went to France eleven months later. In April of this year he won the Military Medal but was killed in action on August 28th at the age of 35, after seeing three years of active service.

Leading-Seaman A. Brenchley, of H.M.S. *Aboukir*, was drowned in action with an enemy submarine in the first few weeks of the war. He joined the Navy when 16 years old and had served eleven years at the time of his death.

Gunner Ernest Brenchley, R.F.A., enlisted in the Territorials in December 1913, and was attached to the Margate Company. In February, 1916, he was transferred to the Regular Army and in the following year went to Egypt. After a year of active service he is now serving in Palestine.

Gunner William Brenchley, the fourth brother, whose wife lives in Tabernacle-cottages, Northwood, was attached to the Veterinary Corps. He went to France in 1917, and on the 10th August was wounded. On the 28th of August of this year he was discharged from the Army with the loss of an arm.'

Sold with copied *MIC* and newspaper entry.

- 687 **A Great War M.M. awarded to Sergeant E. Corkish, Royal Garrison Artillery**
 Military Medal, G.V.R. (72174 Sjt: E. Corkish. 177/Sge: By: R.G.A.), *toned, good very fine* £140-180
 M.M. *London Gazette* 4 February 1918.
Ernest Corkish was awarded the Military Medal for service in France and is further entitled to the British War and Victory Medals; sold with copied *MIC*.
- x688 **A Great War M.S.M. group of four awarded to Sergeant W. A. Gostling, Machine Gun Corps, late Suffolk Regiment**
 1914-15 Star (14218 L.Cpl. W. A. Gostling. Suff. R.); British War and Victory Medals (14218 Sjt. W. A. Gostling. Suff. R.); Army Meritorious Service Medal, G.V.R. (16708 Sjt: W. A. Gostling. 35/Coy. M.G.C.), *good very fine* (4) £280-320
William A. Gostling served in France from 30 May 1915 and was decorated with the M.S.M. for devotion to duty (*London Gazette* 1 January 1918 refers) besides earning a 'mention' whilst an Acting Transport Sergeant with the Machine Gun Corps (*London Gazette* 25 May 1917 refers). He was discharged class 'Z' on 7 March 1919; sold with copied *MIC* and research.
- x689 **Pair: Warrant Officer Class I L. W. Jenner, Royal Army Pay Corps, decorated for bravery in the face of the enemy**
 Army L.S. & G.C., G.V.R., 2nd type (1263 S.Sjt. L. W. Jenner. R.A.P.C.), swivelling scroll suspension; Meritorious Service Medal, G.V.R. (1263 S.Sjt: L. W. Jenner. A.P.C.), swivelling scroll suspension, *very fine* (2) £240-280
 M.S.M. *London Gazette* 17 June 1918.
 [French Medal of Honour with silver swords] *London Gazette* 1 June 1920.
Leo Winchester Jenner was born at Chorlton, Lancashire on 21 August 1883. He served as a Sergeant with the Army Pay Corps during the Great War, arriving in France on 15 August 1914. Attached to 1st Echelon, General Headquarters, he earned the Meritorious Service Medal and was promoted to Staff Sergeant. Mentioned in dispatches (*London Gazette*, 10 July 1919), he also received the French Medal of Honour with silver swords, which is only conferred for brave deeds in the face of the enemy. This award is extremely rare to the British Army; Jenner's group, if complete, would probably be unique to the Army Pay Corps. Jenner appears on a Warrant Officer Class I pension list from 29 August 1927. In 1930 he became a G.W.R. shareholder at a bank in Lewes. Later appointed a Clerk at the War Office (*London Gazette*, 23 March 1935), he died soon afterwards at Barton, Lancashire in 1937, aged 53; sold with copied *MIC*, MSM card, roll confirmation and census records.
 Recipient also entitled to a 1914 Star with clasp (scarce to the A.P.C.) and British War and Victory Medals with M.I.D. emblem, in addition to a French Medaille d'Honneur avec glaives en Argent.
- 690 **A Great War M.S.M. awarded to Battery Sergeant Major F. Eynon, Royal Field Artillery**
 Meritorious Service Medal, G.V.R. (B.S.Mjr. F. Eynon. R.A.), a later issue, *nearly extremely fine* £80-120
- 691 **A Great War M.S.M. awarded to Transport Warrant Officer Class I A. O. James, Army Cyclist Corps**
 Army Meritorious Service Medal, G.V.R. (7760. T.R.S.Mjr: A. O. James. XI.C.C.Bn: A.C.C.), *nearly very fine* £120-150
 M.S.M. *London Gazette* 3 June 1918.
Albert O. James served in France as Company Sergeant Major, later Transport Warrant Officer 1st Class, Army Cyclist Corps, from 3 December 1915. He was decorated for devotion to duty whilst serving in Italy; sold with copied *MIC*.
- 692 **An Indian M.S.M. awarded to Havildar Major N. Khan, 3/14th Punjab Regiment**
 Indian Army Meritorious Service Medal, G.V.I.R. (Hav Major Naubat Khan 3/14 Punjab R), officially engraved naming, *nearly extremely fine* £120-150

693 An outstanding Army Best Shot group of five awarded to Captain F. G. Elliott, British South Africa Police, late London Fire Brigade and Royal Navy, who witnessed extensive service in German South West Africa and won the King's Medal at Bisley in 1926 - he was the first Rhodesian to take the prize



British War and Victory Medals (1752 Cpl. F. G. Elliott. B.S.A.P.); War Medal 1939-45; Permanent Forces of the Empire Beyond the Seas L.S. & G.C., G.V.R. (No. 1752. Sergt. Francis G. Elliott. British South Africa Police); Army Best Shot Medal, G.V.R., 1 clasp, 1926 (1752 Sjt. F. G. Elliott. B.S.A.P.), *minor contact wear, otherwise very fine and better* (5)

£2,000-2,400



Francis Graham 'Navy' Elliott was born on 28 March 1888 at Glasgow, Scotland, and enlisted into the Royal Navy on his eighteenth birthday. An assistant steward by occupation, he trained under sail aboard *Caledonia* and then witnessed service aboard the cruiser *Gladiator* and battleship *Prince of Wales*. His Stations included the Channel Fleet, Home Fleet and East India Squadron, being engaged in the suppression of gun-running traffic in the Red Sea, Persian Gulf and Somaliland Coast whilst at the latter. A 1st Class Naval Marksman (*The British South Africa Police in the Great War*, refers), he purchased his discharge on 26 July 1912 having served half the term to which he had signed up for in 1906, and joined the Royal Fleet Reserve.



Living in London, Elliott became a member of the London Fire Brigade from 1912-13 and was stationed at Brigade Headquarters. He left to join the British South Africa Police in Rhodesia, attesting as a Trooper and serving at various District stations including Hartley, Battlefields and Gatooma. Following a District Musketry Instructor's Course in Depot, Elliott was appointed to the Instructional Staff by the Camp Commandant and was tasked with the training of Askari in P.T., bayonet fighting, musketry and Lewis guns. He was also seconded to the Defence Department on occasion as an Instructor.

Great War Service

At the commencement of the Great War, Elliott reported to Naval authorities at Simonstown but was not called up. Instead he relocated to the Transvaal border and became a member of the Mobile Columns formed to resist invasion from the Transvaal and from German South West Africa. He did not receive the 1914-15 Star as these Columns were not granted war awards - somewhat controversially, given that they were on active war service. Serving as part of Murray's Column and later as a member of the Rhodesia Native Regiment, Elliott served from 20 February 1916-14 April 1918 in German East Africa, much of the first year being spent 'practically without rest' (*The British South Africa Police in the Great War*, refers). Pushing to Bismarcksburg and on to Malangali and Iringa, the column faced an almost daily attrition of numbers from disease and enemy contact:

'On the 8th September (1916) we again found the enemy occupying a commanding position, and it fell to our lot to make a very uncomfortable night march through swamps and over high hills to outflank him. On the 9th we were fired on by an enemy patrol, and they succeeded in wounding Sgt. Ashmead and one askari. We drove the enemy off and worked our way round to the rear of the main position.'

The advance into 'German East' became a case of continuous foot slogging, exacerbated by steep terrain and 'prickled bushes' which made stepping off the winding footpaths a foolish enterprise. During the wet season, when the so-called roads had become rivers and the rivers were swollen torrents, the men were forced to improvise and cross via pontoons which were hastily made from fastened logs and nailed planks. Even the canoes on occasion had to be lashed together:

'On one occasion some canoes overturned and the occupants, heavily accoutred, had a hard struggle for life; one man, indeed, was carried away and drowned' (The diary of Surgeon-Captain R. R. Murray, refers).

Having survived the attentions of the Huns, Elliott was invalided to England in September 1918, likely as a result of malarial fever or exposure to the elements. He remained there for almost a year, being repatriated to Rhodesia in August 1919. Offered a commission to the King's African Rifles, he instead opted to resume duty with the B.S.A. Police, transferring in 1927 to the Permanent Staff Corps at the invitation of the Commandant, Southern Rhodesia Forces. Promoted Warrant Officer 1st Class, Elliott took the opportunity to switch over to the clerical side of operations, leaving the 'bombast, bounce and bluster' to others - including the inclement weather. He was however permitted to continue to instruct in musketry, likely as a result of his reputation amongst the senior ranks.

A Gifted Marksman

Endeavouring to practise what he taught, Elliott was selected for the 1924 Rhodesia Team detailed to compete at the Imperial Bisley Meeting. On this occasion the team did not travel, but the following year Elliott gained a place in the King's Prize Final, more commonly known as 'The King's Hundred'. In July 1926, whilst serving as a Sergeant in the B.S.A. Police, he won the King's Medal for rifle shooting at Bisley with a score of 164 points which carried with it the title of Champion Shot of the Military Forces of Southern Rhodesia. His achievement in winning this 'blue riband' event and defeating 34 fellow competitors was headline news at home:

'The success of the Police competitors at the twelfth annual Bisley is my now a byword throughout the country. "Navy" Elliott carrying off the King's Medal raised enthusiasm in the hearts of everyone, and when he carried off the double event by taking the Major Inskipp Cup, the earth was his and all that was in it for the asking' (*The Outpost*, July 1926, refers). Elliott experienced further success in 1932, winning the King's Medal elimination events, the Service Rifle Championship and the Services Aggregate. He also shot for Mashonaland and served as an instructor in musketry to the Umtali High School Cadets.

Second World War Service

Commissioned Lieutenant in July 1939, and appointed Quartermaster, Eastern Division soon thereafter, Elliott remained serving very much in a clerical capacity - much to his annoyance:

'Made several verbal applications and one written one to be relieved of this appointment and to be given one more suited to my training and qualifications. No result. In consequence, promotion and usefulness jammed' (*The Precis Record of Service*, refers).

Increasingly frustrated, his application to retire five months sooner than would have been the case was granted in March 1943 by the Defence Headquarters, Southern Rhodesia Forces. Appointed Captain with effect from 31 October 1942, his name was placed upon the Retired List. Elliott died on 8 January 1954; sold with a brass B.S.A.P. cap badge and a pair of Rhodesia Regiment shoulder titles, extensive copied research, including newspaper cuttings and typed service record details, and an original copy of *The British South Africa Police in the Great War - With the Photographs of Sergeant F. G. Elliott*, compiled and edited by author John Berry. This contains numerous photographs of Elliott and offers an excellent insight into his life and that of his comrades during the Great War.

For the recipient's mounted group of dress miniatures, see Lot 1172.



695

'Sir Louis Knuthsen, known to all of his friends as "K", was perhaps the best-educated medical man I have known. He had travelled extensively and intelligently in his younger days, and had important friends in every country in Europe. His opinion on almost any subject or event was informed 'from the inside', and was invariably delivered in entertaining fashion. His evident kindness always inspired active affection both in his patients and his friends. As he grew older his ripe wisdom became invariably apparent and was widely valued. After the death of his wife in 1946 he seemed lonely, and his chief pleasure was in the society of his friends, young and old. In summer his tall, handsome figure, dressed in the height of Edwardian fashion, could be seen most afternoons strolling up towards "Lord's."

His obituary, *The Lancet* of July 1957, refers

The important K.C.V.O., O.B.E., K. St. J., group of eleven awarded to Major Sir L. F. R. Knuthsen, Royal Army Medical Corps and British Red Cross Society, who commanded No. 5 B.R.C. Hospital at Wimereux during the Great War, affectionately known as 'Lady Hadfield's Hospital', and later became a hugely respected and admired physician to the Princess Royal, with a particular specialism in diseases of the skin

The Royal Victorian Order, K.C.V.O., Knight Commander's set of Insignia, comprising neck Badge, silver-gilt and enamel; breast Star, silver, silver-gilt and enamel, with gold retaining pin, both pieces officially numbered, '506'; The Order of St. John of Jerusalem, Knight of Grace, neck Badge and breast Star, silver-gilt and enamel; The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast badge, silver-gilt; The Order of St. John of Jerusalem, Officer's (Brother's) breast Badge, silver; 1914 Star (L. F. Knuthsen. B.R.C.S. & O.St.J.J.); British War and Victory Medals, M.I.D. oak leaves (Major L. F. Knuthsen.); **France**, Republic Reconnaissance Medal, silver, unnamed as issued; **France**, Republic, Medaille d'Epidemies, silver (Major L. Knuthsen 1920), *good very fine* (11)

£2,400-2,800

K.C.V.O. *London Gazette* 1 January 1936.

O.B.E. *London Gazette* 3 June 1919.

K. St. J. *London Gazette* 17 July 1936.



Louis Francis Roebuck Knuthsen, formally known as Louis Francis Behagen Knuthsen until 1925, was born in 1871 at Santa Cruz, Trinidad & Tobago, the son of Francis Knuthsen and his wife Anne (nee Roebuck). Educated at Edinburgh Academy and at Edinburgh University, he graduated M.B., C.M. in 1893 and proceeded to become a Doctor of Medicine in 1901. After graduation he was in general practice for a short time in Truro, Cornwall, and later at Falmouth, where he became consulting surgeon to the town hospital and a lecturer on ambulance work for Cornwall County Council. He was also local secretary of the British Medical Association in Falmouth before transferring to Shifnal in Shropshire, where he remained until he finally settled in London in 1903. A busy practitioner, these early and relatively rural placements were interspersed with post-graduate study at Paris, Berlin and Vienna Universities.

Whilst in Cornwall - likely dealing with regular injuries associated with the packet ships, fishing and mining industries and agriculture - Knuthsen developed a strong interest in first aid. In London he fostered this passion as a lecturer and examiner for the London County Council, whilst also becoming clinical assistant at the Hospital for Diseases of the Throat at Golden Square, and at the Hospital for Sick Children, Great Ormond Street. In 1904 he determined to specialise in dermatology and was appointed clinical assistant at St. John's Hospital for Diseases of the Skin. He was promoted to casualty medical officer of the hospital, and, in 1908 was appointed assistant physician.

During the Great War, Knuthsen served as one of 236 doctors sent overseas by the Joint War Committee of the British Red Cross, and soon became officer-in-charge of the 100-bed, British Red Cross Hospital at Wimereux in the Pas-de-Calais. Here he served alongside Lady Frances Belt Hadfield, C.B.E., wife of the silicon steel tycoon, Sir Robert Hadfield, who offered significant financial aid for the treatment of wounded and sick servicemen (*The Obituary of Lady Hadfield, The Times*, refers). Aside from the risk of disease and aerial bombardment, the role was not without risk; several members of a similar unit sent to Serbia in October 1914 were captured by the invading Austro-German army at Vrnjatchka Banja and were held as POW.'s in Belgrade until March 1916.

Appointed Honorary Major in the Royal Army Medical Corps, Knuthsen was twice mentioned (*London Gazette* 25 May 1918 & 10 July 1919, refer), besides earning an O.B.E. besides his French awards. In particular, Knuthsen had developed a reputation for the treatment of skin diseases, likely trench foot, but also diseases associated with lice and the stagnant water which plagued trench warfare, especially during the Third Battle of Ypres. His findings were published in a paper titled *The Treatment of Scabies in France* - a work of considerable significance given the fact that one study in 1915 found that 95% of soldiers were infested with an average lousiness of 20 lice per man, with 5% having 100-300 lice each (*Medical Services: Hygiene of the War*, by W.G. Macpherson, refers).

Knuthsen's work complimented that of Alexander Fleming who spent the war studying wound infections in the British Army General Hospital that had taken over Boulogne Casino. Whilst there remained at this time no antibiotics, the work of such dedicated medical practitioners meant that the majority of important pathogens had been discovered and were now amenable to laboratory investigation. Not ignoring the huge impact that the provision of clean drinking water had on soldiers in the trenches, it is perhaps remarkable that only 260 British soldiers died during the entirety of the Great War from typhoid and paratyphoid. On the other hand, trench fever still caused a fifth of admissions to casualty clearing stations, its most famous casualty being A. A. Milne, author of Winnie-the-Pooh.

As the conditions of the unwounded living in the trenches became an enormous military problem, so the ability to study the contamination by scratching of louse faeces into a man's skin offered an opportunity to tackle a problem which had haunted the poorest in civilian society for hundreds of years, most famously in the overcrowded Victorian slums of London. In *The First World War*, historian Hugh Strachan wrote positively about the trenches:

'Trenches saved lives. To speak of the horror of the trenches is to substitute hyperbole for common sense: the war would have been far more horrific if there had been no trenches. They protected flesh and blood from the worst effects of the firepower revolution of the late 19th century.'

What Strachan had failed to say was that the sheer misery associated with diseases and parasites in the trenches also had a positive impact upon the lives of future generations through accelerated medical advancement by doctors such as Knuthsen; whilst small outbreaks caused by the sarcoptes scabiei mite still occur today in the British army and civil society, the availability of permethrin cream means that the likelihood of hospitalisation is very unlikely (*The British Medical Journal, 'The Scabies Problem on Active Service'*, refers).

Appointed C.V.O. in 1934, Knuthsen was appointed Physician-in-Ordinary to the Princess Royal the following year and attended her when she had an appendicitis operation at around that time (*The Herald Express*, 8 July 1957, refers). In 1936 he was made K.C.V.O. and in 1951 he became an Extra Physician to the Princess Royal. He also served as a Knight of Grace of the Venerable Order of St. John of Jerusalem and was one-time Vice President of the British Hospitals Association. Knuthsen was also a warden of the Queen's Chapel of the Savoy, following in the footsteps of Sir William Goschen who had served in the role for 43 years (*The Coventry Evening Telegraph*, refers).

A keen horse rider and cricket enthusiast, Sir Louis died on 7 July 1957 at home in Chesham Street, Belgrave Square, eleven years after the passing of his wife Mildred. His will left £500 to Edinburgh Academy, requesting that it be used to assist sporting activities; sold with copied *British Medical Journal, Who Was Who* and *The Lancet* obituaries besides copied research.

696 A Great War group of three awarded to Acting Matron, E. M. Monck-Mason, Queen Alexandra's Imperial Military Nursing Service, late Army Nursing Service Reserve, who received a 'mention' in Lord Kitchener's despatch following the peace at Pretoria

Royal Red Cross, 2nd Class (A.R.R.C.), G.V.R., silver and enamel, unnamed as issued, in its fitted case of issue; Queen's South Africa 1899-1902, no clasp (N. Sister E. M. Monck-Mason. A.N.S.R.); King's South Africa 1901-02, no clasp (N. Sister E. M. Monck-Mason. A.N.S.R.), *Medals with minor contact marks, good very fine (3)*

£400-600

A.R.R.C. 2nd Class *London Gazette* 3 June 1916.

E. M. Monck-Mason departed Southampton Docks on 30 December 1899 aboard *Moor* bound for the Cape of South Africa, accompanied by 17 other nursing personnel under the authority of Superintendent Nursing Sister Miss M. Thomas. A single female, she was later mentioned in despatches for her services during the Boer War (*London Gazette* 29 July 1902, refers). Resigning her appointment with the Q.A.I.M.N.S. on 21 January 1905 (*The British Journal of Nursing*, refers), she returned to serve during the Great War, being placed upon the retired list in 1916.

Sold by Order of a Direct Descendent

697 A fascinating Great War 'Red Cross Decoration' group of seven to Nurse L. P. Leatham, Voluntary Aid Detachment, who was decorated and mentioned in despatches for outstanding nursing services on the Western Front and in the Italian theatre

Leatham's O.B.E. stemmed from her work as a trailblazing humanitarian campaigner; during the Second World War she worked alongside her husband, an influential diplomat, to evacuate European Jews via the port of Tangier



The Most Excellent Order of the British Empire, 1st type, Civil Division, Officer's (O.B.E.) breast Badge, silver-gilt, the reverse bearing hallmarks for *Sebastian Garrard*, London 1930, fitted with lady's bow riband; Royal Red Cross Decoration, G.V.R., 2nd Class, silver and enamel, fitted with lady's bow riband; 1914-15 Star (L. P. Leatham. V.A.D.); British War and Victory Medals, with M.I.D. oak leaf (L. P. Leatham. V.A.D.); Coronation 1952, unnamed as issued, fitted with lady's bow riband; France, Third Republic, Reconnaissance Medal, 3rd Class, bronze, mounted as worn in ordinary style by *Spink & Son*, and housed in a glazed, velvet-backed, hinged wooden frame, 165mm x 215mm, *nearly extremely fine (7)*

£600-800

O.B.E. *London Gazette* 1 June 1934.

Royal Red Cross *Edinburgh Gazette* 2 January 1918.

Lorna Priscilla Leatham was born at Wentbridge House near Pontefract on 27 November 1887, the only daughter of the prominent Yorkshire landowner and huntsman Edmund Ernest Leatham (1847-1890). Her brother Hubert was killed on active service in November 1914, the *Observer* of 8 November reporting: 'he was not injured, but blown to pieces by a German shell whilst riding to the succour of a wounded man.' She thus had personal reasons for joining the Voluntary Aid Detachment, as did countless other upper-class ladies. Her mother Jeanette also became a V.A.D., and together they sailed from Dover to Dunkirk on 30 January 1915. She kept a diary throughout 1915/16, when she worked in a hospital at Malo-les-Baines. This site was frequently attacked by German Taube monoplanes, and all patients had to be evacuated on 1 May 1915. Leatham described chaotic scenes as a German bomb just missed an ambulance laden with patients. She served with distinction and great coolness, earning two Scarlet Efficiency Stripes and a mention in dispatches (*London Gazette*, 4 January 1917). She transferred to the Italian theatre on 15 November 1917, her service recognised by the award of the Royal Red Cross Decoration, 2nd Class. She was discharged on 12 December 1918.

Leatham received an O.B.E in 1934, in recognition of her work as Honorary Treasurer of the Yorkshire Voluntary Migration Committee. In 1935 she married Sir Alvary Douglas Frederick Trench-Gascoigne, G.B.E., K.C.M.G., First Secretary of the Foreign Office, a prominent diplomat who had served as a Lieutenant in the Coldstream Guards. She lived with him at Lotherton Hall near Leeds, the ancestral home of the Gascoigne baronets. Sir Alvary was named Consul-General for the Tangier Zone and the Spanish Zone of the Protectorate of Morocco, residing at Tangier with Lorna. During the Second World War, Lorna and Sir Alvary managed to rescue hundreds of European Jews via Tangier. Sir Alvary was 'Political Representative' in Japan from 1946 to 1951. He was appointed Ambassador Extraordinary and Plenipotentiary at Moscow on 18 October 1951. Lorna accompanied him on all these foreign postings, gaining a unique insight into early Cold War politics. Sir Alvary died in 1970, and Lorna died on 19 June 1979, aged 91.

- 698 A scarce Great War Q.A.I.M.N.S. group of four awarded to Sister J. Todd, an early member of the B.E.F. who was mentioned in dispatches for her work on the Western Front; notably Todd then served aboard H.M.H.S. *Suntemple* in North Russia



Royal Red Cross, 2nd Class, G.V.R., silver and enamel; 1914 Star (S. Nurse J. Todd. Q.A.I.M.N.S.); British War and Victory Medals, with M.I.D. oak leaf (Sister J. Todd.), *good very fine, scarce* (4)

£700-900

Royal Red Cross *London Gazette* 1 January 1918.



Jean Todd was born at Pineholme, Silloth, Cumberland in December 1887. She arrived in France with the B.E.F. on 14 August 1914, serving at No. 5 Casualty Clearing Station as a Sister in Queen Alexandra's Imperial Military Nursing Service. Her Royal Red Cross Decoration was bestowed by King George V at Buckingham Palace as part of the 1918 New Year's Honours, and she was mentioned in dispatches for her services (London Gazette, 8 July 1919). She served aboard H.M.H.S. *Suntemple* in the North Russia campaign, and was photographed on her deck (illustrated - centre row, fourth from left). At Hampstead on 3 November 1923 she married Arthur Lyon Dobree, fifth son of Reverend J. B. Dobree, Rector of West Tilbury. She retired from nursing two weeks later. Todd died at Wigton, Cumbria in 1956, aged 76. She was buried alongside her husband at St. James's Church, West Tilbury; sold with copied MIC.

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699 **A Great War A.R.R.C. group of four awarded to Sister A. H. Moore, Queen Alexandra's Imperial Military Nursing Service (Reserve)**

Royal Red Cross, 2nd Class (A.R.R.C.), G.V.R., silver and enamel, unnamed as issued; 1914-15 Star (Sister A. H. Moore. Q.A.I.M.N.S.R.); British War and Victory Medals (Sister A. H. Moore.), mounted as worn, *light contact marks and polishing, nearly very fine* (4)

£400-500

A.R.R.C. 2nd Class *London Gazette* 6 June 1916.

Aileen Henrietta Moore was born on 23 March 1875 at Tully (An Tulaigh), Co. Longford, Ireland, the daughter of clergyman William Moore and Elizabeth Blanche Wale. Educated at Victoria College, Belfast, she trained as a nurse at the Northern Hospital for Women and Children, Manchester, followed by the Royal Devon and Exeter Hospital from 1901-1905. At the latter she served as Staff Nurse in her third year and on the private nursing staff in her fourth year, before taking a post at the North West London Hospital in 1905 and passing a course in massage 'with distinction'. She also gained experience of typhus and ophthalmics before taking employment to an individual in Barcelona from 1907-09, returning shortly thereafter to take appointment as Matron at Ottery St Mary Cottage Hospital.

Following the outbreak of the Great War, Moore served as a Sister with the South African Defence Force in German West Africa. A reservist with the Q.A.I.M.N.S., she was recalled home from Wynberg to London in August 1915 and was sent to the King George Hospital, Stamford Street, London. Transferred to Salonika from 22 May 1917, Moore served at the 49th General Hospital at Hortiach and was likely heavily engaged in nursing some 600,000 French, British and Serbian troops who were fighting in areas infested with mosquitoes:

'They [the nursing staff] lived in small tents, water was in short supply, and the winters were harsh and very cold, often with fierce winds blowing across the vast empty plains. In the summer, the horrors and discomforts were much worse. At night all sorts of unwelcome visitors would get into the tents - mice, lizards, scorpions, the occasional snake - whilst the sweltering heat would make life very uncomfortable. But the most dangerous enemy was the dreaded female Anopheles mosquitos. Once infected, the familiar symptoms of malaria gradually took hold - weakness, fever, vomiting, headache, diarrhoea, aching limbs and trembling - and even death in some cases. What is worse, it would re-occur.' (*Away from the Western Front*, refers)

Everyone was encouraged to use netting at night and take quinine, but the effects on manpower were devastating. In total the British suffered 162,517 cases of malarial disease and 505,024 non-battle casualties; to put this into perspective, non-battle casualties were up to twenty times the level of battle casualties, hence the work conducted by nursing staff such as Sister Moore was crucial.

In April 1919 Moore was transferred to No. 82 General Hospital, Constantinople, before being demobilised and returning home to England via Folkestone. Sent to Birmingham Orthopaedic Hospital on 30 May 1919, she later took employment as an X-Ray Sister at University College Hospital in 1926, followed by a series of similar postings in and around London. A Lady Superintendent of Nurses and anti-gas officer in 1938, Moore earned an income by giving lectures on health and running a house letting out rooms. She spent her final years living at 24 Draycott Place, Chelsea, and died at the University College Hospital, London, on 5 April 1955; sold with her Queen Alexandra's Imperial Military Nursing Service Reserve Cape Badge, 22mm, silver, unnamed as issued, together with copied service record, *MIC* and research.

For further details of the hardships faced by the nursing staff in Salonika, please see:

<https://awayfromthewesternfront.org/research/women-away-western-front/battling-disease-in-salonika/>

700

A fine Great War Royal Red Cross group of four to Nursing Sister M. Symonds, Queen Alexandra's Royal Naval Nursing Service, who was decorated for her outstanding medical work



Royal Red Cross, 2nd Class, G.V.R., silver and enamel, on lady's bow riband; 1914-15 Star (N. Sister M. Symonds, Q.A.R.N.N.S.); British War and Victory Medals (N. Sister . M. Symonds. Q.A.R.N.N.S.), with a Norfolk and Norwich Hospital nursing Badge by *Vaughton, Birmingham*, comprised of a cross pattée with Norwich's coat of arms at centre, bronze, the reverse engraved 'MAUD SYMONDS. MAR. 31. 1904. MAY. 31. 1907. CERTIFICATED NURSE', fitted with a bronze top riband buckle, also Symonds' silver identity tag, hallmarked Birmingham 1917 on reverse, engraved 'M. SYMONDS. 2 A.R.N.N.S.R. C OF E.' on obverse, suspended from its original silver chain with carbine clip, and a 1 Shilling piece mounted as a breast Badge, the Great War trio mounted as worn, *good very fine* (4)

£600-800

A.R.R.C. *London Gazette* 9 May 1919.





Maud Symonds lived near Holt, Norfolk and was serving at the Royal Naval Hospital, Chatham in the Q.A.R.N.N.S. Reverse at the outbreak of war on 4 August 1914. Her first active posting was to H.M.H.S. *Garth Castle* on 16 June 1915. *Garth Castle* operated mainly at Scapa Flow. Symonds' service papers reveal that her work aboard this hospital ship was 'well above average', since she possessed a 'special knowledge of operating room work.' On 21 January 1916 she was appointed to the Royal Marine Infirmary, Deal. Her conduct here was described as 'exceptional', and on 21 December 1917 she was nominated to Malta Hospital. She transferred to the Royal Naval Hospital, Haslar on 1 November 1919. Her Royal Red Cross decoration was bestowed upon her personally by King George V in an award ceremony at Buckingham Palace on 4 December that year; sold with copied service records and *London Gazette* entries.



701

The fascinating 'Allied Intervention' group of six to Captain W. F. Richardson, Middlesex Regiment, decorated by the White Russians for his outstanding services at the Black Sea port of Novorossisk in 1919-20

Having meticulously recorded his adventures in large photograph albums, Richardson was revered by the Cossacks and greatly missed after he died of pneumonia on active service with General Denikin in 1920

Earlier in his career, Richardson was present aboard the troopship S.S. *Tyndareus* when she was sunk by a German mine off the coast of South Africa; with extraordinary discipline reminiscent of the *Birkenhead* disaster, the 25th Middlesex stood calmly to attention while the boats were lowered and every man was saved

British War and Victory Medals 1914-19 (Capt. W. F. Richardson.); Russia, Imperial, Order of St. Anne, Civil Division, 3rd Class breast Badge, by *Eduard, St. Petersburg*, 35 x 35mm, maker's name on reverse; Order of St. Anne, Military Division (with swords), 3rd Class breast Badge, by *W. Keibel, St. Petersburg*, 38 x 38mm, gold and enamel, maker's mark and '56' zolotniki mark on eyelet; Order of St. Stanislas, Military Division (with swords), 3rd Class breast Badge, 40 x 40mm, gold and enamel, '56' zolotniki mark on eyelet, St. Petersburg marks on eyelet and sword hilts, of superior manufacture, likely by *W. Keibel*, together with the recipient's Great War Bronze Memorial Plaque (William Francis Richardson), *the third with minor loss of gilding, overall good very fine* (6)

£4,000-5,000

William Francis Richardson was born in the parish of St. Martin's, Birmingham on 31 December 1883. Living at 23 Harmer Street, Birmingham, he had already served for six years with the 1st (Volunteer) Battalion, Royal Warwickshire Regiment prior to the Great War and had been discharged at his own request (his attestation papers confirm). On 15 October 1914 he enlisted into the 16th (Service) Battalion, his experience ensuring rapid promotion: he rose to Colour-Sergeant on 22 October that year. On 8 August 1915 he transferred to the Middlesex Regiment, being commissioned temporary 2nd Lieutenant with the 18th (Service) Battalion (1st Public Works Pioneers) on 1 October 1915.

Assigned to the 25th (Garrison) Battalion in late 1916, Richardson was aboard the troopship S.S. *Tyndareus* when she struck a German mine off Cape Agulhas, South Africa on 6 February 1917. This 11,000-ton ship was conveying the 25th Battalion to Hong Kong when she struck a mine laid by the German raider *Wolf*, causing a terrific explosion. The scene was immortalised in a painting by Stanley Llewellyn Wood, held in the National Army Museum (illustrated). In the best tradition of the *Birkenhead* legend, the soldiers stood to attention in dressed ranks and waited patiently for their evacuation. Lieutenant-Colonel Ward, commanding the Battalion, gave this stirring speech to his men as the ship began to sink:

'Officers and men of the 25th:-

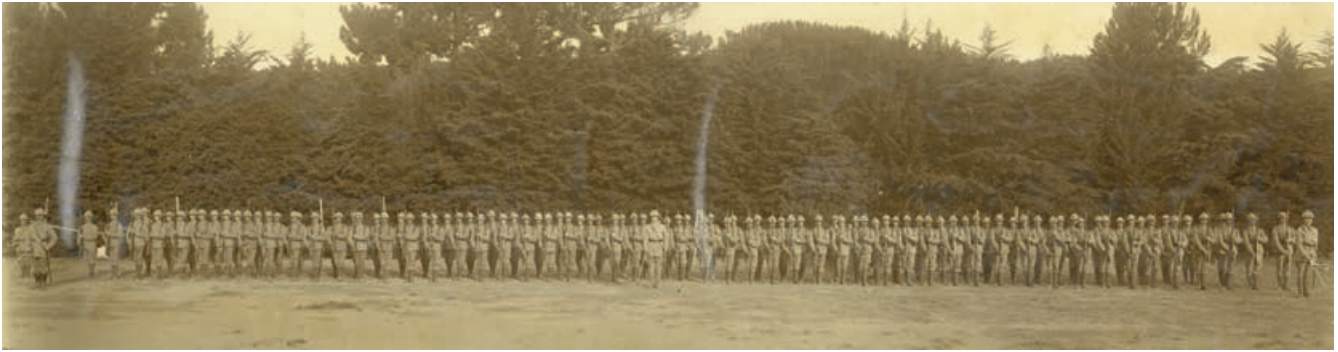
You have now the supreme test of your lives, the one moment we all ought to have lived for. Remember that you are Englishmen. All the best traditions of our country and race are in your keeping. You are members of one of the most famous regiments in the British Army. Pray God you do no act to sully its honour. Obey orders and we may be able to save you all; but if we cannot, then let us finish like English gentlemen.'

Ward's predictions rang true: the orderly and unperturbed conduct of the 25th Middlesex enabled the boats to be lowered without incident, and every man aboard the *Tyndareus* was saved. King George V was effusive in his praise, sending this message:

'Please express to the officers commanding the Battalion of the Middlesex Regiment my admiration of the conduct displayed by all ranks on the occasion of the accident to the *Tyndareus*. In their discipline and courage they worthily upheld the splendid tradition of the *Birkenhead*, ever cherished in the annals of the British Army.'

The 25th Battalion remained in South Africa, forming the Guard of Honour at the Opening of the South African Parliament. It then proceeded to Hong Kong, Richardson being appointed Provost-Marshal of the Detention Barracks there, as well as commanding a Company. A special service was held at St. John's Cathedral, Hong Kong on 6 February 1918, to mark the anniversary of the *Tyndareus* miracle.





The Allied Intervention in Russia

Richardson then played a role in the Allied Intervention against the Bolsheviks, his Battalion arriving at Vladivostock on 3 August 1918. His *MIC* contains a reference to a Silver War Badge (dated 1919), implying an illness or injury during the campaign. He quickly recovered, for by early 1920 he was serving in South Russia as a Captain in the Royal Engineers. Attached to the Railway Advisory Staff, he was assigned to General Denikin's Mission at the Black Sea port of Novo Rossisk. He quickly earned the respect of the Cossacks, whom he helped to train and equip. His services to the Czarist cause were amply rewarded: he received both the Order of St. Anne (Civil and Military) and the Order of St. Stanislas. Quite unexpectedly, Richardson died of pneumonia on 7 February 1920. The circumstances of his death were described in a letter which Captain G. N. Wood of the 1st Battalion, Dorset Regiment wrote to Richardson's widow. Wood worked closely alongside Richardson at Novo Rossisk. He states:


‘As a friend of Captain Richardson, I feel that I must write to you to express my very deepest sympathy in your great sorrow. I first met Captain Richardson on the journey to Russia, and though our acquaintance was short, a very real friendship existed between us. As I was the only other Englishman with him at the time of his illness, I can give you some particulars which you might be glad to know.

Your husband and I had been working together for a fortnight in the mountains, north of Novo Rossisk on the preparation of a line of defences. The weather was extremely cold, and was probably the cause of his sudden illness... The Cossacks were most kind to him and did everything possible for him. All the Russians with whom we were working, and the villagers, were most distressed at Capt. Richardson's illness and I had many enquiries and expressions of sympathy from them.

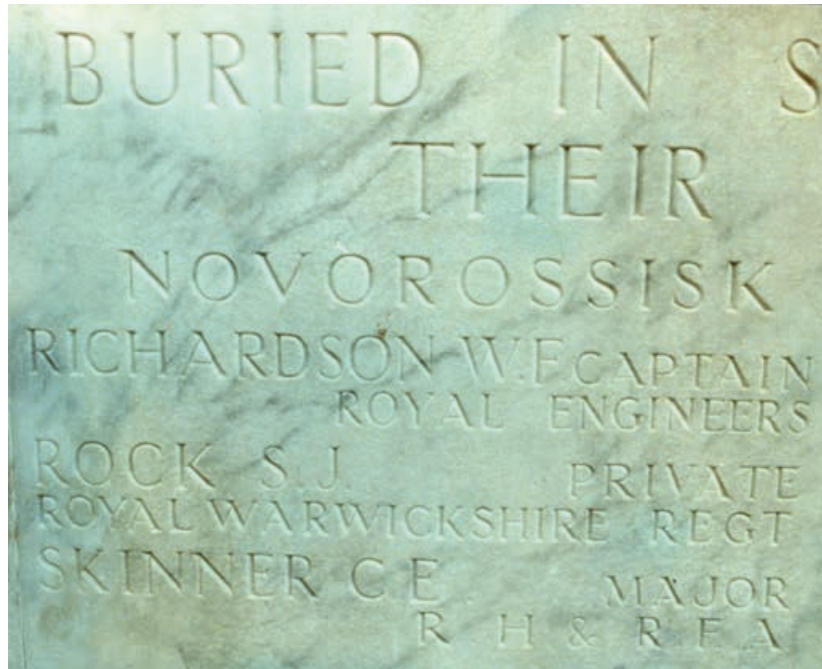
On my return to Novo Rossisk, about a week later, it was with the greatest sorrow that I learnt of the loss of my friend. The funeral took place here on the afternoon of the 12th. Several of his friends were present, and his Russian orderly, Alexander, asked to be included in the carrying party. The funeral ceremony was very simple, but everything was performed with the greatest care and reverence. The service was conducted by the Rev. Churchwood of the Y.M.C.A. and a Naval bugler sounded the “Last Post” over the grave. Captain Richardson lies in an English plot in the Russian cemetery at Novo Rossisk, with several others of our officers and men, on a hill overlooking the sea.’

A confirmed recipient of the Russian Orders of St. Anne and St. Stanislas, Richardson left his widow, May Lillian Richardson, and a young daughter. He left behind five magnificent photograph albums, containing scenes from each point in his journey. They cover everything from South Africa and the *Tyndareus* to Hong Kong, Japan and a crocodile he shot in Borneo, culminating with Cossacks, snow ploughs and dachas (see opposite). Each photograph is meticulously labelled; these albums constitute an irreplaceable historical record. Richardson's medals were sent to his widow at ‘Mayview’, 45 Pershore Road, Birmingham. He was not entitled to a 1914 or 1914-15 Star. Since his grave in Russia could no longer be maintained, he is commemorated on the Haidar Pasha Memorial in Turkey.




**ADVICE to N.C.O's and
MEN of "C" COMPANY**
By Capt.
W. F. RICHARDSON.
Officer Comdg.
"C" COMPANY.
25th Batt. Middlesex Rgt.





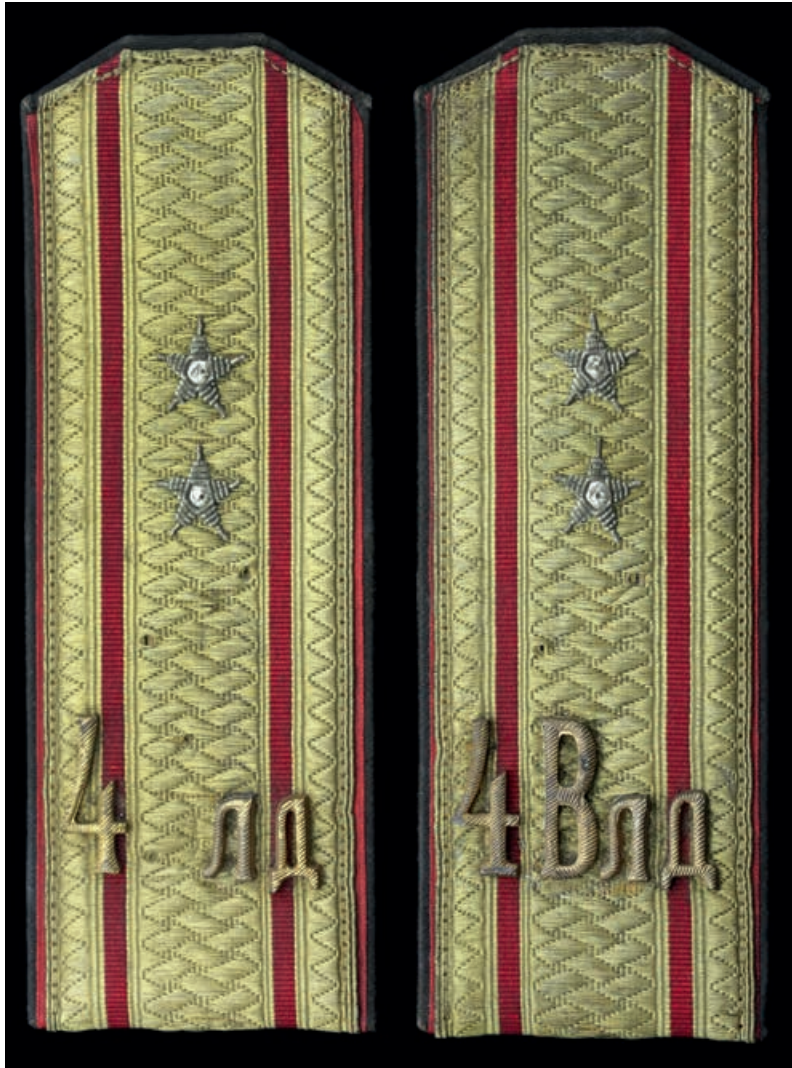


*From the Admiralty to the Naval
Commander - in - Chief, Simon's
Town. The following has been re-
ceived from His Majesty the King :*

Please express to the Officer
Commanding the 25th Battalion
Middlesex Regt. my admiration
of the conduct displayed by all
ranks on the occasion of the
accident to the Tyndareus. In
their discipline and courage they
worthily upheld the splendid
tradition of the Birkenhead, ever
cherished in the annals of the
British Army.

GEORGE R.I.





Sold with a superlative archive of artefacts and original documents, comprising:

- (i) The recipient's Commission Warrant for the temporary rank of Lieutenant in the Land Forces (Infantry), dated 1 October 1915.
- (ii) The five leather-bound photograph albums containing Richardson's images from his travels across the globe, each one carefully annotated (illustrated).
- (iii) Captain Wood's original letter to Richardson's widow, describing his tragic demise; an Imperial War Graves Commission register booklet, confirming the location of his grave, addressed to his widow in Edgebaston, Birmingham and dated 21 May 1931.
- (iv) original newspaper cuttings and an order of service relating to the Tyndareus 1st Anniversary Service at St. John's Cathedral, Hong Kong on 6 February 1918.
- (v) A pair of Russian officer's epaulettes of the 4th Vladkavkaz Battalion, one lacking the affixed letter 'B' for Battalion (illustrated).



702

A rare inter-war C.I.E., Waziristan M.B.E., North-West Frontier 1919 M.C. group of nine awarded to Lieutenant-Colonel T. I. Stevenson, King's Royal Rifle Corps, attached 2/8th Gurkha Rifles, who was commissioned in Fiji in 1915, severely wounded at Delville Wood in July 1916, and later witnessed extensive service on the North-West Frontier, being thrice decorated

The Most Eminent Order of the Indian Empire, C.I.E., Companion's 3rd type neck Badge, gold and enamel; The Most Excellent Order of the British Empire, M.B.E. (Military) Officer's 1st type breast badge, silver; Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (Lieut. T. I. Stevenson.); India General Service 1908-35, 4 clasps, Afghanistan N.W.F. 1919, Malabar 1921-22, Waziristan 1921-24, Burma 1930-32 (Capt. T. I. Stevenson, 2/8/Gurkhas.); India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (Maj. T. I. Stevenson, 2-8 G R); Defence and War Medals 1939-45, mounted court-style as worn were applicable, *the fifth with retaining rod between first and second clasps, the remaining clasps attached by thread as worn, the sixth officially re-impressed, very fine and better* (9)

£1,600-1,800

C.I.E. *London Gazette* 18 July 1933.

M.B.E. *London Gazette* 13 March 1925:

'For valuable services rendered in the field in connection with military operations in Waziristan, 21st April, 1923 to 31st March, 1924.'

M.C. *Edinburgh Gazette* 2 December 1919:

'For good leadership and conspicuous gallantry during the withdrawal to camp from Orange Patch Ridge on 15th May 1919. The enemy pressed the retirement heavily, and, being without signallers, he went from one position to another under continual fire and personally arranged the retirement of each party of his force. The retirement was carried out most successfully.'

Thomas Ivor Stevenson was born on 10 September 1896 at Sydney, Australia, the son of Thomas McConnell Stevenson, a planter of the Fiji Islands and Tahiti. Initially home schooled for two years at Suva, Fiji, Stevenson was sent to Ponsonby High School, Auckland, where he took an active role in the School Cadet Corps and Defence Cadet Corps. His papers note experience as a Volunteer Instructor with knowledge of signalling and the maxim gun.

On 1 January 1912, Stevenson was appointed Lieutenant in the Fiji Defence Force, whilst also being employed on the island as a Clerk in the Public Works Department. In March 1912 he transferred to the Medical Department and in October 1914 he was appointed Clerk 4th Class in the Customs Department on a salary of £180 per annum (*The Fiji Blue Book, 1917*, refers). Commissioned at Suva into the 6th Battalion, King's Royal Rifle Corps on 21 September 1915, Stevenson was considered fit for military service 'after attention to teeth'.

Stevenson arrived in France on 2 January 1916 and was temporarily attached to the 2nd Battalion, 'Fiji Contingent', King's Royal Rifle Corps. He was slightly wounded on 27 February 1916 whilst serving with the 6th Battalion, and began to suffer problems with his right knee. These were exacerbated on 27 July 1916 when he was severely wounded in the right knee, shoulder and forefinger of the left hand by shrapnel from a bomb during the Battalion's attack on Delville Wood; Stevenson was evacuated home from Le Havre to Southampton aboard H.M.H.S. *Goorkha* on 2 August 1916 and spent the next 3 months on crutches.

He was finally found fit to return to service at a Medical Board meeting held at Lady Northcliffe's Hospital on 8 January 1917, but problems with his knee remained:

'Cannot march any distance'.

Following the cessation of hostilities, Stevenson was seconded for service with the Indian Army on 20 February 1918, being promoted Lieutenant on 4 March 1919. Travelling from Southampton to India, he was first decorated with the Military Cross whilst attached to the 2/8th Gurkha Rifles, Indian Army. Awarded the M.B.E., Stevenson was later promoted Captain and awarded the C.I.E. as Military Intelligence Officer to the 2/8th Gurkha Rifles in the Chittagong District - in what is today south eastern Bangladesh. The *Yorkshire Post and Leeds Intelligencer*, 18 July 1933, gives mention of the 'Ministerial cheers' which greeted the approval of the awards to Stevenson and Arthur Sheldon Hands, Indian Colonial Service, who had:

'Shown themselves true to our traditions and history. [He had] continuously been guided by a sense of moral duty.'

Sold with extensive copied service record, MIC and research.

x703 **A 1936 Civil O.B.E. group of five awarded to Lieutenant F. H. Lowe, East Africa Protectorate Forces, late Rhodesia Regiment**

The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer's 1st type breast Badge, by *Garrard*, hallmarks for London 1930; British War and Victory Medals 1914-19 (Lieut. F. H. Lowe.); Jubilee 1935; Coronation 1953, mounted as worn, with related dress miniatures, *nearly extremely fine* (10)

£400-500

O.B.E. *London Gazette* 23 June 1936:

'For public services in Northern Rhodesia.'

Frederick Harold Lowe was born in 1890 at Stratford, London, and educated at Forest Gate Grammar School. He resigned from the Northern Rhodesia Treasury in 1916 to join the 2nd Battalion, Rhodesia Regiment as a Private in East Africa and was later appointed Lieutenant in the East Africa Protectorate Forces. Returning to Livingstone following the cessation of hostilities, he initially set up as an accountant before representing Livingstone in the Northern Rhodesia Legislative Council from 1929-1932, being also a member of the local Municipal Council from 1928-1936. During this time he served as Mayor for four years and Deputy Mayor for three.

Appointed a member of the Rhodesia Railway Commission in 1936, he transferred to Bulawayo and was later seconded for duty as Director of Supplies and Transport in Northern Rhodesia; sold with copied research including a detailed article written by Lowe regarding the economy of Northern Rhodesia.

704 **A Second World War M.B.E. group of fifteen awarded to Major E. W. Nesham, Royal West African Frontier Force, late Royal Engineers and Gold Coast Local Forces, who was instrumental in the production and issue of maps in the Middle East during the Second World War at a critical time - when it was essential to obtain the best and most up-to-date versions of the maps available, typically Italian, and them reproduce them locally, overprinting the military grid on them**

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast Badge, silver; Victory Medal 1914-19, with M.I.D. oak leaves (Major E. W. Nesham.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, clasp, Palestine 1945-48 (E. W. Nesham.); Jubilee 1935; Coronation 1937; Efficiency Decoration, G.V.I.R., 1st issue, with Gold Coast top riband bar, unnamed as issued; France, Croix de Guerre 1914-1918, with bronze palm; France, Croix de Guerre 1939, with silver star, copy, mounted together with an erased 1914-15 Star and British War Medal, *nearly very fine and better* (15)

£400-500

Ex-John Tamplin Collection.

M.B.E. *London Gazette* 30 December 1941. The original recommendation states:

'Major Nesham was in charge of the Survey directorate at H.Q., B.F. in P. and T.J., during the operations in Iraq and Syria. He was almost single handed but succeeded in organising a most efficient system for the production and issue of maps required for the operations. He was imbued with the need for supplying on demand all the requirements of the forces in maps and it was due solely to his great energy and personal efforts that he succeeded so well in doing so. He never spared himself and his work was consistently of a high standard.'

Croix de Guerre 1914-1918 with Palm, *London Gazette* 22 November 1918.

Croix de Guerre 1939, unconfirmed.

59 Efficiency Decorations (Gold Coast) listed in the *Gold Coast Gazette* between 1938-56.

Edward William Nesham was born on 10 June 1888 at Holborn, the son of Charles Courtenay Nesham, Gentleman, of 6 Great Ormond Street, London. Educated at Torquay High School, he took employment as a land surveyor before serving briefly as 2nd Lieutenant in the 2nd Volunteer Battalion of the Devonshire Regiment from 1906-07. Moving to Canada, Nesham was an articled pupil at the Dominion Observatory in Ottawa from 1909-13 and was later employed by the Canadian Government's International Boundary Survey Board.

Granted a commission as Temporary 2nd Lieutenant in the Royal Engineers on 30 January 1915, Nesham transferred home to England and witnessed active service in Gallipoli from 1 June 1916 and France thereafter. Promoted Temporary Lieutenant on 16 November 1916, Acting Captain on 12 September 1917 and Acting Major on 13 January 1918, he was thrice mentioned in despatches (*London Gazette* 28 January 1916, 14 December 1917 & 7 July 1919, refer), and awarded the French Croix de Guerre when attached to the French Army on the Marne. A translation of the citation for the last reads:

‘Temp. Lieut. (Acting Major), 73rd Field Company R.E.: During the period of 22.7.18 to 3.8.18 and in particular during the day of 2 August 1918, he worked incessantly. When the enemy was fighting in retreat under pressure from infantry, he followed their advance, clearing the roads of all obstacles, constructing two bridges over the River Oise. He informed Headquarters about the condition of the roads, provision of water and ammunition dumps in the re-conquered territory.’

Following the cessation of hostilities, Nesham took employment in 1924 as a surveyor on the Gold Coast. He remained there until 1936 and served throughout that time as a Major in the Gold Coast Local Forces. He was awarded the 1935 Jubilee Medal as a Civil Servant of the Survey of the Survey Department (*Gold Coast Gazette* 9 May 1935, refers). A year later he moved to Nigeria and became Deputy Commissioner of Lands and Surveyor General on 12 May 1937. He served as Major in the Lagos Defence Force and was also in the European Reserve Force, being granted an Emergency Commission to the General List on 3 September 1939. Awarded the M.B.E. for distinguished service in the Middle East, Nesham survived the war and later served in Palestine as a civilian, likely carrying out survey work. He retired to Rochester, Kent, and died at home on 22 April 1960; sold with original decorated citation document for the French Croix de Guerre, this damaged and in two pieces, together with copied MIC and extensive research.

For details regarding early survey activities in the Middle East during the Second World War, please see:

http://www.defencesurveyors.org.uk/Historical/WWII/Maps%20and%20Surveys_Contents/chapter-5.pdf

- 705 A 1942 M.B.E. group of six awarded to Captain (Quartermaster) A. H. Cooper, Worcestershire Regiment, who during the course of the War was wounded besides earning a brace of ‘mentions’ and his decoration - the only Regimental appointment to the Order of the British Empire for the Middle East - who died in August 1942



The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast badge, silver; General Service 1918-62, 1 clasp, Palestine (Lieut. A. H. Cooper. Worc. R.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, with M.I.D. oak leaf, *second with official correction to rank, otherwise good very fine* (6)

£400-500

M.B.E. *London Gazette* 14 April 1942. The original recommendation - for an O.B.E. - states:

‘This Officer has been Quartermaster, 1st Bn. The Worcestershire Regiment almost continuously since his force commission as a Quartermaster in August 1938, after 19 years service in the ranks. He accompanied the Battalion to Palestine in September 1938, served in that campaign until the outbreak of the present war, and was Mentioned in Despatches for his valuable services. After the outbreak of war, in addition to his duties as Battalion Quartermaster, he performed the duties of a Camp Adjutant and Quartermaster for over a year at Gebeit (Sudan) and was again Mentioned in

Despatches for exceptional zeal and ability. For a short time he was Staff Captain to the 9th Indian Infantry Brigade at Gallabat (Sudan), but rejoined the Battalion as Quartermaster at Gedarf before it took the field in January 1941.

He served throughout the campaign in East Africa, being present at the actions at Gogni, Tauda, Barentu and Keren, where he was wounded, but rejoined in time for the final battle at Amba Alagi. He has since accompanied the Battalion to Egypt and is serving as Quartermaster at the present time.

Throughout these three years of active service, 2. Lieut. Cooper's efficiency and devotion to duty have been of the highest order. His knowledge and capability under difficult conditions of supply and replacement of stores has been outstanding, and it is due to his care and qualities that the administration of this Unit has been maintained at the best possible standard at all times.'

Arthur Harry Cooper, a native of Smethwick, Staffordshire, was born on 9 September 1901 and enlisted in the Worcestershire Regiment in 1920. Commissioned Lieutenant (Quartermaster) on 1 September 1938, he served with the 1st Battalion in Palestine and played key role in preparing the unit for the Second World War, as recalled in *The Worcestershire Regiment, 1922-50*:

'Wadi Halfa was reached at 0100hrs on 3 September [1939]. Once again a long-suffering Quartermaster [Cooper] was called on to cope with a sudden situation, for information was received that two companies were to be dropped at Atbara and this entailed re-sorting out all the barrack equipment and furniture. Accordingly on 4th September 'B' and 'C' Companies remained at Atbara under the command of Major Knight. This officer had stayed on to bring on the heavy baggage, which was three days behind; for in the peculiar conditions at the time the Battalion was still in a hybrid state of war preparation on a peace-time scale.'

Serving with acclaim throughout the campaign, Cooper finished it with a wound suffered on 16 March 1941 to go with a brace of 'mentions' (*London Gazette* 15 September 1939 & 1 April 1941, refers) and his M.B.E. - one of 19 such awards to the Regiment for the Second World War.

Journey's end

Cooper was posted 'dangerously ill' on 24 August 1942 whilst in South Africa, but died on 31 August, being buried in the Johannesburg (West Park) Cemetery, South Africa, aged 40; sold together with copied research and recommendations.

x706

The scarce M.B.E. 'long service' group of five to Warrant Officer Class I R. J. Kirke, Royal Scots Fusiliers, who was awarded the Meritorious Service Medal

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast Badge; Defence and War Medals 1939-45; Regular Army L.S. & G.C., G.VI.R., 1st type (3124852 W.O.Cl.III. R. J. Kirke. R.S.Fus.); Meritorious Service Medal, G.VI.R., 2nd type (3124852 W.O.Cl.I R. J. Kirke. M.B.E. R.S.F.), mounted swing-style as worn, *good very fine, scarce* (5)

£350-450

M.B.E. *London Gazette* 13 June 1946.

Robert James Kirke was born in Reading in 1902. He joined the Royal Scots Fusiliers in the early 1920s, and was promoted Warrant Officer Class III (Platoon Sergeant Major) on 10 October 1938 with the 4th/5th Battalion at Bieth, this rank being a short-lived rank in the Army during 1938-1940. He earned his Long Service and Good Conduct Medal in this scarce rank. He was promoted to Sergeant-Major, Warrant Officer Class I on 24 September 1941, earning an M.B.E. on 13 June 1946 and then a Meritorious Service Medal. He does not appear on the August 1951 Army List. He died at Nottingham in 1968.

707 The historically important D.S.O. group of nine awarded to Major-General P. de Fonblanque, Royal Engineers, who served as Head of the British Mission to Czechoslovakia at the time of the Munich Agreement and later successfully organised the logistics for the British Expeditionary Force evacuation from France, being personally acknowledged Winston Churchill



Distinguished Service Order, G.V.R., silver-gilt and enamel, with top riband bar; 1914-15 Star (Capt. P. De Fonblanque. R.E.); British War and Victory Medals, with M.I.D. oak leaves (Major P. De Fonblanque.); India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (Lt. Col. P. De Fonblanque. R.E.); War Medal 1939-45; Jubilee 1935; Coronation 1937; Italy, Kingdom, Order of the Crown, Knight's breast Badge, gold and enamel, *good very fine* (9)

£2,200-2,600

D.S.O. *London Gazette* 1 January 1918.

Italy, Kingdom, Order of the Crown *London Gazette* 12 September 1918.



Philip de Fonblanque was born on 16 November 1885 at Maharashtra, India, the elder son of Lester Ramsay de Fonblanque, Vicomte de Fonblanque, whose father was Edward Barrington de Fonblanque, a writer and traveller descended from a prominent French Huguenot family, and

Constance Lucy, the daughter of Colonel The Honourable Robert Dundas Kerr, and great-granddaughter of William Kerr, 5th Marquess of Lothian. Educated at Rugby School from May 1889, Philip spent his school holidays at the family home in Eastbourne before becoming a Cadet at the Royal Military Academy, Woolwich, from 1902-03. Here he would have learned about British military history, not least from the works of his grandfather Edward Barrington de Fonblanque who was famous at that time for his publication *Political and Military Episodes in the Latter Half of the Eighteenth Century*.

Granted a commission to the Royal Engineers in March 1905 (*Truth*, refers), de Fonblanque was promoted Lieutenant in 1907 and Captain in 1914, before serving in France from 18 July 1915. Returning home on leave, he married Stella May, the eldest daughter of Sir Henry May, K.C.M.G., Governor of Hong Kong, at the Brompton Oratory on 27 March 1916. According to *The Globe* newspaper:

‘The ceremony took place at forty-eight hours’ notice, as the bridegroom (who is in the Royal Engineers), was only able to get short leave from the front. As Sir Henry and Lady May are at present in Hong Kong, the bride was given away by her uncle, Colonel Acton, and Lady May’s sister.’

Aside from the vast distance between Hong Kong and London which accounted for the bride’s parents being absent, Sir Henry May was also known to be a reluctant traveller having been the target of an assassination attempt on 4 July 1912, the only Hong Kong Governor in history to face such treatment (*An International History of Terrorism: Western and non-Western experiences*, refers). He was uninjured by the 25 year old assassin, Li Hung Hung, but the bullet lodged in the sedan of his wife and likely gave her a nasty shock.

Appointed Temporary Major, de Fonblanque took command of a Field Company of the Royal Engineers in November 1916 and became a Staff Officer in July 1917, being decorated with the D.S.O. and twice mentioned in despatches during the Great War (*London Gazette* 18 May 1917 & 11 December 1917, refer). He continued to hold a series of Staff posts during the inter-war years, culminating in his appointment as Chief Administrative Officer of Scottish Command in 1937 and promotion to Brigadier. He was a passionate supporter of the mobile Army Information Bureau, which spent the summer of 1938 covering 3000 miles between Thurso and Stranraer acting as a form of ‘travelling sales’ for the British Army (*The Scotsman*, 11 June 1938, refers). However, in October 1938, just four months later, his somewhat idyllic tours of Scotland were cut short when he headed the British Mission to Czechoslovakia with the task of observing the withdrawal of the Czechoslovak Army from the Sudetenland as per the terms of the Munich Agreement. The circumstances are described by authors Peter Wilkinson and Joan Bright Astley in their much heralded work *Gubbins & SOE*:

‘The Mission, headed by Brigadier P. de Fonblanque, left Croydon for Berlin on 3 October 1938. Gubbins found the whole business distasteful. He disapproved of the Munich Agreement and admired the Czechs, later describing them as “a thoroughly decent democratic little nation” and their Sudeten Germans as better treated than any other minority in Europe. However, it was certainly an eye-opener for him to witness at first hand the brutal force of Nazi expansion.’

Returning to London not long thereafter, de Fonblanque witnessed at first hand Hitler’s vacillations and the unremitting efforts of the Chamberlain Government to come to terms with the dictator. It is very likely that alongside Major-General Sir Colin Gubbins, K.C.M.G., D.S.O., M.C., he felt a sense of shame that apart from establishing an agreed demarcation line, the Mission did nothing to stop the Czechs becoming victims of the Nazi *coup de force*. As Chamberlain declared ‘Peace for our time’ to cheering crowds on 1 October 1938, de Fonblanque and his team looked to a future of increasing German militarism. In his address to the House of Commons on 5 October 1938, after the Munich agreement began the dismemberment of Czechoslovakia, Winston Churchill did not mince his words:

‘I will begin by saying what everyone would like to ignore or forget but which must nevertheless be stated, namely that we have sustained a total and unmitigated defeat, and France has suffered even more than we have... the German dictator, instead of snatching his victuals from the table, has been content to have them served to him course by course’ (*The Military History Society*, refers).

The rest of that unhappy country was swallowed by Hitler six months later:

‘All is over. Silent, mournful, abandoned, broken, Czechoslovakia recedes into the darkness.’



In the presence of a disaster

Following the outbreak of the Second World War de Fonblanque was appointed General Officer Commanding, Lines of Communication Area for the British Expeditionary Force, and was placed under the overall command of Lord Gort. Given the responsibility of supplying everything required by a B.E.F. which had risen to 222,200 men by January 1940, de Fonblanque put his energies into constructing an advance base at Le Havre and arranging the distribution of up to 100,000 tons of stores per month along the Belgian frontier. In addition to Le Havre, a network of reserve and forward supply depots had to be constructed in an area extending over a third of France (Lord Gort's despatch, *London Gazette*, 10 October 1941, refers). It was a daunting task, too much for the 'aged and ailing Major-General Philip de Fonblanque' (*The Other Dunkirk*, refers), whose health began to fail him.

Gort was nevertheless unconcerned about his supply chain. Even after news of German paratroops in Norway proved that the Nazis were capable of landing far behind the lines, old men still guarded Allied depots with sticks. When the invasion of the Low Countries began on 10 May 1940, the B.E.F. - in support of the French intention to fight the war in Belgium - rushed forward to meet them and fell right into the German trap. Having vacated their carefully planned defensive lines, a second, more powerful German army group smashed into the weakly held French lines around Sedan:

‘Old men with sticks were now the front line’ (*The Other Dunkirk*, refers).

The speed of the blitzkrieg separated the British logistics chain and de Fonblanque - who was at that time stationed at Le Mans - from the rest of the fighting formations of the British Expeditionary Force. German air superiority, speed in ground operations, and the momentum of victory for their side all directly affected Allied logistics, but de Fonblanque initially held firm:

‘Still, he and his command mounted expedients including the establishment of a floating supply reserve, emergency roadheads, packtrains, and even aerial drops - all with only partial success’ (*Combined Operations in Peace and War*, refers).

Nevertheless, the continued havoc wrought by the Luftwaffe, particularly to the railroads and rear began to tell. As soon as the B.E.F. reached Abbeville, they were in trouble, and even ports like Boulogne and Calais became questionable as the Wehrmacht pressed to the sea. On 17 June 1940 Operation ‘Ariel’ commenced, with over 30,000 troops from the 52nd (Lowland) Division, 1st Armoured Division and Normanforce embarking at Cherbourg. At this critical juncture, sources vary as to the effectiveness of de Fonblanque’s command. In *Case Red: The Collapse of France*, author Robert Forczyk was extremely critical of de Fonblanque’s orders:

‘Major-General Philip de Fonblanque, now in charge of running the logistics side of the evacuation, issued the foolish order to destroy all artillery and vehicles; this was based on the mistaken belief that the Germans would soon reach the ports and that there was no time to load heavy equipment.’

In contrast, Winston Churchill later wrote in his memoirs when describing the successful evacuation of vast numbers of men:

‘This reflects great credit on General Brooke’s embarkation staff, of whom the chief, General de Fonblanque, a British officer, died shortly as a result of his exertions.’

Whichever side one takes, what is clear is that the heavy responsibilities in France, coupled with the chaotic retreat over huge distances whilst harried by the enemy, hastened the demise of de Fonblanque. He was successfully evacuated from France in June 1940, but died at Cambridge on 2 July 1940. His death was announced in the *Daily Gazette* for Middlesborough on 31 December 1940, which also noted that his home in his final years was at the Red House, Little Yeldham, Essex. His obituary, published in *The Times* adds a little more detail about the man and his character:

“Two of his Staff” write:-

‘All who came in touch with Major-General de Fonblanque at once realised his leadership and his amazing administrative qualities, and both were tempered by a great kindness of heart. As a staff officer he wielded the pen only when necessary, but as a master of the English language every letter became a brilliant and telling document. A sick man, he bore his sufferings so bravely that only his closest friends ever know of the pain he sometimes suffered; it never interfered with his work.

In the dark and difficult days towards the end, when nerves became ragged and tempers short, it was he who was always calm and imperturbable. He gave the most important decisions without flinching and there was always a word of cheer and gratitude to those who worked for and with him - and what a privilege it was to do so!’

Aged just 54 years, de Fonblanque is buried at Cambridge City Cemetery; sold with copied *MIC* and extensive research.

Sold by Order of a Direct Descendent

x708 A good Tobruk escapers M.C. group of nine awarded to captain J.H.C. Edmonds, South African Engineers



Military Cross, G.V.I.R., reverse dated '1943'; 1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; Defence and War Medals; Africa Service Medal; Efficiency Medal, G.V.I.R., 1st issue, Union of South Africa (Capt. J. H. C. Edmonds - S.A.E.C.); *Swaziland*, Republic, Independence 1968, bronze, unnamed as issued, the Second World War campaign awards all officially impressed '123659 J. H. C. Edmonds', mounted court-style as worn bar the last, the M.C. detached, *very fine* (9)

£1,400-1,800

M.C. *London Gazette* 14 October 1943. The original recommendation states:

'This Officer, who has been wounded and who escaped from Tobruk, and had been blown up in his truck shortly before, was in charge of a detachment of a section of mine lifting at El Alamein. His courage and leadership was outstanding under heavy fire, and throughout the battle and during the subsequent minefield clearing he was in charge of many hazardous jobs. He was always in the forefront and showed complete disregard for his own safety. Many mined and booby trap areas were cleared by him and he also laid minefields within 100 yards of enemy posts.

His courage has at all times been an inspiration to his men.'

John Harold Courtenay Edmonds was born in Natal and educated at Sevenoaks School, Kent before returning to take up work in Johannesburg. Upon the outbreak of the Second World War he was commissioned from the ranks of the 5th South African Engineering Corps to serve with the 1st and 5th Field Companies. He began his active service attached to the Transvaal Scottish and was known as 'the Sapper Officer with a rather battered cap worn at a rakish angle.'

Having been at Alamein during which he rendered fine work in the minefields, it was at the fall of Tobruk that he came to the fore. A letter dated 19 June 1942 refers:

'Well here we are in a bit of a spot. This will I'm afraid be but a hasty note. We have been informed that out L of C has been cut so we are now a fortress. I think that we will have a somewhat sticky time but then that is to be expected. This will no doubt get to you by sea - should it get to you at all. Life has been rather unpleasant but at the moment we just wait.

I'm afraid that there isn't time for anymore. Regards to you all. I'm afraid that I won't be able to write for some time. I'm detached from my unit and am now with an Indian Brigade.'

It was the 11th Indian Brigade for his unit had been cut off and taken prisoner. His service at the fall of the garrison came through in a latter letter that also refer to his wounds:

'Jack was in Tobruk when she fell and all the news I have of him is from various people who saw him during those days.



When I first saw him he was covered in blood on the face from three wounds on the head, nose and throat and refused medical attention as he said the M/O was too busy. Then they held Jack down and stitched him up.

Story No.2 was from a Capt. Parrott, a grand fellow who told me when he last saw Jack everything has gone wrong. He was in his car and an anti-tank shell from a Jerry tank went slap through Jack's car just behind the driver's seat. Jack took cover in a nearby dugout which received a direct hit and knocked him out when he recovered after a couple of hours his nose was bleeding which accounted for the blood on his face.

I saw one of his brother officers who substantiated this and said "Old Jack did a damn fine job, he's in hospital now I don't think we will see him for some-time. When he eventually left he navigated a tank with a few survivors to safety for a couple of hundred miles across the desert although suffering from concussion."

From correspondance it was clear his nerves were suffering from what he saw at Tobruk, failing all tests having left hospital. However he begged the Medical Officer to allow him to return to action during the summer of 1942. It seems he had only been returned to his post for three days when the truck he was driving, loaded with explosives and primers caught fire. Edmonds only just managed to escape and flatten himself before they went up. Given his mental state his CO, Colonel Mackenzie took him under his personal charge, whilst the award of the M.C. followed soonafter. This act clearly benefitted Edmonds, for he recovered and was able to play a full role in the operations in Italy towards the end of the War. His name appears twice in *Salute the Sappers*.

'Edmonds went forward with a troop of 8 Fd Sqn to prepare a site for bridging three canals near Torrente Astrone to open the lateral road to 78 British Division's objective at Citta della Pieve - sporadic mortar fire complicated their task.

Edmonds of 8 Fd Sqn reconnoitred a suitable route through Sienna and up the French Axis for the move on Radda.'

Released from active service on 19 September 1946, Edmonds joined the Colonial Service and studied at Cambridge University. He saw appointments in Northern Rhodesia (Zambia), with his Second War Campaign awards being sent to him at The Boma, Solwezi on 30 May 1951 and latterly in Swaziland, being in receipt of the scarce award of the Independence Medal. A dedicated trout fisherman in retirement, Edmonds died at Kloof, Natal on 6 October 1982.

Sold together with an original archive comprising:

- (i) Portrait photograph.
- (ii) Two telegrams and letters related to his Military Cross and service.
- (iii) Discharge certificate, confirmation of Campaign Awards and and distribution letter.
- (iv) Newspaper cuttings and typed obituary.
- (v) Related miniature awards, riband bars, buttons, cloth and metal rank insignia.

709

An outstanding North Africa 'Hellfire Pass' 1941 M.M. group of four awarded to Trooper H. G. Norfolk, Royal Tank Regiment, who remained alone inside a tank which had been repeatedly struck by German 88mm anti-tank fire, successfully extinguished a fire which raged inside and then managed to drive his vehicle to a place of safety for repair

He died a month later aged just 21 years, in consequence of wounds received in action - likely the burns and shrapnel suffered whilst winning his M.M.



Military Medal, G.VI.R. (7901477 Tpr. H. G, Norfolk. R. Tank R.); 1939-45 Star; Africa Star; War Medal 1939-45, *good very fine* (4)

£1,800-2,200

M.M. *London Gazette* 17 October 1941.

The official recommendation - originally for a D.C.M. - compiled by Lieutenant-Colonel William O. L. O'Carroll, commanding officer, 4th Royal Tank Regiment, and approved by Field Marshal Sir Claude J. E. Auchinleck, states:

'About 0700hrs on June 15 at Halfaya, the tank of which Tpr. Norfolk was driver came under very heavy fire. It was hit repeatedly and finally was set on fire though still running. The tank was evacuated by all but Tpr. Norfolk who crawling into the fighting chamber from his seat, endeavoured to extinguish the fire which raged inside. Despite the imminent danger of ammunition exploding he continued to fight the fire until he extinguished it. He then drove the tank out of action to a place of safety where it could be repaired. The courage and devotion to duty, and the superb disregard of his own personal safety displayed by Tpr. Norfolk while faced with such a variety of contingencies is deserving of the highest praise, and the example he set is worthy of the highest traditions of the Service.'

O'Carroll went on to add in his own handwriting, beneath the typed citation:

'Trooper Norfolk displayed courage and determination of a very high order - very strongly recommended.'

Henry George Norfolk was born around 1920 at Guildford, the son of Stanley Thomas and Rose May Norfolk of 30 Elmbank Avenue, Guildford Park, Guildford, Surrey. Educated from 1933-38 at the 'Free School' for boys, more commonly known today as the Royal Grammar School Guildford, Norfolk served as a member of the school O.T.C., which had flourished since 1914 when it provided many of the junior officers for Kitchener's 'new armies' (*Surrey in the Great War*, refers). Leaving school, he took his first employment locally in the butchery department of the Guildford and District Co-operative Society on the corner of Woodbridge and Leapale Roads in the town centre, before enlisting into the Army in 1939 (*The Surrey Advertiser*, refers).

Perilous times

As the spring gave way to summer in 1941, the Axis threat to the Middle East assumed ever larger proportions in London. As Hitler looked set to complete his destruction of the Soviet Union by the end of August, a detailed analysis presented to Winston Churchill and his War Cabinet by the Joint Intelligence Sub-Committee made it reasonable to conclude that, with Russia at his mercy, the Fuhrer would turn on the Middle East. The Wehrmacht would be ordered to cross into Turkey and then Syria before 'throttling the carotid artery of the British Empire' by seizing Egypt and the Suez Canal (*Destiny in the Desert*, refers) via a two-pronged attack commencing in Libya and Bulgaria.

Tabled by General Friedrich Paulus and presented to Rommel in April 1941 a detailed analysis of the plan - drafted as Hitler's Order No. 32 on 11 June 1941 - showed that the threat was very real and far more than one general's whim. Whilst Hitler's hubristic vision knew few bounds, the prospect of a renewed offensive by Rommel coupled with panzer divisions redirected from a conquered Russia was very real to the British; indeed at that time it would have seemed treasonably irresponsible to have presumed otherwise. By the start of July 1941 the first phase of the war in the Middle East was done, but as Wavell made way for Auchinleck it soon became clear that the Allies had to prepare for bigger offensives; as a result, the Army of the Nile rose in a very short space of time to over half a million men including Australians, New Zealanders, South Africans, Indians, Poles, Czech, Free French, Palestinians and Sudanese.



Outward Bound: 4th Royal Tank Regiment

In October 1940, 'B' Squadron of 4 R.T.R. departed barracks at East Grinstead and moved at short notice with 16 Matilda Mk. 2 tanks to Eritrea where they successfully defeated Italian forces in the battle for Massawa. The Italians had no answer to the fast marauding tanks and soon capitulated. Meanwhile on 18 December 1940, the remainder of the 4th R.T.R., likely including Trooper Norfolk, sailed in convoy aboard H.M.T. *City of London* from Liverpool to Port Tewfik, Suez, arriving on 16 February 1941. Their journey was an eventful one which included an Atlantic hurricane, collision at night with another ship in the convoy and an engagement with the *Admiral Hipper* (*The History of the 4th and 7th R.T.R.*, refers), but the men arrived safely and were joined by their tanks in April 1941. On 12 May 1941 the Tiger Convoy arrived at Alexandria with a further 238 tanks destined for 7th R.T.R., including 21 Light Tank Mk. VI's, 82 Cruiser tanks - of which 50 were the new Crusader tank - and 135 infantry tanks. After conversion to cope with the desert dust they were ready for battle.

On 6 April 1941 the German Army invaded Greece. The hastily-assembled and isolated British forces were soon overwhelmed and lost 12,000 men in the withdrawal - as well as all their equipment. At around the same time, Rommel successfully struck east at Mersa Brega and was back at the Egyptian frontier having by-passed Tobruk. For Trooper Norfolk and many of his fellow tank crews their first indication that the Germans were coming were powerful radio transmissions from Belgrade, as the German force to be known as the Afrika Korps pumped themselves up with 'Lili Marleen' and emotional farewell parades before unloading at Tripoli.

On 15 May 1941, the 4th R.T.R. faced their first stern test in North Africa during Operation Brevity. Planned as a rapid blow against weak Axis front-line forces around Sollum, Fort Capuzzo and Bardia on the Egyptian-Libyan border, the British attempted to cut off Axis supply lines from Tripoli, capture ground from which to launch an offensive towards Tobruk, and inflict significant losses on the enemy. Advancing at dawn, the 4th R.T.R. advanced in a heavy sandstorm and 'C' Squadron successfully captured Halfaya Pass, supported by the 2nd Battalion, Scots Guards. In contrast 'A' Squadron under Major Banks, supported by the 9th Battalion, Durham Light Infantry, were mauled; meeting a force of 25 German tanks, Banks lost 12 of his 14 tanks and had to give up all hope of taking Fort Capuzzo. Heavily repulsed by counter-attacks of the 15th Panzer Division, the 4th R.T.R. conducted a staged withdrawal back to the Halfaya Pass the following day. Ten days later on 27 May 1941, the Germans successfully launched *Unternehmen Skorpion* with a demonstration of force on a wide front. The bluff by *Kampfgruppe von Herff*, *Gruppe Cramer* and *Gruppe Bach* succeeded, and the Pass was re-occupied by Axis troops.

Operation Battleaxe

On 15 June 1941, XI Corps under Lieutenant-General Noel Beresford-Peirse moved to destroy the Axis garrisons of Halfaya Pass, Bardia, Sollum, Capuzzo and Sidi Aziez. Tasked to capture the Pass, Trooper Norfolk and the rest of 'C' Squadron, 4th R.T.R., in conjunction with infantry of the Cameron Highlanders and supported by two batteries of 25-pounder artillery - shared between the O.C. 'A' Squadron and the O.C. 'C' Squadron - left their positions at 0600hrs and began to make their way towards the gap in the escarpment. Almost immediately the plans began to go awry, the Matilda tanks being under accurate German 88mm fire from the start:

'For some reason, yet unexplained, the Arty failed to give concentrated fire at 06.00hrs as arranged. 'C' Squadron proceeded to attack and arrived in the vicinity of the objective at 06.05hrs - coming under very heavy fire. Fighting continued until 09.30hrs by which time only one tank was fightable and this had a jammed turret and could not direct fire, also damaged transmission and was therefore unable to take cover. Meanwhile the Camerons had de-bussed at Bir Elsiweiyat and moved about 1000 yards, advanced and took cover during which time they came under very heavy fire. At about 10.30hrs a company of this Battalion was counter-attacked by armoured cars and no support could be given as the tank which may have provided it was unfit to do so. By evening this tank had its turret repaired and could direct its fire. Shell fire continued during that day. Casualties for the 15th June, 1941, amounted to: Vehicles 11. Personnel: Officers 3, men 14' (*The War Diary* of the 4th R.T.R., refers).



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As the Germans peered down into the Pass from well-concealed positions, the losses faced by 4th R.T.R. became critical. *Gruppe Bach* in particular, named after its Commander, Major Wilhelm Georg Bach (a former Lutheran pastor of Mannheim and recipient of the Knights Cross) proved highly efficient at 'brewing up' the vulnerable British tanks of 'C' Squadron. One tank commander, Major Miles of 'C' Squadron was clear as to the trap which he had driven into when he described in his last transmission the impact of some 88mm guns on his fellow crews:

'These bloody guns are tearing my tanks to pieces!' (*The History of the 4th and 7th R.T.R.*, refers).

As with Operation Brevity, the Desert Fox had been forewarned by his field intelligence - the interception of radio communications between British units - which gave him precise information about Beresford-Peirse's every manoeuvre. Thus Rommel was able to arrest the British advance with a speed and accuracy which flummoxed British commanders. Private Lamb of the Durham Light Infantry watched in dismay as six 'Matilda' infantry tanks trundled forward:

'I waved at the tanks hoping they would pepper the enemy front. No way! They were all wiped out. Then about an hour later, I looks and all of a sudden there were about six Jerry tanks coming for us, and I shouted, "Right lads, every man for himself. Live to fight another day or else you've had it. Follow me." And we dashed away...we ran like hell' (*Destiny in the Desert*, refers).

That evening, the surviving infantry dug-in and were shelled periodically during the night. At 0730hrs on 16 June 1941, the Maharatas attacked up the pass, but were held up two hours later by heavy enemy machine-gun fire from concealed positions. The 2nd Battalion, Cameron Highlanders, supported by an 'I' tank and light tank went forward in an attempt to hold the southern edge of Halfaya Wadi, but were forced to a standstill (*The War Diary of the 4th R.T.R.*, refers). As a result, the surviving tanks withdrew to the right flank to take up a position of cover and offer the option of escape. As they moved along the coast road, six tanks of 4th R.T.R. hit an unmarked minefield:

'There was neither engineer nor infantry support. As the tanks were destroyed one by one, 2nd Lieutenant Pip Gardner shepherded the survivors including wounded back to safety. The Trp. Leader, 2nd Lieutenant Roe, had lost both legs, an arm and an eye. He was too heavy to move. Gardner, administering morphine, stayed with him until he died. Recommended for the V.C., his citation later spoke of gallantry 'rarely surpassed in the history of the service' for stripping key parts from one disabled tank after another to prevent use by the enemy; he got the M.C.' (*The History of the 4th and 7th R.T.R.*, refers).

In the rearguard the men of B' Squadron, newly returned from Eritrea, watched as their comrades were decimated by the newly-arrived and expertly-sighted 88mm guns from Greece. Operation Battleaxe had failed and four days later General Wavell was replaced in command of the Middle East by General Sir Claude 'The Auk' Auchinleck. Churchill was alone at Chartwell, his country retreat in Kent, when he heard the news. Having invested so much of his personal credibility in Battleaxe he was more than usually downcast about the outcome. By his own account, he 'wandered about the valley disconsolately for some hours', reflecting on yet another defeat on a battlefield in which a British force had been comprehensively outfoxed and outfought. Although they had managed to escape before the Afrikakorps cut off their line of retreat, the British had lost 381 men dead or missing and 588 wounded. Rommel had endured heavier human casualties but he had lost only twelve tanks. The British had lost almost eight times as many, ninety-one tanks, two thirds of the total which had gone into action; Wavell's gloomy prognosis about the likelihood of success had proved distressingly well founded (*Destiny in the Desert*, refers).

The German strongpoint of Halfaya Pass held out long after the battle had passed them:

'They were literally starving when they finally surrendered seven months later in January 1942' (*The History of the 4th and 7th R.T.R.*, refers).

Perhaps more remarkable was the fact that the German defenders had managed to survive so long without any kind of reliable water supply:

'Water was unobtainable anywhere, except in the main oases and in the odd well which we knew of; but most of them had been poisoned by the Germans, or by ourselves, or were rancid with camel dung...' (Captain Lloyd Owen, Long Range Desert Force, *Destiny in the Desert*, refers).

With his supply lines cut, one of Rommel's favourite and most respected officers finally fell into Allied hands. A popular and iconic figure, eternally seen smoking cigars and wearing his myopic glasses, Bach and the scattered survivors of Infanterie Regiment 107 were sent to Canada - where their 'amiable Christian' Major died (*Rommel's Desert Commanders*, refers).



The Final Roll of the Dice

Awarded the M.M. for his bravery during the first day of Operation Battleaxe and the failed assault on Halfaya Pass, Trooper Norfolk was likely evacuated to No. 1 General Hospital at Kantara after being wounded in action. For a month he clung to life, but sadly died on 16 July 1941 as a result of his injuries and illness (*The Surrey Advertiser*, refers). On 25 October 1941 it was publicly announced in the local press that Trooper Norfolk had been awarded the Military Medal for ‘gallant and distinguished services in the Middle East.’ A short while later Stanley and Rose Norfolk travelled to an investiture at Buckingham Palace and were presented the award from the hand of His Majesty King George VI (*The Surrey Advertiser & County Times*, refers).

Aged just 21 years, Trooper Henry George Norfolk is buried at Kantara War Memorial Cemetery on the eastern side of the Suez Canal; sold with copied recommendation, War Diary entries and research.

Sources:

British Armoured Divisions and their Commanders 1939-1945, Richard Doherty.

Destiny in the Desert: The Road to El Alamein - the Battle that turned the Tide, Profile Books, Jonathan Dimpleby.

Rommel's Desert Commanders: The Men who Served the Desert Fox, North Africa, Samuel W. Mitchem, Jr.

The Desert War: The Classic Account of War in North Africa 1940-43, Alan Moorhead.

- x710 A 1940 'Retreat to Dunkirk' M.M. group of seven awarded to despatch rider Driver H. Hobson, Royal Engineers, who survived two Luftwaffe strafing attacks as he successfully attempted to deliver an important message



Military Medal, G.V.I.R. (2091628 Dvr. H. Dobson. R.E.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Territorial Efficiency Medal, G.V.I.R. (2091628 Spr. H. Dobson. M.M. R.E.); Dunkirk Medal 1940, court mounted, *very fine and scarce with a citation for the retreat to Dunkirk* (7)

£1,200-1,500

M.M. London Gazette 9 July 1940.

The original citation states:

‘As despatch rider he regularly and without fail got his messages through regardless of danger and with complete cheerfulness in spite of enemy attacks and lack of sleep. On two occasions his machine crashed due to aerial attack but he nevertheless procured another and got the message through safely. The principal actions involved were the Canal du Nord 18/19 May 1940 and in Bergues on 26 May 1940, but at all times his convoy work and despatch riding were excellent.’

William Hobson served with No. 507 Field Company, Royal Engineers, during the opening exchanges of the Battle of France. As a motorcycle courier it was his role to deliver important orders and messages between Headquarters and military units, which was vital at a time when telecommunications were limited and insecure. First deployed during the Great War by the Royal Engineers Signal Service using 500cc single-cylinder machines and horizontally-opposed twin cylinders, by 1940 the British military had reverted to more powerful Triumph, Norton, BSA, Matchless and Ariel machines, with over 75,000 Norton 16H manufactured during the war alone. Powered by a 14bhp air cooled engine they were capable of a top speed of 68mph and later set a ten-year record for the longest time the War Office produced a single make of motorcycle (*British Forces Motorcycles 1925-45*, by C. J. Orchard, refers).

On the 18/19 May 1940, No. 507 Field Company, Royal Engineers, were deployed in billets and Queant and charged with blowing seven bridges over the Canal du Nord and two further bridges at Ruyalcourt. Despite having been hindered the four previous days by ‘incessant bombing and machine gunning from Bosche aeroplanes’ orders were received from Brigadier Kirkup and the bridges were successfully destroyed. The *Company War Diary* for 19 May 1940 adds:

‘The Officers and Other Ranks of this Company have been beyond praise since the Battle started. They have had no bed or good food for days and have worked like demons. Particularly the M.T. under Sergeant Mogie have done very well. My two despatch riders, Driver Hopper and Driver Dobson deserve decoration for their tireless, cheerful and dangerous work. Altogether, 507 Field Company has taken its baptism of fire well and I am glad to say with no casualty up to now, though many narrow squeaks.’

The citation to Driver Hopper adds a little more detail as to the proximity of enemy forces on the ground; at Saint Homblin on 23 May 1940 he set out to find a bridge reconnaissance party and was twice fired on by enemy tanks, each time managing to escape under fire.

By 26 May 1940 the men had reached Les Meures where No. 507 and No. 508 Field Company billeted on a farm. From here they reconnoitred numerous bridges leading into the walled city of Bergues on the Dunkirk perimeter and witnessed a very heavy dive bombing attack which led to casualties in the town. The persistent harassment of British forces as they attempted to reach the English Channel is best told by the son of Lance Corporal Hector Morgan, a reservist caught up in the retreat of the B.E.F.:

‘On the way through one of these villages (he couldn’t remember which), my father recalls being involved in a cat and mouse game with a Stuka pilot. He and his unit were trying to cross a square in the village when the Stuka dived and strafed the area and they had to hide in house doorways. Just as they thought he’d gone and they had to cross the square, the Stuka would come around again and they would have to dive for cover. This happened several times’ (*BBC People’s War - An Archive of World War Two Memories*, refers).

Four days later the main body of the Company left Dunkirk and Bray Dunes beaches for the English Coast, being landed at South Coast ports between Folkestone and Ramsgate.

For a thorough description of events, as detailed by the Company War Diary, please see: http://70brigade.newmp.org.uk/wiki/507th_Field_Company,_Royal_Engineers_War_Diary_May_1940

711 **A scarce Second World War ‘Malaya’ M.M. awarded to Private H. P. Carroll, Argyll and Sutherland Highlanders**

Decorated for repeatedly knocking out the fanatical crews of an enemy machine-gun position, he was later captured and likely forced to work on the notorious Thai-Burma railway



Military Medal G.V.I.R. (2977683 Pte. H. Carroll, A. & S. H.), *good very fine*

£1,200-1,500

M.M. *London Gazette* 23 January 1942.

A newly discovered citation published in *The Straits Times* states:

‘A light machine gunner, he picked out the enemy machine gunners for his target during an enemy encircling attack. Before they could open fire he knocked out the crew. Each time they were replaced he shot them. He did this six times and not once did the enemy gun fire effectively. His platoon was able to withdraw without any casualties.’

Henry Patrick Carroll was born on 25 December 1910 at Bishop Briggs, Glasgow, Scotland. He served in Malaya with the 2nd Battalion, Argyll and Sutherland Highlanders and was captured by Japanese forces on 21 April 1942. Initially incarcerated at Singapore, he was transferred to Thailand and sent to Chungkai, Tamarkan and Kanchanburi camps, the latter under the command of Lieutenant-Colonel Philip J. D. Toosey, who was formerly the senior Allied officer in the Japanese prisoner of war camp at Tha Maa Kham (known as Tamarkan). He was in command of the men who built Bridge 277 of the Burma railway - later fictionalised in the book *The Bridge over the River Kwai* by French novelist Pierre Boulle in 1952.

Carroll arrived at Tamarkan soon after the completion of the bridge. He would however have known the men involved and was most likely engaged in the forced-labour construction of the infamous 258 mile long Thai-Burma railway between Ban Pong, Thailand, and Thanbyuzayat, Burma, by 61,000 Allied P.O.W.'s and local civilian labourers. Surviving the ordeal, Carroll was released on 2 August 1954; sold with copied M.I.9. debrief, Japanese P.O.W. card, and private research.

712 **An M.S.M. group of nine awarded to Sergeant J. Hatherley, Royal Army Service Corps, late Army Service Corps and Dragoon Guards, whose career spanned twenty eight years**

Queen's South Africa 1899-1902, 1 clasp, Cape Colony (14168 Pte. J. Hatherley A.—), *renamed with broken suspension*; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (14168 Corpl: J. Hatherley. A.S.C.); 1914-15 Star (T1SR-482 C.Q.M.Sjt. J: Hatherley. A.S.C.); British War and Victory Medals (T1SR-462 C.Q.M-Sjt. J. Hatherley. A.S.C.); Army Meritorious Service Medal, G.VI.R. (S/14168 Sjt. J. Hatherley. R.A.S.C.); Army L.S. & G.C., E.VII.R. (14168 Cpl. J. Hatherley. A.S.C.); Coronation 1935; Corps of Commissionaires Medal, silver, unnamed as issued, *wear to naming, light contact marks and polishing, good fine, the sixth, eighth and last considerably better* (9)

£280-320

x713 **A fine M.S.M. group of eight awarded to Warrant Officer 2nd Class, formerly Battery Quartermaster Sergeant, J. W. Pinfold, Royal Artillery, who appears to have witnessed extensive service during the Second World War and was later 'mentioned' for Palestine**



1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48, with M.I.D. oak leaf (791916 W.O. Cl.2 J. W. Pinfold. R.A.); Regular Army L.S. & G.C., G.VI.R. (791916 B.Q.M.S. J. W. Pinfold. R.A.); Army Meritorious Service Medal, E.I.I.R. (791916 W.O. Cl.2. J. W. Pinfold. R.A.), court mounted on modern ribbons, *light contact marks, very fine* (8)

£350-400

J. W. Pinfold served with the 39th Medium Regiment, Royal Artillery, during the Palestine Emergency when Zionist underground paramilitary groups, in particular the Irgun and Lehi of the right-wing Revisionist movement, launched a bitter campaign against British rule. Equipped with 5.5 inch breech-loading guns, the unit had a busy tour, transferring to Homs and Misurata in 1948 and later returning home to Dundonald Camp, Troon, Ayrshire, in January 1951.

For his gallant and distinguished services in Palestine during the period 27 March 1947-26 September 1947, Pinfold was Mentioned in Despatches (*London Gazette* 7 January 1949, refers); sold with copied medal roll which notes he made a claim for a duplicate GSM, although the Medal offered here appears the original issue.

- x714 **The fine annuity M.S.M. awarded to Company Sergeant-Major F. Gardner, 253rd Tunnelling Company, Royal Engineers; having served during the Second Boer War, Gardner received a head wound during the desperate action at Marcelcave in March 1918, earning an immediate Meritorious Service Medal**
- Meritorious Service Medal, G.VI.R., 2nd type (25065 Sgt. F. Gardner. R.E.), naming officially re-pressed, *good very fine* £400-500
- Frederick Gardner** was born at Caterham in 1872. Joining the Royal Engineers in 1890, he served during the 2nd Boer War as a Second Corporal, 'B' Company, 42 (Fortress) Company, Royal Engineers, earning a Queen's South Africa Medal with clasps for Transvaal, Orange Free State and Cape Colony; he was also awarded the King's South Africa Medal and Long Service & Good Conduct Medal with a gratuity of £5 in April 1909. He was discharged at Gosport on 28 August 1911, having served 21 years.
- On 4 May 1915 Gardner re-joined as a Sapper, rising to Sergeant the next day. He arrived in France on 10 August that year, transferring to the 253rd Tunnelling Company on 4 November. On 25 March 1916 he rose to Company Sergeant-Major. In mid-1917, the Company was engaged in constructing light railways to the battery positions of 5th Army, preparatory to the 31 July 1917 attack at Ypres. In March 1918, they were at rest in Wiencourt when the great German attack opened and had to halt a panic retreat by French (and probably British) units on the Guillaucourt-Marcelcave road by placing trucks across the road. Absorbed into Carey's Force, they dug in as infantry in front of Marcelcave on 26 March 1918. A disjointed defensive battle followed, in which the Company suffered more than 100 casualties, and Gardner received a bullet wound to the head. The Company reformed at Boves, and Gardner received an immediate M.S.M. on 17 June 1918. He was discharged to a Royal Hospital pension on 30 November 1918; sold with copied research.
- x715 **An outstanding 'Special Air Service' B.E.M. group of nine to Major (Quarter Master) H. Marjoram, Royal Signals, who was decorated for 'Special Duties' work as part of the Cyprus Volunteer Force during the Second World War, before serving over a year in the S.A.S. including the post-war Operation 'Doomsday' and later in other British Special Forces**
- British Empire Medal, (Military) G.VI.R., 1st type (2321758 Sgt. Hubert Marjoram. R. Sigs.), officially engraved naming; General Service 1918-62, 4 clasps, Palestine, Palestine 1945-48, Malaya, Cyprus (2321758. L. Cpl. H. Marjoram. R. Sigs.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals 1939-45; Coronation 1953, unnamed as issued; Regular Army L.S. & G.C., G.VI.R., 1st type (2321758 W. O.Cl.2. H. Marjoram. R.Sigs.), mounted swing-style as worn, with the recipient's Royal Corps of Signals cap badge and brass shoulder-strap badges, and a 'double-issue' General Service Medal 1918-62, 1 clasp, Cyprus (Lt. H. Marjoram. R.Sigs.), which is confirmed by his service papers, *very fine, scarce combination* (10) £1,400-1,800
- B.E.M. *London Gazette* 12 October 1943:
- 'For specially meritorious service of a high standard in the discharge of special duties superior to his ordinary duties under circumstances of specially trying character, in as much as his ability and zeal enabled him to train and lead a line section of CVF personnel with no technical training whatever, to the point where they have been able to take the place of a trained section of Royal Signals personnel and carry out the building of vital communications in a highly satisfactory manner. The good work he has done continues with the formation of another Line Section, making a total of 128 British Other Ranks released for service elsewhere.'
- Hubert Marjoram** was born at Leiston, Suffolk on 20 August 1913. He enlisted into the Royal Corps of Signals at Colchester on 24 September 1931, giving his trade as 'butcher'. Gaining a 3rd Class Certificate of Education on 12 December that year, he completed Driver Instruction on 31 August 1932, qualifying as a Linesman GP Class III (Driver) on 25 March 1933. Promoted to Lance-Corporal (unpaid) on 10 January 1935, he embarked H.T. Atheria at Southampton on 8 January 1936, bound for Egypt. Arriving at Alexandria on 19 January, he rose to substantive rank five days later and was assigned to 'B' Section, 5th Divisional Signals. He served in Palestine from 9 June, qualifying for the 'Palestine' clasp, before embarking at Haifa on 23 January 1937 and reaching Southampton on 4 February that year.

Transferring to the 1st Division Signals, Marjoram sailed for India per H.T. Lancashire on 8 January 1938. Disembarking at Karachi on 29 January, he was immediately assigned to Meerut District Signals. He advanced to Corporal on 2 February 1938, and Lance-Sergeant on 31 August 1939. On 24 September that year he was granted Long Service Pay. Marjoram served in the Deccan district at the start of the Second World War, specifically at Trimulgherry. He qualified as a Parachutist on 22 June 1940, and was injured on active duty on 16 July 1940. He embarked with the 5th Indian Division at Bombay on 24 August 1940, arriving at Port Sudan on 20 September. Promoted to Acting Sergeant on 8 January 1941, he was posted to the M.E.F. Base Depot School, Egypt on 21 June 1941. Despite being admitted to 63 General Hospital on 21 February 1942, he served as a Sergeant attached to Cyprus Volunteer Force during 1942-43. His 'Special Duties' work at Famgusta, Cyprus earned him an unusual B.E.M., for which he was recommended by the Commanding Officer of the Cyprus Volunteer Force. He was posted to 61 Divisional Signals on 24 March 1944.

Marjoram was posted to 2nd S.A.S. on 21 August 1944. His 2nd S.A.S. entry in his service record is signed off by Captain & Adjutant Alexander Arthur Nesling, 2nd S.A.S. (who received a Norwegian award for his work in World War II). Following parachute training he joined the newly-formed S.A.S. Brigade, formed on 24 September 1944 from the British 1st and 2nd S.A.S. (made up of 845 men), the French 3rd and 4th S.A.S. and the Belgian 5th S.A.S. This Brigade was tasked with parachute operations behind the German lines in support of the Allied advance through France. It then deployed to Norway on 12 May 1945 as part of Operation 'Doomsday', charged with ensuring German compliance to the terms of surrender. Assigned to the 1st Airlanding Brigade which occupied the Norwegian capital Oslo, Sergeant Marjoram was part of the Signals Section of the S.A.S., earning extra pay for Para Duties. This was one of the first post-war S.A.S. operations; the S.A.S. Brigade was disbanded shortly afterwards. Marjoram finally returned to England on 30 August. He married Edna Olive Fletcher on 28 September 1945, and was placed on the Married Establishment.

Posted to the 1st Airborne Divisional Signals on 18 November 1945, he embarked for Palestine on 24 March 1946, arriving there on 1 April with the 6th Airborne Divisional Signals. On 23 December he was appointed Section Quartermaster-Sergeant. He returned to England on 17 August 1947, and was assigned to 63 HQ Signal Regiment, a Territorial unit, on 1 September 1948. At this time Marjoram coached the Royal Signals rugby team, leading it to the semi-finals of the Army tournament. The team unfortunately lost to the 8th Battalion, The Parachute Regiment, the eventual winners. Marjoram was awarded the Long Service and Good Conduct Medal on 2 October 1950. He then joined another elite unit, 16th Airborne Divisional Signals (Middlesex Yeomanry TA) on 13 August 1951. He completed a Balloon Despatchers' Course, qualified as a Parachutist, and was promoted to Warrant Officer Class I on 1 April 1952. He served briefly with the Singapore District Signal Regiment from 16 December 1952, receiving the 'Malaya' clasp to his General Service Medal.

Commissioned as a Lieutenant in his own Regiment on 19 April 1954, 3GHQ Signal Regiment M.E.F. proceeded to Cyprus with Operational Party 3, 6 H.Q. Signal Regiment on 11 November 1954. He returned to the U.K. on 20 October 1955, and rose to Captain on 11 October 1956. He served with 16th Independent Para Brigade Signal Squadron from 23 January 1958. Promoted to Major on 11 October 1962, he retired on 19 August 1978, residing at 3 Lincoln Way, Spalding, Lincolnshire. Marjoram died at Milton Keynes on 24 November 1989; sold with medal confirmation, service papers and copied research.

716 **A 1971 B.E.M. pair awarded to Miss L. F. Cleave, Supervisor of Sorting Assistants, National Savings**

British Empire Medal, (Civil) E.II.R. (Miss Lilian Florence Cleave); Imperial Service Medal, E.II.R. (Miss Lilian Florence Cleave), the first officially impressed upon a pre-prepared ground, mounted on original ladies bow ribbon with wearing pin, in *Royal Mint* case of issue, the second mounted upon original ribbon and wearing pin, in *Royal Mint* case of issue, *good very fine* (2)

£80-120

B.E.M. *London Gazette* 12 June 1971.

I.S.M. *London Gazette* 2 November 1971.

- 717 **A Second World War B.E.M. awarded to Mrs P. M. Tyson, who organised the provision of host families for some of the 827,000 children who were evacuated from Britain's Cities deemed at risk of heavy aerial bombardment**
 British Empire Medal, (Civil) G.VI.R. (Phyllis May, Mrs Tyson), officially engraved upon a pre-prepared ground, mounted on original ladies bow ribbon with wearing pin, in *Royal Mint* case of issue, *good very fine* £140-180
 B.E.M. (Civil) *London Gazette* 4 June 1943.
Phyllis May Tyson was decorated for her service as Billeting Officer at Colyton, a small market town in East Devon. Her award is noted in the *Devon and Exeter Gazette* of 3 December 1943:
 ‘Mrs Phyllis Tyson, Billeting Officer at Colyton, was one of eight women who received the B.E.M. (Civil Division) at a recent investiture.’
 As Billeting Officer, Mrs Tyson was likely a local government official charged with delivering the urban evacuation plans of Sir John Anderson, later of ‘Anderson shelter’ fame; it was her responsibility to pair evacuee children with families and individuals in rural areas, where it was considered there were fewer targets which would garner the attention of the Luftwaffe; sold with copied newspaper entry.
- 718 **A Second World War ‘Home Guard’ B.E.M. awarded to Sergeant R. Francis, 1st Cumberland Battalion**
 British Empire Medal, (Military) G.VI.R., 1st issue (Sgt. Richard Francis. H.G.), on original wearing pin, *nearly extremely fine* £100-140
 B.E.M. *London Gazette* 15 December 1944. The original recommendation states:
 ‘This N.C.O. from the very commencement of the Signal Unit in this Battalion has set an outstanding example of efficiency and devotion to duty. In spite of his heavy civil commitments he has by his conscientious and regular attendance set an example to his comrades. Has been a very successful signal instructor, travelling long distances at all hours in order to keep his classes keen and efficient.’
- 719 **The B.E.M. awarded to Kawass K. D. Ikhwaiss, who acted as personal bodyguard to the District Commissioner of Jerusalem**
 British Empire Medal (Civil) G.VI.R. (Daoud Khalil), *replacement War Medal 1939-45 suspension, worn, fair* £60-80
 B.E.M. *London Gazette* 1 January 1941.
Khalil Daoud Ikhwaiss 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.
- x720 **A 1953 B.E.M. awarded to I. Mwale, Nyasaland Protectorate**
 British Empire Medal, (Civil) E.II.R. (Ishmael Mwale), *replacement claw, pin-holes of original claw still evident, very fine* £80-120
 B.E.M. *London Gazette* 1 June 1953.
Ishmael Mwale was decorated for his services as a Member of the African Protectorate Council, Nyasaland Protectorate.
- 721 **A post-war B.E.M. awarded to Acting Sergeant C. M. Samuda, Women’s Royal Army Corps**
 British Empire Medal, (Military) E.II.R. (W/CA/273549 A/Sgt. Cynthia M. Samuda. W.R.A.C.), mounted on original ladies bow ribbon with wearing pin, in *Royal Mint* case of issue, *extremely fine* £120-150
 B.E.M. *London Gazette* 13 June 1957.
Cynthia Marjorie Samuda was born on 28 August 1927 in Jamaica. A typist by profession, she departed Port Antonio, Jamaica, aboard *Matina* and arrived at Bristol Docks on 10 August 1958, giving her intended place of residence as 19 Greenhill Road, Harlesden, London, N.W.10. She died on 16 January 2005 and is buried at Greenford Park Cemetery.

- 722 **The 1980 B.E.M. awarded to O. P. M. Cook, Ordnance Survey**
 British Empire Medal (Civil) E.II.R. (Oswald Patrick Marius Cook), *extremely fine*, in its fitted *Royal Mint* case of issue £60-80
 B.E.M. *London Gazette* 31 December 1980. (Surveyor Grade 2, Ordnance Survey)

Sold by Order of a Direct Descendent

- 723 **A most unusual 1966 ‘Brunei Special Police’ O.B.E. group of eleven awarded to Pehin Datu Permakawi Diraja Dato Seri Pahlawan Commissioner G. E. ‘Peter’ Coster, Royal Brunei Police, late Flight Lieutenant, Royal Air Force and Federation of Malaya Police**



The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer’s 2nd type breast Badge, silver-gilt; 1939-45 Star; Burma Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (A.S.P. G. E. Coster. F. of M. Pol.); Colonial Police Meritorious Service Medal, E.II.R. (George E. Coster, Asst. Commsr., Brunei Police.); **Brunei**, Sultanate, Sultan Hassanal Bolkiah Medal, 1st Class; Coronation Medal 1968, gold; Merit Medal, bronze, reverse named ‘G. E. Coster 1958’; **Malaysia**, Federation, Pingat Khidmat Berbakti, silver, mounted court-style as worn, *good very fine and almost certainly a unique combination* (11)

£1,800-2,200

O.B.E. (Civil Division) *London Gazette* 1 January 1969 - Head of Special Branch, Royal Brunei Police Force.

C.P.M. (Meritorious) *London Gazette* 1 January 1966 - Assistant Commissioner, Brunei Police Force.

George Edwin Coster - or ‘Peter’ to his friends and comrades - was born on 9 January 1924 at Hendon, Middlesex and was educated at St. Marylebone Grammar School, St. John’s Wood. At the outbreak of the Second War he was evacuated with his schoolmates to Redruth, Cornwall and was housed by the Bank Manager of Portreath, joining the local Home Guard. Having excelled at languages and modern history, Coster attended Wadham College, Oxford before being commissioned into the Royal Air Force. Completing his training in Canada, Coster returned to fly Beaufighters in Europe but the fall of the Third Reich saw him posted to Transport Command in India, flying DC3 Dakotas and training upon glider tugs at the time of the end of the war in the Pacific. His final missions were to repatriate prisoners of war from Burma and return them to Singapore.



Malay Police

Taking leave and establishing a small commercial airline out of Hong Kong, this didn't 'take off' and Coster soon after took up a posting in the Special Branch of the Federation of Malay Police in time for the Emergency. This role offered plenty of opportunities, including a Commendation for his part in the recovery of the body of Sir Henry Gurney, the British High Commissioner who had been ambushed and murdered on Peter's Hill, 6 October 1951.

Brunei - Head of Special Branch

Coster took up a contract with the Brunei Police in 1963, appointed Assistant Commissioner initially in the Special Branch. In this role he totally revolutionised and reorganised the unit, succeeding to become Head of Intelligence and Security to the Sultan. His work was clearly appreciated by the Sultan, who showered him with decorations and appointed him to the Privy Council, with Coster made Pehin Datu in 1973. He retired in 1980 and died in October 2014.

Sold together with a most complete archive of original material comprising:

- (i) Bestowal document for the O.B.E., in its transmittal envelope, together with a copy of the Statues of the Order and enclosures.
- (ii) Royal Air Force Transport Command Pilot's Card, issued on 5 October 1946, with corresponding 'Green Card', dated 24 October 1946, Far East Detachment, Kai Tak.
- (iii) Government of Hong Kong Pilot's Certificate and Licence, No. 60, dated 16 June 1948.
- (iv) Malaysia Civil Aviation Department Licence, No. 173, dated 21 March 1967.
- (v) Letter commending Coster for his part in bringing in the body of Sir Henry Gurney, dated 16 November 1951, from W. N. Gray, Commissioner of Police, Kuala Lumpur.
- (vi) Five Brunei Service Medals, as awarded to the recipient, but not approved for official wear with his mounted group.
- (vii) Large set of documentation for the bestowal of his Bruneian Orders and Medals, including approval to wear from Buckingham Palace.
- (viii) Appointment to Brunei Privy Council, dated 2 July 1973, with seals and signatures of the Sultan.
- (ix) The recipient's cloth flag, with fittings as used, bearing his award and symbols denoting rank, as approved to be flown.
- (x) A quantity of photographs charting civilian and military scenes throughout his career, including the Royal Visit including Prince Philip besides numerous scenes with the Sultan of Brunei.
- (xi) A quantity of rank insignia, buttons, badges and buckles for wear.

For the recipient's miniature dress medals, please see Lot 1177.

For the recipients awards (and that of his wife) from Brunei, please see Lots 1281-1285.

- 724 An Indian Police Medal and K.P.M. group of seven awarded to Deputy Superintendent J. W. Rourke, Indian Police



Indian Police Medal for Distinguished Conduct, G.V.R. (J. W. Rourke, Inspr., Bombay Police.); King's Police Medal for Distinguished Service, G.V.I.R., 1st issue (J. W. Rourke, Dy. Supdt. of Police, Sind.); 1914 Star (Mr. J. Rourke, Mily. Accts. Dept.); British War and Victory Medals (J. W. Rourke, M.A.D.); Jubilee 1935; Coronation 1937, mounted court-style, *erasure to rank of fourth and fifth, the word 'clerk' removed, very fine* (7)

£600-800

Trio erroneously described as possibly belonging to another family member when offered previously.

K.P.M. *London Gazette* 1 January 1944 (Deputy Superintendent of Police, C.I.D., Karachi).

John William Rourke joined the Indian Police on 1 July 1918, having held temporary appointments from February 1917. Serving variously with the Police Departments of the Karachi District, Sind Railways and Sukkur District, his first gazetted appointment was as Police Inspector in the Sind C.I.D. from 12 April 1926. He went on to serve as Police Inspector on the Sind Railways from April 1927-January 1929 and April 1929-May 1930, being appointed Police Inspector with the Karachi C.I.D. in December 1932. Promoted Deputy Superintendent of Police in the C.I.D. in August 1934, Rourke transferred to traffic in 1935 and was later awarded the K.P.M.; sold with copied roll extracts.

- 725 Imperial Service Medal, G.V.R., circular type, 1st 'Coinage head' issue (**William Freeman**), in original fitted case of issue, *extremely fine*

£20-30

I.S.M. *Edinburgh Gazette* 18 May 1927.

William Freeman served as a postman in Cambridge; sold with the original letter of transmittal from the Home Office, Whitehall, dated 8 July 1927, stating 'in recognition of your meritorious service as an officer in the Postal Service'.

- 726 Imperial Service Medal, G.V.R., circular type, 2nd 'Coronation robes' issue (**William Edward Dickenson**), in original fitted case of issue, *extremely fine*

£20-30

13 November 1934.

I.S.M. *London Gazette* **William Edward Dickenson** was awarded the I.S.M. for service as Second Class Engineer (Yard Craft) at H.M. Dockyard, Portsmouth.

- x727 Imperial Service Medal, G.V.I.R., 1st type (**Albert Edward Lloyd**), *good very fine*

£10-20

728 **An Order of St. John group of six awarded to Captain M. H. M. Desy, Canadian Forces**

The Order of St. John of Jerusalem, Officer's (Brother's) breast badge, with heraldic beasts in angles; U.N. Medal, UNFICYP ribbon, bearing the numeral '2'; U.N. Medal, UNIIMOG ribbon; U.N. Medal, UNCRO ribbon; 125th Anniversary of the Confederation of Canada Medal; Canadian Decoration, E.II.R., with Second and Third Award Bars (Capt M H M Desy), mounted court-style, *the first of fair manufacture, good very fine* (6)

£80-120

x729 **Five: Sergeant G. W. Cooper, St John Ambulance Brigade, late Royal Army Medical Corps and Royal Engineers**



The Order of St John of Jerusalem, Serving Brother's breast badge, silver and enamel, unnamed as issued; British War and Victory Medals (103842 Pte. G. W. Cooper. R.A.M.C.); Defence Medal 1939-45; St John Long Service Medal, 6 clasps (6178 H. Sgt. G. W. Cooper Hitchin Div. No. 10 Dis. S.J.A.B. 1927.), court mounted as worn, *wear to rank of last, very fine* (5)

£140-180

George W. Cooper is confirmed as entitled to a Pair for his Great War service, part of it spent as a Sapper with the Inland Water Transport of the Royal Engineers. He returned to Hitchin Hertfordshire and married Ena W. Day in April 1918, before rendering considerable service with the Hitchin St John Ambulance Brigade; sold with copied *MIC*.

730 **An Order of St. John group of four awarded to Corporal M. Chandler, St. John Ambulance Brigade**

The Order of St. John of Jerusalem, Serving Brother's breast Badge, silver and enamel, circular badge with heraldic beasts at angles; Defence Medal 1939-45; Civil Defence Medal, E.II.R., unnamed as issued; St. John Service Medal, silver, with 4 additional Award Bars (4486/H. Cpl. M. Chandler. 1953.), *the first with replacement suspension, very fine* (4)

£60-80

731 **The Order of St. John of Jerusalem (4), Serving Brother's Badge, silver, by Spink & Son, hallmarks for London 1999, in case of issue; Serving Sister's Badge (2), 3rd Type, silver; 5th Type, silver and enamel; Service Medal, with additional Bar (12093. Cps. Sgn. L. Morgan. Liverpool Cps. No. 4 Dis. S.J.A.B. 1930.), in its H. T. Lamb & Co. case of issue, generally good very fine** (4)

£40-60

732 **St. John Service Medal, with Second Award Bar (5083 C. Elms. Australia. S.J.A.B.O. 1946.), very fine**

£10-20

733 The exceptional and extremely rare K.B.E., Second World War C.B., Great War Ace's D.S.O. and 'Northern Kurdistan' Bar; 'French theatre' M.C. and Bar; '1919' A.F.C. group of seventeen to Air Vice-Marshal Sir Matthew Brown 'Bunty' Frew, Royal Flying Corps and Royal Air Force, late Highland Light Infantry

As 45 Squadron's top-scoring Pilot for the Great War, Frew gained a reputation for saving his comrades at great personal risk whenever enemy aircraft got onto their tail; officially credited with 23 aerial victories, his real tally may have been far higher, since he often encouraged junior Pilots in his Squadron by giving them the credit for victories which were really his own

Frew's most remarkable victory occurred in the Italian theatre on 15 January 1918. Flying a Sopwith Camel, Frew claimed three victories that day, despite only having one gun working; on the return flight his Camel was holed by an anti-aircraft shell, and he had to glide for five miles through the barrage and over the River Piave to reach the British lines



(part lot)

The Most Excellent Order of the British Empire, 2nd type, Military Division, Knight Commander's (K.B.E.) set of insignia, neck Badge, 83mm including crown suspension x 63mm, silver-gilt and enamel; Star 83mm, silver and enamel, with neck riband, in *Garrard, London* case of issue; The Most Honourable Order of the Bath, Military Division, Companion's (C.B.) neck Badge, 50mm, silver-gilt and enamel, with neck riband, in *Garrard, London* case of issue; Distinguished Service Order, G.V.R., silver-gilt and enamel, *minor enamel damage, centre loose*, with Second Award Bar; Military Cross, G.V.R., with Second Award Bar, unnamed as issued; Air Force Cross, G.V.R.; 1914-15 Star (3007 Pte. M.B. Frew. High: L.I.); British War and Victory Medals, with M.I.D. oak leaf (Capt. M.B. Frew), contemporarily renamed; General Service 1918-62, G.V.R., two clasps, Kurdistan, Northern Kurdistan (F/L. M.B. Frew. R.A.F.); Defence and War Medals 1939-45; Jubilee 1935; Coronation 1937; Italy, Kingdom, Al Valore Militare, silver, obverse with crowned 'Z' and 'F.G.' below wreath, reverse unnamed; Greece, Kingdom, Royal Order of George I, Military Division, Commander's neck Badge, 79mm including crown suspension x 46mm, silver-gilt and enamel, *enamel damage to central medallion*, with neck riband, in *Spink & Son* case of issue; Belgium, Kingdom, Military Cross, 1st Class, silver-gilt and enamel, with rosette on riband, with *Fisch & Co., Bruxelles* case of issue; Iraq, Kingdom, Active Service Medal, 1 clasp, 1930-31, breast awards mounted as originally worn, *contact marks throughout, overall very fine* (17)

£20,000-25,000

K.B.E. *London Gazette* 1 January 1948.

C.B. *London Gazette* 1 January 1943.

D.S.O. *London Gazette* 4 March 1918:

'For conspicuous gallantry and devotion to duty. On one occasion when leader of a patrol he shot down an enemy aeroplane, two others being also accounted for in the same fight. On a later occasion he destroyed three enemy machines in one combat, all of which were seen to crash to the ground. Immediately after this combat he had to switch off his engine and make an attempt to glide towards our lines five miles away on account of his machine having received a direct hit. Owing to the great skill and courage he displayed in the handling of his damaged machine, he succeeded in bringing it safely to our lines. He has destroyed twenty-two enemy machines up to date.'

D.S.O. Second Award Bar *London Gazette* 6 October 1933:

'In recognition of gallant and distinguished services rendered in connection with operations in Northern Kurdistan during the period December, 1931- June, 1932.'

M.C. *London Gazette* 7 March 1918:

'For conspicuous gallantry and devotion to duty on patrol, showing a fine offensive spirit in many combats. He has shot down five enemy aeroplanes, on one occasion leading his formation to attack twenty-two Albatross Scouts, and himself shooting one down.'

The Recommendation, dated 22 September 1917, states:

'This officer has invariably done excellent work. He has taken part in many offensive patrols and has given proof on all occasions of the finest offensive spirit and skill in combat. He has destroyed at least five enemy aircraft and driven down out of control at least six enemy aircraft. He has led many patrols and has shown great skill in leadership, combined with cool judgement and energy. He has at all times sought out the enemy and on his own initiative on at least two occasions escorted machines of No. 20 Squadron beyond Lille on photographic work. By his magnificent work he has set a very fine example to this Squadron. I have the honour to recommend Second Lieutenant Frew for immediate recognition.'

M.C. Second Award Bar *London Gazette* 23 April 1918:

'For conspicuous gallantry and devotion to duty in shooting down three enemy machines in two days. He has destroyed eight enemy machines and driven down many others out of control.'

A.F.C. *London Gazette* 3 June 1919.



Matthew Brown Frew was born in Glasgow, Scotland in 1895. Educated at Hutcheson's Grammar School, Glasgow, he gained civilian employment with the City of Glasgow Life Insurance Company before enlisting into the 9th (Glasgow Highland) Battalion, Highland Light Infantry on 9 September 1914. He served with the Battalion on the Western Front, arriving in France on 22 January 1915. In August 1916, Frew was posted with three others from the Battalion back to England, where he volunteered for service in the Royal Flying Corps. After preliminary training he was gazetted as a Temporary Second Lieutenant (on probation) in the Royal Flying Corps on 20 October 1916, receiving elementary flying training with No. 24 Reserve Squadron at Netheravon.



The Western Front - a scrap with the 'Red Baron'

Frew's first operational posting was to 'B' Flight, No. 45 Squadron, equipped with Sopwith 1 1/2 Strutters. Frew joined this Squadron at St. Marie Cappel, France on 28 April 1917 and was soon in action. His Log Book entry for 3 May 1917 states: 'Off. Patrol. Fight with 6 Huns. Observer sick'. On 27 May 1917, Frew recorded his first aerial success: 'Off. Patrol 10 E.A. seen 1 attacked fired from front gun into one which side slipped past my r. wing and then nose dived. It was last seen going down in a nose dive'. Unfortunately the fate of this plane was never discovered, as four other enemy aircraft joined the engagement.

On 5 June, 45 Squadron carried out a daring photographic reconnaissance of Menin railway station. Frew began this action by destroying two enemy aircraft, but the Squadron suffered severe losses and Frew was lucky to escape with his life. His Log Book entry for that day confirms: 'Off. Patrol. Fought 16 E.A. 1 out of control front gun & 1 in flames & 1 out of control by Observer. Rudder & Elevator control shot through. Crash finish of 8279'. The action started at 9 a.m., with Lieutenant A. E. Charlwood leading the eight 1 1/2 Strutters through heavy flak. They successfully completed their reconnaissance mission despite being shadowed by enemy aircraft, which turned out to be a whole Jasta, led by an Albatross painted entirely in red.

Superior to the British planes in every way, the German triplanes were able to bring to bear four times the number of trainable guns as their counterparts; three of the 1 1/2 Strutters were shot down in under two minutes. A desperate running fight back to the British lines ensued. Charlwood, in possession of the photographs, luckily made it back first. Frew at one point took on four enemy aircraft simultaneously; in the ensuing mêlée he managed to find 2nd Lieutenant Norman Macmillan's aircraft, and the two of them inched west in support of each other. Frew's Strutter had sustained considerable damage, and he was forced to crash land back at St. Marie Cappel; Macmillan made it back despite severe damage. The eight aircraft of 45 Squadron had just engaged Von Richthofen's Jasta 11, led on this occasion by his brother Lothar.

The explosion of the Messines Ridge mines on 7 June heralded the start of the Battle of Messines, and Frew's squadron were hotly engaged over the battlefield. His entry for that day reveals: 'Central Off. Pat. Fought 17 E.A. 1 indecisive 1 out of control.' Frew returned to base with his controls shot away and the rear-gun out of action, but claimed another victory nine days later: 'O.P. 1 E.A. Out of Control. 1 in Flames'. He took part in offensive patrols on 21 June and 24 June, the Log Book entries for each action stating: '1 E.A. Driven Off.' and 'Chased 2 E.A. at Dawn but indecisive'.

In July 1917 Frew doubled his tally of aircraft destroyed; on the 16th he sent one enemy aircraft down in flames, while on the 28th he was credited with another Albatross driven down. On 31 July, as the Battle of Pilckem Ridge raged below, 45 Squadron were engaged in low-level reconnaissance patrols. When he saw two Companies of German infantry moving south-west on the Comines-Deulemont Road, Frew 'fired 1,000 rounds at the troops'. The German infantrymen returned fire, scoring several hits on Frew's aircraft.

Frew's last victory in the 1 1/2 Strutter followed on 10 August, Frew noting: 'D.O.P. 1 E.A. Shot Down. 5 Scraps.' After a short period of leave, Frew returned in September to find that 45 Squadron had been re-equipped with single seater Sopwith Camels. Frew quickly acclimatised to this new aircraft, which he was to use with deadly effect.

A new kite

Allocated Camel B 3871, he first went up in this machine on 3 September 1917, shooting down one enemy aircraft. The next day he destroyed two enemy scouts, one of which he drove down in a spin, closely pursuing it and then firing fifty rounds into it at a range of twenty feet. Now a Patrol Leader, Frew achieved his next success on 11 September: while leading four other Camels in an offensive patrol over Westroosebeke, he encountered an enemy formation of two D.F.W. two-seaters with an escort of eight to ten Albatross Scouts. Frew immediately dived into the fray and accounted for a two-seater at close range. That same afternoon, he joined a patrol of seven Camels which engaged 21 enemy aircraft, several of which were the new Fokker Triplanes. Amongst their number was the German Air Ace Werner Voss, who claimed his 47th victim during the engagement.

On 20 September, Frew took part in three North Offensive Patrols, each in different aircraft; the following day Frew led a North Offensive Patrol of eight Camels. Frew and Brownell became separated from the other six, and were attacked over Comise at 11,000 feet by a formation of twenty of the latest 260 h.p. Albatross Scouts. In his Memoirs, Brownell later wrote of Frew as 'being full of aggression in the air and a wonderful shot, [whom] always came to the assistance of any pilot who was in trouble.' Frew's aggressive flying undoubtedly saved both pilots' lives, and was a testament to his bravery and *esprit de corps* in action. He drove one of the enemy planes down and then dived onto another which was attacking Brownell's aircraft from behind; with two bursts of about forty to fifty rounds, Frew brought this second machine spiralling down in flames, to crash near Comines. The day after this exploit Frew's commanding officer, Major A.M. Vacour, recommended him for a decoration; Frew was awarded the M.C. in the field five days later.

On 5 October, Frew's plane B 3871 was badly damaged in a forced landing, and he was assigned another aircraft four days later. He immediately went up on patrol in it and on seeing a large trench packed with enemy troops (south-east of Gheluvelt), he fired 300 rounds into it from a height of 600 feet. On 10 October Frew accounted for another two enemy aircraft; two days later the first Battle of Passchendaele began. More ground strafing sorties followed, and on 13 October Frew silenced a four-gun anti-aircraft battery. Brownell's Memoirs reveal that due to the bad weather there were no enemy aircraft to engage, but there was a German anti-aircraft battery at Comines that fired relentlessly at passing British planes. Frew and his patrol of three other Camels swept down on this battery and fired a few long bursts at low altitude; they would then pull up rapidly and repeat the process. In this way the battery was eventually silenced.

Frew added to his score on 21 October when leading a six-machine North Offensive Patrol; the British patrol dived on four German two-seaters only to be set upon by three formations, each of seven Albatross Scouts. The British Patrol took first blood, with an Albatross going down near Lille, but Frew then noticed an enemy Scout on the tail of one of his Patrol's planes. Despite the fact that he was being attacked by several other enemy Scouts, Frew immediately dived to shoot it off, thereby saving his comrade. On the same patrol he had indecisive combats with another six enemy aircraft. Frew's impressive record earned him promotion to 'B' Flight Commander and temporary Captain on 24 October.

Two days later the Second Battle of Passchendaele began. After carrying out several deadly ground strafes, Frew shared a Junker two-seater with Lieutenant K.B. Montgomery. The next day Frew gained his last victories over the French theatre of war, the Log Book attesting '1 crashed 1 in flames'. This action unfolded as follows: two formations of five Camels each, one led by Frew, went to the aid of three R.E.8s who were under heavy attack; Frew sent one Albatross down, only to realise that he was isolated and therefore the subject of attention of eight enemy aircraft. Frew somehow managed, by employing every imaginable manoeuvre, to hold his own until the other half of the patrol rejoined the fray; now six versus eight, Frew and his comrades went on the attack, quickly sending an Albatross down in flames. He then noticed a Camel at about 3,000 to 4,000 feet going down smoking and being sorely pressed by three enemy Scouts which were firing into it; Frew immediately dived right down amongst the enemy machines and, singling out the most aggressive, fired about twenty rounds into it from a range of fifteen feet - it burst into flames and crashed east of Moorslede. The remaining two Scouts refused combat with him and dived east.

Frew took part in his last combats over France on 31 October. During his time there he had accounted for 19 enemy aircraft, of which eight had been destroyed (either in flames or crashed), nine had been driven down out of control, and two had been driven down. On 3 November he was awarded a Bar to his Military Cross.

Further Victories in Italy

Numbers 28, 34, 42, 45 and 66 Squadrons were sent to Italy at the end of 1917, forming Webb-Bowen's VII Brigade, Royal Flying Corps. Based at Istrana, 45 Squadron undertook an offensive patrol on 27 December 1917. The Squadron was mainly tasked with offensive patrols and bomber escorts, especially with 34 (Bomber) Squadron, also based at Istrana. Frew arrived in Italy on 11



January 1918, and three days later, whilst trying to catch up with an Eastern Patrol, he spotted four 260 h.p. Albatrosses in the vicinity of Susegana. The leader's machine was painted entirely red and the others all had red propeller bosses; Frew attacked the red leader from underneath and fired about 200 rounds into the machine at 100 feet range. The red aircraft went down in a spin but Frew followed it and fired a further 50 rounds into its fuselage. Frew did not have time to follow it as he was attacked by the other three aircraft; despite his Aldis sight being blown back into his face he counter-attacked and chased the other planes off over the mountains.

'Bunty's' finest hour occurred on 15 January 1918. His Log Book entry for that date simply states 'I crashed. 3 in flames', only hinting at the monumental piece of flying which took place over Rai San Vazzola. Leading a patrol of three Camels (the other pilots being Black and Carpenter), at 10.30 a.m. Frew observed a D.F.W. two-seater, protected by four Albatross DV Scouts, doing a reconnaissance patrol on the British side of the lines. Frew led his Camels to a position from whence they could intercept the formation upon its return. Using the sun as cover, he dived down from 12,000 feet on the D.F.W. two-seater, which with one of the Scouts was flying higher than the other three. After firing only about four shots from point blank range (with just one gun working), Frew sent the two-seater down in flames. In the meantime, Carpenter accounted for one of the enemy scouts and saw it crash near Frew's victim at Rai San Vazzola; one of Frew's guns had a stoppage which he was unable to clear, but nevertheless he attacked two enemy aircraft and succeeded in shooting both down in turn. Carpenter was then seen by Frew to be attacking another Albatross nose-on; as the two machines were on the point of colliding, the enemy machine turned and tried to get onto the tail of Carpenter's Camel; Frew then dived about 1,000 feet onto the Albatross and shot it down, apparently completely out of control; this machine was last seen in a spin about 50 feet from the ground, but it flattened out and succeeded in escaping Frew as he had run out of ammunition.

Frew collected his formation and started for home, but enemy anti-aircraft guns immediately opened up on the three Camels, which were still about five miles from the British lines, and flying at a height of 3,000 feet. Frew's machine received a direct hit from an anti-aircraft shell and was severely damaged; the rear main plane connecting rod was severed allowing its rear spar to tilt upward, the adjacent centre section was damaged and a wheel was shot off. Frew immediately shut off his engine to reduce the strain on his ruptured aircraft and glided towards home. The anti-aircraft gunners put up barrage after barrage but he glided through. A new danger then appeared in the shape of the River Piave, and his plight once again seemed hopeless. His machine was too close to the ground and the river had to be crossed. Accepting the risk that turning his engine on again might break up his aircraft, he decided to give it a go; the short burst of engine power gave him just enough to skim over the river and make a forced landing just behind the Italian front line at Saletto.

As a result of this incredible sortie, Frew was awarded the Distinguished Service Order. Having displaced his neck during the combat, he was unable to fly for a week. He added another Albatross to his victories on 27 January, before accounting for two enemy machines, including the enemy formation's leader, in a fierce twenty minute scrap on 14 February. Frew's neck had not fully recovered, and on 8 February he was examined by the Wing Medical Officer. Ordered to return to



Home Establishment, Frew was distraught to be leaving the Squadron, but by the end of the Great War he still remained as 45 Squadron's top scoring pilot.

Officially credited with 23 victories, other sources vary from 30 upwards and Peter Carpenter, one of the pilots who flew with Frew, later stated that he believed Frew shot down twice the number he was credited with, due to the fact that whenever he took a new pilot over the lines he would give the newcomer the credit for any machines shot down, even though it had been Frew himself who had been responsible for the destruction of the enemy plane. Frew's Log Book for the Great War certainly lends weight to a larger haul Brownell's Memoirs add a different perspective in that on many occasions and sometimes against overwhelming odds, Frew saved members of the squadron, including Brownell, by shooting enemy aircraft off them when they were almost certain to be shot down; he goes further in saying that many of Frew's Squadron contemporaries were of the opinion that he should have been awarded the V.C. on several occasions for his intrepid 'saves'.

Later Career

Appointed to the Air Ministry, Frew took up the much-vaunted position of Chief Fighter Instructor at the Central Flying School, Upavon on 19 June 1918. It was in this capacity that he was awarded the Air Force Cross. On 12 June 1919 Frew attended an Investiture in the Quadrangle of Buckingham Palace, where King George V invested him with the D.S.O., M.C. and Bar. He returned on 24 July to receive his Air Force Cross. In 1922 Frew was posted as Flight Commander to No. 6 Squadron, equipped with Bristol Fighters. Operating from Baghdad, this Squadron supported the campaign against the Kurdish Chief Sheik Mahmoud. In 1923 Frew became an Instructor at the Armament and Gunnery School, R.A.F. Eastchurch. He advanced to Squadron Leader in 1927, and was then appointed Chief Fighter Instructor at No.1 F.T. School.

In June 1931, Frew was posted to Air Staff, Operations H.Q. Iraq, where he played a vital role in the Northern Kurdistan campaign. In March 1932 he was given command of No. 30 (Bomber) Squadron, of which one flight was equipped with Wapiti aircraft. Frew led this Flight in a mission to support a column of Iraqi troops which advanced from Balikian against Sheik Ahmed's Kurdish tribesmen. A Flight of the Iraqi Air Force operated from Diana in support. Frew's Flight shadowed the Iraqi column continuously between 15 March and 22 April. On 3 April, the column was ambushed by a strong force of Kurds, and only saved only by the energy and gallantry of the British officers on the ground, and by the intervention of Frew's Flight. Frew and his pilots flew at tree-top level throughout the day, dropping bombs on the rebels continuously until they withdrew at nightfall. Frew's Log Book entry for that date reads: 'Badly Shot Up. Main Petrol Pipe and Tanks.' One pilot of Frew's Flight died of wounds, an Observer was wounded, and most of the aircraft were badly damaged by enemy rifle fire from the ground. Frew was awarded a Bar to his Distinguished Service Order for this campaign (one of only three D.S.O.s awarded for Northern Kurdistan).

Frew served as Officer Commanding No. 111 Squadron, equipped with Bristol Bulldogs, at Hornchurch from May 1933 to August 1934. He served in the same capacity with No. 10 Squadron, being promoted Wing Commander in late 1934. Appointed Officer Commanding R.A.F. Hornchurch in 1938, the outbreak of the Second World War saw Frew promoted to Group Captain,



Captain M.B. Frew, M.C.* with his "H" Camel
B/6372

Senior Air Staff Officer No. 23 (Training) Group, Grantham. After a brief period in command of the R.A.F. Station at North Weald, Frew was appointed Head of the R.A.F. Mission and Director of Air Training in South Africa on 19 September 1940. His main responsibility in these appointments was the administration of the Commonwealth Air Training Scheme in South Africa, which trained aircrew not only for the R.A.F. and the S.A.A.F. but also for the Air Forces of other Allied countries. This accounts for his award of the Greek Royal Order of George I and the Belgian Military Cross, in addition to his K.B.E. and C.B. sets of Insignia. Frew retired with the rank of Air Vice-Marshal on 19 December 1948 and settled in Pretoria, South Africa. He died there on 28 May 1974.

Sold with the following:

- (i) Air Vice-Marshall's R.A.F. cap, by *Gieves Ltd*, named on the inside 'A.V.M. M.B. Frew' (illustrated)
- (ii) Seven Pilot's Flying Log Books (16.12.1916-4.2.1918; 7.2.1922-29.9.1923; 16.11.1923-26.2.1925; 2.3.1925-31.5.1927; 7.6.1927-22.5.1931; 17.6.1931-5.3.1933; 12.5.1933-January 1948), two being Army Book 425 types, and one being his personal 'Desert' Log Book covering the period 7.2.1922-29.9.1923.
- (iii) Commission Warrant appointing M.B. Frew as Temporary Captain, R.A.F., with effect from 1.4.1918, dated 1.11.1918 - Commission appointing M.B. Frew as Flight Lieutenant, R.A.F., with effect from 24.10.1919, dated 1.12.1919.
- (iv) Bestowal Document for the Most Excellent Order of the British Empire, Military Division, K.B.E., dated 1.1.1948, with enclosure letter; Bestowal Document for the Most Honourable Order of the Bath, Military Division, C.B., dated 1.1.1943, with enclosure letter; Bestowal Document for the Distinguished Service Order, dated 4.3.1918; Bestowal Document for the Al Valore Militaire, dated 21.7.1921; Bestowal Document for the Belgian Military Cross, dated 16.3.1945, with enclosure letter and additional letter of congratulation from Général-Major Gilliaert, dated 2.6.1945; Bestowal Document for the Greek Royal Order of George I, dated 21.5.1943; M.I.D. Certificate, dated 18.4.1918; Certificate and enclosure letter for Jubilee 1935 Medal; Certificate and enclosure letter for Coronation 1937 Medal.
- (v) Royal Flying Corps (Officers) Graduation Certificate (No.3864), dated 6.4.1917; two letters from Arthur Henderson (later Baron Rowley), Secretary of State for Air, on the occasion of Frew's retirement, both dated 1.9.1948 - 59; letters and telegrams of congratulation on the occasion of the award of Frew's K.B.E., correspondents include: Marshal of the Royal Air Force The Right Hon. the Lord Tedder of Glenguin, Air Chief Marshal Sir Basil Embry, Air Chief Marshal Sir Ralph Cochrane, Field Marshal J.C. Smuts, Air Vice-Marshals Carnegie, McBurney and McLaren, Sir Evelyn Baring and the prominent R.A.F. Historian Group Captain Kingsley Oliver.
- (vi) Five Letters of Condolence to Lady Frew on the death of her husband and one addressed to her son; a large portrait photograph of Frew in uniform; three Large albums of copy photographs and press cuttings covering various stages of Frew's career.

For the recipient's mounted group of dress miniatures, see Lot 1173.

734

A Great War immediate M.C. group of eight to Lieutenant A. V. Burbury, Royal Air Force, late Yorkshire Regiment and Royal Flying Corps, a gallant ‘balloonatic’ who was awarded the Military Cross for escaping from his observation balloon after its cable had been cut by shell fire

Burbury survived this ordeal only to be wounded and shot down while attacking enemy balloons near Houthem; in 1919 he was dispatched to Archangel to assist White Russian forces

Possessing an extraordinary talent for languages, Burbury served throughout the Second World War as the Ministry of Information’s foreign press censor; his post-war political career was overshadowed by an uncontrolled penchant for the fairer sex



Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2. Lieut. A. V. Burbury. York. R.); British War and Victory Medals, with French M.I.D. emblem (Lieut. A. V. Burbury. R.A.F.); 1939-45 Star; Defence and War Medals 1939-45; France, Third Republic, Croix de Guerre 1915-1918, with palm upon riband, recently mounted in swing style, *generally very fine* (8)

£3,400-3,800

M.C. *London Gazette* 14 November 1916:

‘For conspicuous skill and gallantry. When observing from a balloon at a height of 3,000 feet, the cable was cut by a shell. He destroyed his papers, ripped the balloon, a most difficult operation in the air, and then got down in his parachute.’

Arthur Vivian Burbury was born at 32 Campden Hill Gardens, Kensington on 20 May 1896. Educated at St. Paul’s School, he excelled in Latin and Greek literature and modern languages. An O.T.C. stalwart, he gained a fearsome reputation as a boxer, his fights regularly appearing in *The Times*. His plans for further study at Cambridge were interrupted by the Great War. He enlisted as a Private (No. 2345) into the 28th Battalion, London Regiment (‘Artists Rifles’), from which unit he attended Sandhurst. He was gazetted 2nd Lieutenant to the 2nd Battalion, The Yorkshire Regiment on 14 July 1915, but was quickly seconded to the R.F.C. as a Staff Lieutenant. Despite gaining a Royal Aero Club Certificate (No. 1555), he was gazetted a Balloon Officer with 3 Kite Balloon Section on 1 October 1915, arriving in France on 19 November that year.

On 15 September 1916, while observing 6th Division’s assault on the Quadrangle Redoubt at an altitude of 3,000 feet, Burbury’s balloon drifted across the line of fire of a Royal Artillery battery, armed with 6-inch howitzers. Its commanding officer warned Burbury of the imminent danger, but given that he was ideally positioned for observing the battle, Burbury decided to run the risk. Minutes later, a shell severed his cable and he drifted towards enemy lines. His balloon was a *Cacquot*, a new type unknown to the enemy; its discovery by the Germans could have been



disastrous. Rather than immediately abandoning his post, Burbury used the emergency 'rip panel' to prevent the balloon falling into enemy hands. This was a difficult operation to perform in mid-air, but Burbury achieved it and the balloon finally came to rest on the Allied front trenches. Having also taken the precaution of destroying his maps and papers, Burbury landed by parachute near Maricourt, inside the British lines. For his presence of mind he received an immediate M.C. and French Croix de Guerre.

Burbury then commenced Pilot Training and was gazetted Flying Officer on 16 March 1917, assigned to No. 1 Squadron. On 26 April 1917, while flying Nieuport A6671, he was assigned the 'special mission' of attacking enemy balloons near Houthem. The combat report states that Burbury destroyed one enemy balloon, then disappeared from view while heading for a second. He was reported as having been wounded, shot down by anti-aircraft fire and taken prisoner; the wreckage of his aircraft was photographed. Repatriated after the Armistice, Burbury was next posted to the North Russian Expeditionary Force, serving on the Archangel front as a Pilot and Staff Officer 4th Class from June to September 1919. He also served briefly in Ireland.

Bon Vivant

Resigning his commission in 1920, Burbury attended King's College, Cambridge, gaining an Honours degree in Modern Languages. In 1923 he applied to the Diplomatic Service and passed top of his cohort, with fluency in French, Russian, Finnish and modern Greek. He received promotion to 2nd Secretary in 1927, and went on to become Secretary of Legation in six countries. In 1938 he joined the South Kensington Labour Party, becoming its Publications Officer. At the beginning of the Second World War, Burbury was translator to the Commonwealth Agricultural Bureau in an astonishing 24 languages. He served throughout the conflict as the Ministry of Information's foreign press censor, dealing with important news telegrams. Burbury held numerous honorary posts including fellowship of the Institute of Linguistics, membership of the Royal Society of Literature, and appointment to the Council of the Poetry Society. He published widely and lectured to rapt audiences, offering private language tuition at a premium. The 1945 General Election saw him elected as Labour Councillor for the Norland Ward, North Kensington. He was also a Justice of the Peace and the Chairman of the North Kensington branch of the British Legion.

Despite his punctilious commitment to civic duty, Burbury's personal life was somewhat more chequered. He had three marriages, the first to Maisie Martin in 1920, the second to Joan Storm in 1924, and the third to Edith Payne in 1938. He fathered several children by these different marriages, but lived with Edith (and his son and two daughters, by her) at Bassett Road, North Kensington. His promiscuity was legendary, as his old Cambridge friend Lance Sieveking recalled:

'Looking back [Burbury] seems to have changed very little, and the man at all stages could be recognised, in all characteristics save one, as the boy he had been. This one particular was that, as a



youth, and up to the age of 23, when in 1919 he at last came up to King's, he had a traditionally idealistic attitude towards sex and women. This changed, and in a short space of time he ceased to imitate Sir Galahad, and adopted the attitude of Don Juan. A Don Juan with a mission: to bring love and physical satisfaction into the lives of as many women as possible who might otherwise be deprived.'

After the fall of Germany in 1945, Burbury worked as a translator for the occupying American forces. In 1952, while in London, he was caught making love to an 'unnamed young lady' in his car while parked in Little Chester Street, Belgravia. The lady's 'cri de joie' was heard by P.C. Joseph Ednie while on the beat. This policeman sold his story to the *Singapore Free Press*. Following Burbury's trial, this newspaper reported:

'P.C. Joseph Eddie said he was attracted by a noise coming from inside the car, a low one, and looked through a partially opened window. As a result of what he saw he told Burbury to alight. Burbury claimed that what had taken place in the privacy of his own car did not constitute the "public exhibition" and "visible behaviour" which was contemplated by the law. Imposing a fine of 40s., the magistrate told Burbury: "The car was in a public place, and there were windows that the public could see through. From what the officer has said he saw happening any sophisticated member of the public walking by would at once know what was happening or about to happen."

The irrepressible, multi-talented Arthur Vivian Burbury died in Germany in 1959. The closing remark should be left to his friend Sieveking:

'At his funeral, the church was full of women of all ages, dating back to his youth and coming right up to the newest loves of his last year. I was the only man.'

Sold with a folder of research, photographs, articles, *MIC*, a 1st edition copy of Burbury's romantic novel *The Higher The Fewer* (1927), signed by Burbury on the inside front cover, and a copy of Sieveking's letter, containing numerous other anecdotes regarding Burbury.

735

The outstanding Great War Fighter Pilot's escaper's M.C. group of eight awarded to Group Captain T. B. Bruce, Royal Air Force, late Royal Flying Corps, who wrote the celebrated autobiography *Missing*, dubbed 'one of the greatest stories of the War'; it recalled his thirteen weeks masquerading as a peasant in Belgium and his subsequent times avoiding being handed over from neutral Holland to Germany - which would most likely have ended in him being shot as a spy, having previously despatched an enemy sentry on crossing the border

Military Cross, G.V.R., privately engraved 'Capt Talbot B. Bruce Royal Flying Corps 16-12-19'; British War and Victory Medals (2. Lieut. T. B. Bruce. R.F.C.); General Service 1918-62, 1 clasp, Kurdistan (F/O. T. B. Bruce. R.A.F.); Defence and War Medals 1939-45; Africa General Service 1902-56, 1 clasp, Kenya (E.857 I/P. (R) M.C. Talbot-Bruce.); Iraq, Kingdom, Active Service Medal, no clasp, *very fine* (8)

£2,000-2,400

PROVENANCE:

Christie's, July 1985.

M.C. *Edinburgh Gazette* 19 December 1919:

‘His Majesty the King has been pleased to approve of the undermentioned rewards being conferred on Officers and other ranks of the Royal Air Force in recognition of gallantry in escaping from captivity whilst Prisoners of War.’

The confidential letter of recommendation from the Officer Commanding No. 3 Squadron, 13th Wing, R.F.C., written ‘in the field’ on 23 February 1918, adds considerably more detail, in particular the fact that 2nd Lieutenant T. B. Bruce, was never actually taken prisoner by the enemy and therefore never escaped from captivity:

‘This Officer was missing from this squadron during a C.O.P. on November 6th. 1917. He has since arrived safely in England. He, like the rest of his formation, got scattered and lost his way in a severe Line squall that sprang up, eventually landing on the other side of the lines. He immediately burnt his machine successfully and hid.

After three months heavy exposure, this Officer managed to work his way, bit by bit, to the Dutch Frontier, and thence eventually to England. He was never taken prisoner. Before the above mentioned date, I had already noted him down for promotion in the near future. Owing to the extraordinary circumstances of the case, and this Officer’s very gallant conduct, and also owing to the fact that I was his last Commanding Officer, I beg to forward a strong recommendation that this Officer be promoted to Flight Commander.

He was senior Officer of his Flight at the time of the occurrence, and had on one or two occasions ably run the Flight in the absence of the Flight Commander. He joined the Squadron on 30th. March 1917, and whilst with it (both on Moranes and Sopwith Camels) rendered most excellent service throughout.’

Although the signature to the above recommendation is feint, it is interesting to note that the Officer Commanding No. 3 Squadron, R.F.C., from September 1917-April 1918, was Major Richard ‘Dick’ Raymond-Barker, M.C.; a decorated flying ‘Ace’ credited with 6 aerial victories, he became Manfred von Richthofen’s penultimate victim over Beaumont-Hamel on 20 April 1918, at just 23 years of age (*The Aerodrome*, refers). Raymond-Barker’s Medals sold in these rooms in 2019.



Talbot Baines Bruce was born on 20 August 1897 at Adelaide, South Australia, the son of Mrs Theodore Bruce of Dalewood Cottage, Mickleham, near Dorking, Surrey. Educated at St. Peters College, South Australia, followed by Tonbridge School, he was commissioned Temporary 2nd Lieutenant, Royal Flying Corps, from the Tonbridge School O.T.C. on 8 July 1916 (*London Gazette* 12 July 1916, refers). His service papers note references from Mr. C. Lowry, Headmaster of Tonbridge School, and Sir George Le Hunt, late Governor of South Australia.

'Unconscious 12 hours'

Posted to No. 16 (Reserve) Squadron, R.F.C., Bruce had a lucky early escape when he was involved in a serious flying accident at Beaulieu. On 10 October 1916, whilst flying in a BE2c two-seat trainer, he got into a spin and the aircraft nose-dived from 200ft into the ground; the next six weeks were spent in hospital recovering from cerebral concussion (*The Proceedings of a Medical Board*, refers).

Transferred to No. 3 Squadron, Bruce served in France from 30 March 1917. He joined a squadron which numbered nine flying aces among its ranks (*The Aerodrome*, refers), and was in the process of transitioning from Morane Parasols - in which fellow No. 3 Squadron pilot and author Cecil Lewis described fighting above the Somme Battlefield of 1916 in *Sagittarius Rising* - to the new Sopwith Camel. As such, he had missed the 'Fokker Scourge' of August 1915-spring 1916, but arrived at a time when the enemy were preparing to combine *Jastas 4, 6, 10* and *11*, into what later became known as *Jagdgeschwader I*, more commonly known as 'The Flying Circus' under Baron Manfred von Richthofen.

Flying from Lechelle aerodrome, the War Diary entry for 28 September 1917 notes that 'Lt. McGregor and Lt. Bruce both made their debuts on our only Sopwith quite successfully', most likely over the Ypres front line. Bruce had a more interesting time of it a month or so later on 31 October 1917 when on a patrol from Warloy-Baillon Aerodrome in the Somme Department:

'C' Flight did a C.O.P. in the afternoon, during which Lt. Bruce, who had got separated from his patrol, chased an enemy two-seater east of St. Quentin, without result' (*The War Diary*, refers).

Black Day

The morning of 6 November 1917 loomed large and bleak, much like the three days previously. As the Canadians renewed their attack on the ruins of the village of Passchendaele, heavy mist and incessant drizzle continued to hamper air operations. Unable to follow a definite course, those pilots who did take to the skies found the weather conditions extremely disconcerting and had difficulty in plotting their positions, let alone strafe their allotted ground targets with any sort of accuracy. As a result, disorientated and vulnerable, it wasn't long before machines failed to return to Allied bases; that morning, three aircraft from No. 65 Squadron were 'jumped' by aircraft of *Jasta Boelcke* and their pilots taken prisoner.

With the summons of his Batman feeling unnecessarily early and when it was still dark, Bruce let out a curse and got up:

'It was raining hard when I walked down to the tarmac and there found three other unfortunates, all very grumpy at that hour' (*Missing*, refers).

At 7.45am, Lieutenant Bruce and three other pilots of No. 3 Squadron departed Warloy Aerodrome on a close offensive patrol over enemy lines at 13,000 feet. During the absence of the flight, a line squall suddenly came up and the four single-seat Sopwith Camels were blown eastwards and found themselves well behind enemy lines. Flying in diamond formation above a 'vast white field which completely blotted out the earth,' the airmen became disorientated and were forced to land in the neighbourhood of Havelange, Belgium, some '120 miles the wrong side' of the enemy front line (*The Scotsman*, 27 October 1930, refers). In his debrief conducted at GHQ, Home Forces on 7 February 1918, Bruce did not mince his words:

'I do not know why, but Wilmott was flying due east, straight into the sun, in fact straight towards Germany. We had the wind behind us and after about 20 minutes I got frightened, and thought he had lost himself, and so I went up to the front (as Deputy Leader) and waggled my wings - which is what we do when we want to attract attention, and turned off west. Either he didn't see me, or he didn't wish to follow, anyhow he didn't alter his direction so of course I had to join the patrol and go on.'

At 9.45am, inquiries with local civilians indicated the precarious nature of their position; the low-flying rooftop antics in search of a suitable landing place had alerted the Germans as to their presence, and the assembling crowd of 30 Belgians were keen to see the airmen upon their way.

It was at this moment that Bruce's luck ran out on trying to start the engine of his aircraft, Sopwith *B6392*:

'I chose two, the most intelligent looking [men] of the group, and showed them how a propeller should be swung. They were eager to help, and turned to with a will - I never saw two men swing a propeller as those two Belgians did, - and if sheer physical effort could have started a Clerget engine, mine would have done its duty' (*Missing*, refers).

It soon became clear that further endeavours would be useless and would only betray those trying to help him to the inevitable German patrols heading their way; Bruce had no choice but to wave off his comrades, Captain Wilmott, Lieutenant Taylor and Lieutenant Cribb, and set about destroying

his aircraft by dropping a match into the fuel tank. The petrol burned quietly at first, but in time the flames mounted, licking round the engine and cockpit - a warning sign perhaps, that the sooner he got away, the better!

The other three flew on for a further 100 miles but they too ran out of luck, becoming disorientated and lost in the increasingly poor weather. As they ran out of petrol and were forced to land at Rheims to become P.O.W.'s at Heidelberg, Bruce set about exchanging his leather flying-coat, thick boots and helmet for peasant clothing and mingling with the Belgian crowd as the Germans came over to investigate his burning Sopwith Camel.

On the Run!

To fully appreciate the adventures experienced by Bruce in Belgium and Germany over the following thirteen weeks, it seems appropriate to consult a large article in the *Leeds Mercury*, dated 27 December 1930, which offers a detailed analysis of the autobiography written by Talbot Baines Bruce in the late 1920s which he titled *Missing*:

‘A Thrilling Escape’

One of the Greatest Stories of the War

There is one kind of narrative I had in mind in “Missing,” by Talbot Baines Bruce, M.C. (Blackwood, 5s.). It is the story of a nineteen-year-old airman who on November 6th, 1917, came down on the German side of the line in Belgium and was unable to get his machine up again. He disguised himself as a Belgian peasant, and after terrifying experiences escaped over the German-Dutch frontier on February 1st, 1918.

At the very last moment, before reaching Holland, he had to kill a German sentry. This has weighed on his mind, together with the severe punishments inflicted by the Germans on the Belgian civilians who helped him. That no doubt is why he is so late in the day in putting this great war experience on record.

When he found that he could not make the aeroplane fly again, he set fire to it. A crowd collected and he asked a youth if he could help him. This youth offered help if the airman would try to get him a decoration. Mr. Bruce promised his best, and in a little while was dressed in a dark blue workman’s trousers, Belgian smock, and other old clothes. The boy, Jean, loathed the Germans, and wanted to join the Belgian army. He arranged to take Mr. Bruce to the frontier, and proposed to cross it with him. One difficulty was that Mr. Bruce had no passport. This was necessary for anyone of the age of sixteen and over, and at first all he could do was to pretend that he was under sixteen, an excuse which served at least once.

The pair travelled by train towards the frontier, and the nearer they came to it the greater, of course, were the dangers. German patrols were constantly making searches. It is astounding that Mr. Bruce who does not claim to have spoken more than a very poor French, was able to deceive many people as to his nationality. He suggests that people hearing him speak ungrammatical French would think him a Fleming or a German. The enemy learnt that he had gone off from the burning aeroplane with a Belgian boy, and posted notices about him. Nevertheless he was rarely denied shelter. Once it was only a night watchman’s hut. After a time, Mr. Bruce and Jean decided to part for safety’s sake. Unfortunately, the Germans captured the boy, and for helping an Allied officer imprisoned him till the end of the War.

It is thrilling to read how Mr. Bruce sat at café tables with German soldiers who would insist on talking to him, and how again and again he was saved from the patrols only by his own quick wit or that of his Belgian helpers. He was introduced to a man called Gustave, who promised to help him over the Frontier. This friend was a Belgian of most admirable courage and resource. The pair tried random plans and failed, for the Belgian-Dutch frontier was very closely guarded by the Germans, and one obstacle was an electrified fence.

Mr Bruce had bought an automatic pistol, for he thought that in crossing the frontier if he came upon a sentry it was a case of the sentry either shooting or being shot. The two men, horribly frightened, crept on a bitter night through fields and woods and looked on the bright lights of Holland. As they were getting very near to Vaals, Mr. Bruce fell, and the noise brought a German sentry rushing to him with a fixed bayonet and a cry of “Haltt, Haltt!”

It looked like the end. Gustave, who spoke German, explained that they were Germans on their way into Holland to smuggle food for starving relatives. The sentry would have none of it, and whistled for his comrades. Now was the moment for desperate work. Mr. Bruce thus describes how he dealt with the sentry:-

“At this juncture Gustave was standing between him and myself, so, still holding up my left hand, I dropped the right unseen and released the safety catch of the pistol in my pocket. Drawing it out and turning my left side to the sentry to conceal what I did, I kicked Gustave’s leg with my knee as a hint

to move aside. He took the tip, edged to the left, and sprang at the man's rifle, at the same moment as I shot at the fellow's head. He was only a couple of yards away, but he dodged when Gustave made his spring and I missed. I knew it at once, so stepped up, put the pistol to his chest, and fired once, then gave him two more to make certain. He let out the most dreadful scream I ever heard, dropped his rifle, clasped himself with both hands and fell forward. There followed a wild scramble across fields in the dark with the Germans shooting madly. Mr. Bruce thought he had lost Gustave. He saw two sentries running straight for him and prepared to fire the last two shots in his automatic. The soldiers were only a few yards away when he heard Gustave's agonised cry, "Don't shoot! Don't shoot! Dutch sentries." Mr. Bruce slipped his pistol into his boot, and with almost hysterical relief surrendered to the Dutch. When the fugitives reached Vaals, the whole village was up and excited, having heard the heavy rifle fire.

After that, all was very easy for Mr. Bruce and the Dutch did not intern him. This was a piece of extreme good luck for the Germans would have been within their rights to claim him back for killing the German soldier. They would, of course, have had no mercy on him. Mr. Bruce had gathered information of much military value, and might have feared being shot as a spy' (The *Leeds Mercury*, refers).

The Reviews

This glowing review was not necessarily surprising, Bruce being related to the family that for 'a hundred years controlled the Leeds Mercury' (The *Leeds Mercury*, refers), however it generally received warm reviews across the British press and in literary circles:

'It is sufficiently full of thrills to arouse the interest of the most blasé of readers of literature of the war' (The *Scotsman*, 27 October 1930, refers).

'This book is late in the field, but well deserved a place in the "literature of escape"' (The *Yorkshire Post*, 17 December 1930, refers).

'An unvarnished record of the 13 weeks the author spent in Belgium during the War' (The *Sheffield Daily Telegraph*, 20 November 1930, refers).

Bruce returned home from Rotterdam to Gravesend on 4 February 1918 and was immediately granted a three month leave of absence to recuperate and provide details to the authorities. Originally reported a P.O.W. in Germany, his superiors were keen to glean information regarding what he had seen behind enemy lines during his time on the run. His debrief by Examiner T. Byard thus offers a fascinating insight as to his life during this period and corroborates the story published by the *Leeds Mercury*, in particular the meeting with 18 year old 'Jean', who 'was anxious to escape from Belgium and work on munitions in England'. At this time, true facts and hard evidence were hard to come by as evident in the debrief notes:

'When informant eventually reached Holland he was informed by the Belgian Vice-Consul at Maastricht that 20 or 30 people in Havelange had been arrested by the Germans for assisting the British aviators, and that this boy had been court-martialled and shot.'

Thankfully, *Missing*, written some 12 years later, describes 'Jean' as having been released at the Armistice from Leiberg prison, having served a fraction of his fifteen-year sentence. After being 'ferreted out', it seems that those Belgians who rendered help were later able to write to Bruce, and in turn he was able to present their case to the Belgian Court of Damages and Reparation of War so that they might rebuild their lives.

Military Intelligence

The British were also able to glean considerable detail from Bruce regarding the German strength behind the lines, the railway network, the availability of horses, and the presence of spies:

'——— (censored name) house was raided by German police in plain clothes. He states that a Frenchman in Verviers named ——, over 6 ft. in height, of stout physique, dark brown moustache and long full beard, aged 45-50, is known by the Belgians as a spy in the German service. He frequents the headquarters of the German police in the Rue de Palais.'

They also garnered more details about his companions along the way:

'After about five weeks people began talking about me, they knew I was there [at Bleyberg]. The place is riddled with spies, and it became too dangerous to keep me here, so ——- moved me to Verviers. Here I stayed with a very nice woman called ——-. Her husband, ——-, was serving in the Belgian Army. I went out every day, in fact ——- gave me a very good time, took me to cinematographs, etc.'

A Royal Invitation

Having been made aware of the extraordinary story, Bruce was summoned to Buckingham Palace by the Equerry of H.M. King George V, 'so that he might receive particulars from the Airman's own lips' (*Missing*, refers). His Majesty took the opportunity to learn details about his adventures which went further than those published by the *Leeds Mercury*, a case in point being how to get through or past the electrified fence:

'First of all, he determined to avoid the electrified fence that ran along the frontier by swimming down the Meuse at the point where it enters Holland, but the sentries were too clever for him. Once or twice, in fact, the sentries foiled well-set plans. It could be arranged, by the way, at a cost, to have the current shut off for a few minutes at some of the power stations along the fence' (*The Evening Telegraph*, 2 January 1931, refers).

Financial Concerns in more ways than one...

In consequence of killing the German sentry, the enemy placed a bounty upon the head of Lieutenant Bruce. In response, the Air Ministry ensured that he was never sent back to France again; Bruce was decorated with the M.C. and remained firmly rooted in England until the Armistice. However, despite his favour with the King and high standing at the War Office and Foreign Office, his trials were not completely over, as witnessed when he attempted to withdraw funds from a cashier at Cox's Bank:

"Your name, Sir, please?" said the man behind the grille.

I gave it; he fetched a very large ledger, turned up a page, looked at me dubiously and smiled.

"Second Lieutenant Bruce is missing," he said. "Here it is," pointing to the label pasted in the book... "Missing since 6th November."

I told him that was correct, but here I was, alive and in urgent need of cash, since the ten pounds given to me by our Consul at Rotterdam was nearly all gone. The cashier shook his head slowly and looked at me. I think, "That game has been tried on us before," passed through his mind (*Missing*, refers). Tender of signature to compare with records declined, Bruce was forced to go to the Air Ministry and procure a piece of paper to prove he was who he really claimed to be.

Transferred to No. 6 Squadron and thence to No. 8 Squadron, R.A.F., Bruce later witnessed inter-war service with the experimental section of the Royal Aircraft Establishment. Granted a permanent commission as Flight Lieutenant (*London Gazette* 12 June 1928, refers), he was promoted Squadron Leader (*London Gazette* 31 March 1936, refers), and later, Group Captain (*London Gazette* 9 September 1941, refers). He retired in this rank in 1946 and went to live briefly with his wife at 24 Roth Road, Reading. On 13 February 1947 he boarded the Royal Mail Line *Almanzora* bound from Southampton to Mombasa, Kenya, and served during the Kenya Emergency.

Group Captain Talbot Baines Bruce died on 23 May 1983, his last address recorded as The Beeches, Delgany, County Wicklow, Republic of Ireland; sold with extensive copied research including service record, War Diary entries, Gazette extracts, newspaper article, and an original copy of *Missing*, the autobiography of the recipient.

Please note: It is believed that approximately 30 R.A.F. airmen and air personnel escaped from German P.O.W. camps during the Great War, however, as confirmed in *Missing* and his debrief, Lieutenant Bruce was one of a handful of airmen, perhaps the sole airman, who successfully evaded German troops fully aware of his presence, and made it to Holland.

736 'A bold Scout Pilot, who possesses in a high degree the true fighting spirit. He has shot down seven enemy machines.'

Maud's D.F.C. citation.

The exceptional 'Italian Front' Great War D.F.C. and Italian War Merit Cross group of eight awarded to Squadron Leader C. M. Maud, Royal Air Force, late Royal Artillery and Royal Flying Corps, who claimed eleven kills in Sopwith Camels of 66 Squadron over four months of hard campaigning



Distinguished Flying Cross, G.V.R., unnamed as issued, 'C. M.' scratched onto reverse right arm; 1914-15 Star (2.Lieut. C. M. Maud. R.F.A.); British War and Victory Medals (Capt. C. M. Maud. R.A.F.); Defence and War Medals 1939-45, with copy M.I.D. oak leaf; Special Constabulary Long Service Medal (Charles M. Maud); Italy, Kingdom, War Merit Cross, 34mm, bronze, unnamed as issued, mounted swing style as worn, the D.F.C with original '1st type' riband and separate fitted leather box of issue, and a loose Italian Altipiani Silver Medal for the 6th (Plateau) Army, *nearly extremely fine* (9)

£6,000-8,000

D.F.C. *London Gazette* 2 November 1918.

Italian War Merit Cross *London Gazette* 8 February 1919.

Charles Midgley Maud was born at 'The White House', Pool-in-Wharfedale, Yorkshire on 1 April 1898, the son of Charles and Lillian Maud. Educated at Shrewsbury School, he gained a commission as a 2nd Lieutenant with the 155th Brigade, Royal Field Artillery on 5 August 1915, arriving in France on 26 November that year. Trench warfare evidently took its toll for he was invalided to England on 17 April 1917, but declared 'fit for general service' on 11 July. Upon recovery he transferred to the Royal Flying Corps, receiving a week's preliminary training at No. 1 School of Military Aeronautics, Reading. He was then posted to No. 13 Squadron for basic flying training, gaining his 'wings' on 23 December. After advanced flying training with No. 201 Squadron, on 8 March 1918 he was assigned to No. 66 Squadron at San Pietro in the Italian theatre. On arrival he was promoted to Lieutenant (backdated to 1 July 1917).



66 Squadron was tasked with offensive patrols over the Po Valley. Maud scored his first 'kill' at 11.15 a.m. on 1 May 1918, while flying Sopwith Camel *B7283*. The victim was an Albatros D.III, which Maud shot down south-west of Conegliano in the Veneto. He destroyed an LVG C south of Oderzo the next day. Eight days later, flying Camel *B5623*, he drove an Albatros D.V 'out of control' south-west of Caldonazo, while downing another Albatros D.III over the Centa Valley on 18 May. On 20 May, he drove down his second D.V over Alano di Piave, gaining 'ace' status. Maud later destroyed an Albatros D.III south of San Stino di Livenza on 8 June, and an LVG C south-west of Belluno on 10 July. In August, flying Camel *C46*, he gained three further victories, destroying an LVG C west of Feltre on 5 August and another over Vittorio on 22 August. He shot down a DFW C over Vidor the next day, and was appointed Flight Commander with the temporary rank of Captain on 1 September. He gained his eleventh and final victory on 7 October, by driving down another Albatros D.V over Oderzo. His outstanding achievements earned him the Distinguished Flying Cross and the Italian War Cross of Valour. He was photographed outside the gates of Buckingham Palace following his D.F.C. investiture, accompanied by his formidable-looking mother (illustrated).

Maud undertook volunteer police service in the inter-war years, receiving the Special Constabulary Long Service Medal. On 14 February 1939, he returned to military service and was granted a commission as a Pilot Officer on probation in the Royal Air Force's Administrative and Special Duties Branch. On 5 September, following the outbreak of war, he was confirmed in his appointment and promoted to Flying Officer. On 1 January 1940 Maud was mentioned in dispatches, and on 22 October 1943 he advanced to Squadron Leader. He retired on 10 February 1954 and married Helen Maud, living at 35 Mallorie Park Drive, Ripon. He died at a hospital in Ripon on 10 March 1974; sold with a file of copied research and photographs.



Sold with the recipient's 1897 Pattern Infantry Officer's Sword, by *W. H. Hall, Sheffield*, of standard form, the single-edged straight blade etched with foliate designs, the nearside bearing Royal Artillery imagery and the maker's name, the offside featuring the Royal Cypher G.V.R. above the Royal Artillery emblem and 'C. M. MAUD, R.F.A. - AUG. 5. 1915. -' near the forte, the steel hilt of plain Gothic style, overall length 1032 mm, blade length 880mm, terminating in a spear point for the last 220mm, with original leather scabbard, *generally very fine*

For the recipient's mounted group of dress miniatures, see Lot 1174.

- 737 The superb Great War 'Old Contemptible's' M.S.M. group of four awarded to Flying Officer W. J. Smyrk, Royal Flying Corps, decorated for his outstanding services as Technical Sergeant-Major of 60 Squadron; revered as 'a wizard with an internal combustion engine,' Smyrk kept Albert Ball V.C. and his fellow pilots airborne during the toughest fighting on the Western Front



1914 Star, with clasp (253 Cpl. W. J. Smyrk. R.F.C.); British War and Victory Medals (253. T.S.M. W. J. Smyrk. R.F.C.); Meritorious Service Medal, G.V.R. (253 A.S.Mjr: W. J. Smyrk. R.F.C.), original ribbands, *nearly extremely fine* (4)

£1,400-1,800

M.S.M. *London Gazette* 1 January 1918.

William Joseph Smyrk was born at 32 Henry Street, Clerkenwell in 1892. The son of Joseph Smyrk, a public bath attendant, he spent his childhood experimenting with aero models and kites. He gained civilian employment at the Gramophone Company's factory at Hayes before joining No. 1 Squadron, Royal Flying Corps on 29 July 1912. Smyrk took part in the celebrated August 1912 Military Trials, designed to test aircraft for suitability in war, flying with S. F. Cody in his aircraft *Cathedral Express*. Built of bamboo struts lashed together with string and painted with shellac, this aircraft was meticulously serviced by Smyrk, who oversaw both the engine and rigging. To Smyrk's great credit, *Cathedral Express* unexpectedly won the trials and shot S. F. Cody to fame.

At outbreak of the Great War Smyrk was serving as a Corporal in No. 6 Squadron, which arrived in France on 9 October 1914. Promoted to Sergeant, in 1915 he transferred to No. 60 Squadron (Albert Ball V.C.'s Squadron). Smyrk was responsible for servicing aero engines, and he would certainly have worked on Albert Ball's aircraft. *Sixty Squadron RAF* refers to him by name as 'a wizard with an internal combustion engine.' He became Acting Sergeant-Major of 60 Squadron on 1 January 1916, his knowledge in great demand. He trained the squadron's fitters and gave them weekly lectures on technical subjects. On 11 December 1917 he gave a talk entitled 'Engines: An Elementary Lecture Explaining their Working Functions', and a week later he lectured on the different parts of a Hispano Suiza Engine. *Sixty Squadron RAF* continues:

'During almost all of the war, two fitters a month had to be sent home to assist in the manning of new units, while the squadrons in the field had, in consequence, always to carry a percentage of untrained or partially trained men, who had to be made into experts on the engines with which they were equipped. The technical sergeant-major had to train these men, and was also the specialist who was called in whenever one of the flights had an unusually refractory engine which had baffled both the flight commander and his flight sergeant. Smyrk was always equal to every call upon him, and a long line of pilots should, and no doubt do, remember him with gratitude, for, after all, the degree of efficiency with which the engine was looked after often meant the difference between a landing in Hunland and getting home.'

Smyrk undoubtedly saved the lives of numerous pilots of 60 Squadron; his technical brilliance was recognised by the award of a Meritorious Service Medal, announced in *The Times* on 5 January 1918. During the Second World War he served in the R.A.F.'s Administrative and Special Duties Branch. He was gazetted Acting Warrant Officer on 25 July 1941, Pilot Officer on 4 July 1942, and Flying Officer on 4 December 1942. On 2 June 1943 he was mentioned in dispatches; sold with copied research and *MIC*.

Sold with a copy of I. McInnes and J. V. Webb's *A Contemptible Little Flying Corps* (London, 1991).

For the awards of the recipient's brother, see Lot xxx.

x738

The superb immediate Second War 1944 C.G.M. group of five awarded to Flight Sergeant S. W. Walters, No. 44 (Rhodesia) Squadron, Royal Air Force Volunteer Reserve, a gallant Lancaster Bomb Aimer who was decorated for his valour on a hair-raising raid to the Ruhr Valley

When twenty miles from their target the Pilot was killed outright after being hit by accurate flak that left the 'entire cockpit shattered' - it was at this point Walters entered the stage, removing the Pilot and taking the controls, in spite of the fact that he had never flown a heavy bomber

Having somehow gained control of the stricken kite he nursed it back to Blighty and ordered the crew to bale out as it was impossible to land; ignoring the easy option of taking to his parachute immediately - for it risked the Lancaster smashing into a populated part of Kent - he instead remained at the controls which were by that point 'almost useless' and rounded the crippled plane and headed for the sea, stunningly baling out at the last moment and gaining his membership of the Caterpillar Club

His next Op would come just a few weeks later and would be his last, again shot down during a raid on Heilbron, Walters spent the final months of the war behind the wire as a Prisoner of War



Conspicuous Gallantry Medal (Flying), G.V.I.R. (1580298. F/Sgt. S. W. Walters. R.A.F.); 1939-45 Star; France & Germany Star; Defence and War Medals 1939-45 Star, mounted court-style for display by *Spink & Son, St. James's*, *claw a little loose on claw otherwise good very fine*, together with the recipient's Caterpillar Club Badge, silver-gilt, gold and ruby eyes, officially named 'F/S Walters' to the reverse, *claw a little loose, otherwise good very fine* (5)

£15,000-20,000

C.G.M. *London Gazette* 2 January 1945:

‘This airman has participated in a number of sorties, including attacks on Karlsruhe, Nuremberg and Munchen Gladbach. In November, 1944 he was Air Bomber in an aircraft detailed to attack Homberg. In the vicinity of the target the aircraft came under heavy fire and was struck by high explosive shells. The cockpit was shattered. The Pilot was killed and the Flight Engineer was badly wounded. Flight Sergeant Walters promptly assisted another member of the crew to remove his dead comrade from the pilot’s seat and then took over the controls. The aircraft had sustained severe damage. One engine had been put out of action, whilst a second and a third were reduced in power and vibrating badly. The hydraulic system was damaged and the flaps had edged down. Despite this. Flight Sergeant Walters, though lesser experienced than a regular pilot, brought the aircraft to an even keel and headed for home. Although only one engine was giving full power he reached an airfield near the English coast. The aircraft was too badly damaged for Flight Sergeant Walters to attempt to bring it down safely. He gave orders to the crew to release their dead Captain by parachute and then to abandon the aircraft themselves. Not until his comrades were all clear and he was satisfied that the aircraft was headed out to sea did this gallant Air Bomber leave himself. His cool courage, outstanding resource and determination set an example of the highest order.’

The original recommendation states:

‘[He] has now completed, as Bomb Aimer of his crew, nine successful operational sorties. These have included attacks on heavily defender targets such as Karlsruhr, Nuremberg and Munchen Gladbach.

On the evening of 1 November [1944], he, together with his crew, were detailed to take part in an attack on Homberg, in the Ruhr Valley. When about twenty miles from the target the aircraft in which he was flying was hit by an accurate burst of heavy flak, the entire cockpit was shattered, the pilot killed outright and the Flight Engineer severely injured. F/Sgt. Walters struggled back to the Pilot’s compartment and assisted the Navigator to remove the Pilot from the seat and then in spite of the fact that he had never before flown a heavy bomber took over the controls of the aircraft in an attempt to bring her to an even keel.

By this time the port inner engine, which had sustained damage, had seized up; the port outer and the starboard outer were also vibrating severely and only giving small power. F/Sgt. Walters, however, was determined to regain control, at least long enough to allow his skipper, the wounded engineer and the rest of the crew sufficient time to bale out safely, and valiently stayed at his post. Finally, in spite of the fact that the hydraulics, being damaged, had allowed the flaps to creep down, he managed to regain control. He then decided to return to this country and make an attempt to land the aircraft.

When over the sea and clear of all shipping, he safely jettisoned his bomb load only to find that the bomb doors could not be closed. With only one engine giving useful power, and with the hydraulics unserviceable, the task he had set himself appeared an impossible one.

F/Sgt. Walters, however, was undetterd and he courageously set course for the nearest aerodrome in Kent. At the same time he continually rallied the other members of the crew with details of their progress and gave instructions for the treatment of the Pilot and Engineer.

Finally after a valient and courageous struggle the Navigator was to tell that the coast of England had passed beneath them, F/Sgt. Walters then decided that it was impossible for him to land the crippled bomber, and so ordered his crew to bale out, first of all giving instructions for the parachute descent of the Pilot’s body.

Even after the crew had safely left the aircraft, F/Sgt. Walters did not desert his post but stayed at the controls, which had now become almost useless, until he was satisfied that the aircraft was safely headed for the sea, and would do no damage to built-up areas when it crashed. Only then did he consider his own safety and left the aircraft by parachute at the last moment.

A valient and courageous act and a fine example of devotion to duty resulting in the safe arrival of five members of the crew of the stricken aircraft, this example of fighting determination is worthy of the highest traditions of the Service and I strongly recommend F/Sgt. Walters for the immediate award of the Conspicuous Gallantry Medal.’

Stanley William Walters was born on 24 August 1920 at Liverpool and was an electrician by trade upon his enlistment into the Royal Air Force Volunteer Reserve in November 1941. Having travelled to Canada and trained from 13 January-19 September 1943, he joined No. 44 (Rhodesia) Squadron on Lancasters and flew his first sortie on 10 September 1944 on Le Havre. Further missions onto Germany soon followed but it was whilst aboard Lancaster LM650 that he would show his true grit and valour of the highest order. Having got ‘wheels up’ at 1342hrs, the aeroplane was piloted by Pilot Officer John Hereward Titley Haworth, a native of Southern Rhodesia. The objective for the 226 Lancasters and 2 Mosquitos of No.5 Group was the Meerbeck Oil Plant and they closed in on the target in daylight. It was shortly before the objective that LM650 was hit heavily - Haworth was

killed immediately and the Flight Engineer, Sergeant Frederick Maurice Seiler was badly wounded. Having somehow gained control and got them back to England, Walters coolly began to order the bailing of the crew. Given the fact they had come into the skies in the mid-afternoon, a number of locals and schoolboys on their way home saw LM650 - with Walters at the controls - circling between Hurst Green and Robertsbridge, with each member parachuting at each pass. First was the body of Howarth, followed by the badly wounded Seiler. Sadly his parachute failed and he lost his life, being buried in the Eastbourne (Langley) Cemetery. The four remaining members of the crew bailed out to good effect, leaving Walters to bring her down. Headed out towards the sea, he took to his parachute but the LM650 was slowing and eventually crashed at 1545hrs near the John Cross Inn, Robertsbridge. Walters was awarded a well-deserved C.G.M. and was given a short break from duties.

It was on 4 December that his final operation headed off to attack Heilbron. Having encountered heavy fire over the target and his aircraft on fire, Walters baled out for the second time in a month to save his life. He spent the remainder of the war as a Prisoner of War, at Dulag Luft from 6-15 December 1944, Stalag IX C (Meiningen) from 18 December 1944-24 March 1945, Luft III (Nurenburg) from 26 March-3 April 1945 and Stalag VII A (Moosburg) from 17 April-7 May 1945. Having been interrogated with threats at Dulag Luft, he spent 9 days in solitary confinement. Returned home to 49 Compton Street, Everton, Walters was invested with his C.G.M. on 12 March 1946 before being released from Service on 14 August 1946.

The Robertsbridge Aviation Society holds a number of parts of the wreckage of LM650 in its collection. Sold together with a comprehensive original archive comprising:

- (i) The original Royal Canadian Air Force Aircrew Log Book, covering the dates 1 May 1943-4 December 1944, with full entries of all operations.
- (ii) Royal Air Force Service & Release Book together with National Identity Card, Supplementary Clothing Book and National Service Grade Card.
- (iii) Investiture invitation letter, dated 27 February 1946.
- (iv) Letter to Mrs Walters, dated 18.12.44, informing her that her son had been recommended for the CGM, accompanied by the original typed citation from the CO of No.44 Squadron at Spilsby, Lincolnshire.
- (v) Campaign medal sheet confirming entitlement, dated 23 November 1945.
- (vi) A number of letters from the Air Ministry, Imperial Chemical Industries, comrades and the Red Cross related to his loss and subsequent posting as a Prisoner of War besides copied research.

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739

The rare and outstanding post-war C.B., Second World War Coastal Command operations D.S.O., D.F.C. group of nine awarded to Air Commodore J. M. N. 'Jimmie' Pike, Royal Air Force, a three-tour-pilot who somehow survived nearly 200 operational sorties

The first cadet at Cranwell to win both the Sword of Honour and the King's Medal, great things were expected of him as he embarked on his career in 1935, and nor did he disappoint: by the end of 1942 he had risen to squadron command and been twice decorated and twice mentioned in despatches, accolades achieved after what he described as many 'brushes with the angel of death'

He first came to prominence for a spate of operations in Blenheims and Beaufighters of No. 203 Squadron in 1940-41, not least a brace of low-level attacks on enemy airfields from one of which - yet again - his aircraft returned to base severely damaged

Awarded the D.F.C., he quickly returned to the fray in No. 236 Squadron, winning a "mention" for his gallant defence of our ships and Coastal Forces returning from the raid on St. Nazaire in March 1942

Then, as C.O. of No. 248 Squadron, he took his Beaufighters to Malta in August 1942 and had a lucky escape from 109s while defending the famous Operation "Pedestal" convoy; he also led a highly successful attack against enemy airfields in Sardinia and was awarded an immediate D.S.O.

And the post-war era brought him further honours, including a fourth "mention" for the Malaya operations, in which he had 'great fun' going on supply drops in Dakotas and mounting strikes against bandit areas in Beaufighters

Pike's hitherto unpublished account of his remarkable career - *Brushes with the Angel of Death* - is included and refers to at least three 'belly-landings' on account of flak damage. Probably his closest shave occurred during a sortie flown in the defence of R.A.F. Habbaniya in May 1941: on penetrating the left side of his cockpit, a bullet neatly carved a linear cut in the top of his flying helmet, tore the skin from his sculp and then exited right

The Most Honourable Order of the Bath, C.B. (Military) Companion's neck badge, silver-gilt and enamel, in its *Collingwood, London* case of issue; Distinguished Service Order, G.V.I.R., the reverse of the suspension bar officially dated '1942'; Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1941'; 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45, M.I.D. oak leaf; General Service 1918-62, 1 clasp, Malaya, M.I.D. oak leaf (Wg. Cdr. J. M. N. Pike, R.A.F.); Coronation 1937; Coronation 1953, mounted court-style as worn, *very fine* (9)

£4,000-5,000

C.B. *London Gazette* 8 June 1963.

D.S.O. *London Gazette* 4 September 1942. The original recommendation - for an immediate award - states:

'This officer has always shown outstanding keenness to engage the enemy and gallant leadership. On the ground and in the air he has been an inspiration to all. During the recent operation he has not spared himself at all in seeing that every detail was in order. This had resulted in the very fine work carried out by No. 248 Squadron. He personally led a very successful dusk attack on Sardinian aerodromes on the night of 11-12 August [1942] which resulted in a large number of enemy aircraft being destroyed and damaged in spite of heavy flak opposition. It was entirely due to his leadership and preparation before and that beforehand that such successful results were obtained. He also had the first sortie on convoy escort on the morning of the 13th, in which he carried on with his escort in spite of the presence of many Me. 109s, one of which attacked his aircraft.'

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

'During a period of four days in February 1941, this officer carried out two low-flying attacks against enemy aerodromes. On the first occasion, as he arrived over the aerodrome, three enemy fighters were taking off to intercept him but Squadron Leader Pike immediately dived on to the leading aircraft which he put out of action. He then carried out low-flying attacks on other aircraft on the ground and, although engaged by another fighter which was finally disabled, succeeded in setting fire to four and damaging a further four of the enemy's aircraft. Although his own aircraft was severely damaged, Squadron Leader Pike flew it back to base and landed safely without injury to his crew. On the second occasion, he set fire to four enemy bombers, photographed the result and returned to base by night. During the past seven months, Squadron Leader Pike has also carried out 29 anti-submarine patrols and 24 convoy escort patrols. He has displayed great courage and devotion to duty throughout.'



James Maitland Nicholson Pike was born on 8 February 1916, the son of Frank Pike of Glendarary, Achill Island, Co. Mayo, Ireland. He was educated at Stowe and thence the R.A.F. College, Cranwell, where he became the college's first cadet to win both the Sword of Honour and the King's Medal.

Opening shots: 203 Squadron

The advent of hostilities found Pike serving as a Flying Officer in flying boats of No. 203 Squadron in Aden. He would shortly be advanced to Flight Lieutenant and convert to Blenheims, in which capacity he first saw action against the Italians during Red Sea convoy patrols. A case in point was his run-in with a SM 79 in November 1940, when his guns jammed as he moved in for the kill and the enemy rear gunner got a round into his petrol tank. His ground crew subsequently retrieved the .5 bullet and he retained it as a souvenir.

But it was in February 1941, for two low-level attacks on Italian airfields, that he gained his D.F.C., bringing, as he did, his badly damaged Blenheim home after a return trip of 350 miles over mountainous territory. No. 203 went on to attack further targets, mounting a flak-riddled strike on Addis Adaba, in addition carrying out strafing sorties against enemy transport and communications.

Crete and Iraq

In April 1941, the Squadron was moved at haste to Crete:

'The air was thick with Ju. 87s and 109s and our convoys were happy to engage anything, including Blenheims circling as ordered with their wheels lowered. I lost one aircraft as a result of friendly fire and, after a dogfight with a Ju. 87, I returned to Crete with 15 bullet holes in my aircraft' (Pike's memoirs, refer).

He and his fellow pilots were next ordered to the relief of R.A.F. Habbaniya, which was under ground and air attack from the Iraqis. It was in the course of these operations in May, while circling over Rutba, that a bullet entered the left-hand side of Pike's cockpit, tearing the skin from his scalp. Indeed, in his own words, his 'Iraqi tour' was chock full of incidents:

'On 9 May we set off to bomb Mosul, where the Germans had arrived in small numbers, and found





it a much more difficult proposition. I lost one aircraft to ground fire and my aircraft was hit seven times. We destroyed four aircraft on the ground with bombs and machine-gun fire. On 15 May we attacked aircraft on the ground at Erbil, destroying one with bombs and one with guns. Our guns then jammed. The aircraft was hit once by ground fire. On 16 May we did a night attack on Mosul. We set one aircraft on fire and damaged another three or four. We were chased off by Me. 109s, which we lost in the dark by turns at low-level. Between 20-27 May I was in hospital with sand fly fever - very unpleasant - and on 28 May we hit an Me. 110 on the ground at Kirkuk with bombs. On 30 May we left our aircraft at Habbaniya and flew to Egypt by transport aircraft.'

Pike - who had flown a total of 125 sorties - was suffering from 'filthy headaches' and deemed operationally worn out. He was embarked for the U.K.

236 Squadron - further flak - Operation "Chariot"

In November 1941, he reported to No. 236 Squadron at Cheriton Carew, near Tenby, and converted to Beaufighters. And it was thus equipped that he commenced a flurry of sorties out of St. Eval in the following month.

On 27 December 1941, Pike was ordered to carry out a solo recce of Brest at ground level. It was a perilous mission, peppered with intense flak. His recce over, he beat it for home, noting the position of an enemy flak ship in Douaverai Bay on his way. He was subsequently collared by the Senior Air Staff Officer (S.A.S.O.) of No. 19 Group, who ticked him off for not attacking the flak ship. Pike was mortified, explaining his orders were to get home with his recce intelligence and take no risks. Re-assigned to Brest the following day, he did indeed attack the offending flak ship on his way out, a successful attack but at the cost of a 20mm hit in his aircraft's hydraulics:

'The aircraft filled with smoke and I couldn't contact my Navigator. I decided he was dead and I'd better bale out. I was just about to do so when he appeared at my shoulder, and asked if I was alright. He had thought I was dead! He had put out the fire and the smoke cleared, so home we went and did a belly-landing at St. Eval, because we had no hydraulics.' (ibid)

But rather than receive due praise for his courage and skill, Pike was admonished by the Air Officer Commanding (A.O.C.) for risking his recce intelligence by attacking the flak ship. He referred the A.O.C. to 19 Group's S.A.S.O. Shortly afterwards, whilst instructing another pilot, Pike had a nasty prang. He was hospitalised for two months.

Back in harness by March 1942, by which stage 236 had moved to Wattisham, Suffolk, Pike attacked an armed trawler off Le Havre on 18 May. He scored many hits and set it ablaze, returning to base with holed port flap. Ten days later, and by now an Acting Wing Commander, he was again recommended for his gallantry, on this occasion for his valuable support in defending the ships and Coastal Forces of Operation "Chariot":

'On 28 March 1942, Wing Commander Pike was detailed to cover the withdrawal of a naval striking force which had attacked the docks at St. Nazaire. Soon after leaving base he engaged and damaged an enemy aircraft searching for our withdrawing forces; later he located four destroyers of the main naval force and four Motor Torpedo Boats. While escorting these vessels Wing Commander Pike sighted another enemy aircraft which he attacked and damaged. During this engagement his aircraft was hit and badly damaged but he continued his patrol, leaving only when shortage of petrol made this imperative. This officer, owing to his courage and fine fighting spirit, probably averted a concerted enemy air attack on our ships.'

In the event, he was mentioned in despatches (*London Gazette* 11 June 1942, refers).

248 Squadron - Malta strikes - Operation "Pedestal"

In May 1942, Pike assumed command of No. 248 Squadron - another Beaufighter unit - at Dyce. A few days later - on the 17th - the Squadron was scrambled south to participate in an attack on the Prinz Eugen off Lista. Pike led his formation against the destroyer escort:

'We took the leading destroyers and gave them a good strafing. In reply my aircraft got some shrapnel in the port airscrew, port engine, starboard wing and cockpit, including a small bit in my left arm, which I didn't discover until the following day!' (ibid)

In June, No. 248 departed for Sunburgh in the Shetlands, from whence Pike carried out an attack on an enemy M.V. off the Norwegian coast on the 17th. He left it with its waterline full of holes and a 'smoking bridge', his Beaufighter arriving back at base with shrapnel damage.

In the first week of August, Pike received orders to proceed to Malta via Gibraltar, where he and his pilots were quickly in action. As cited in the recommendation for his award of the D.S.O., he led a highly successful strike against the enemy airfields at Elmas and Decimomannu in Sardinia on the night of 11-12 August:

'I personally set on fire one aircraft, seriously damaged two and damaged several others and put one gun position out of action. The Squadron bag was ten on fire, 20 seriously damaged and others damaged. Despite quite a lot of flak, no-one was hit.' (ibid)

But Pike was not so fortunate the following day, when he was ordered to the defence of an important convoy. In fact the most important convoy of them all - Operation "Pedestal":

'Alas the only cruiser with R./T. had been damaged the day before so we got no directions at all. I watched in horror as a large M.V. full of petrol exploded and simply disappeared. The Spitfires then arrived and the Germans, stupidly, didn't attack again. Shortly afterwards I was attacked by Me. 109s, one of which was acting as 'bait' to allow the other to strike unseen. Fortunately my Navigator saw the other one and with a hairy turn I managed to evade him, although he put a bullet through my tail. Fortunately the Beaufighter is faster than the Me. 109 - although not as manoeuvrable - and I managed to escape. Another member of the Squadron was not so lucky.' (ibid)

Having then got a half-share in a Ju. 52 while attacking an enemy convoy off Corfu, Pike was ordered to the U.K. With a tally of 165 operational sorties to his name, his well-merited award of the D.S.O. was gazetted in the following month and he was also mentioned in despatches (*London Gazette* 1 January 1943, refers).

Third tour of operations

Rested back home, Pike attended Staff College and served as a staff officer at Coastal Command H.Q. But he was itching to get back on operations.

His ambition was achieved in January 1944, when he assumed command of No. 220 Squadron in the Azores. Equipped with the American B 17s - flying fortresses - the unit carried out a steady agenda of anti-U-Boat patrols, Pike raising his tally of operational sorties to the 189-mark.

His final wartime appointment was on the Directing Staff of the R.A.F. Staff College and he received a third "mention" (*London Gazette* 1 January 1946, refers).

Post-war

The post-war era witnessed Pike's advancement to Group Captain in July 1955 and to Air Commodore in January 1961 and he was awarded the C.B. for his tour as Air Officer Commanding R.A.F. Gibraltar 1961-62.

He also added yet another "mention" to his accolades for his services as C.O. of R.A.F. Kuala Lumpur in Malaya (*London Gazette* 11 August 1950):

'I had great fun going on supply drops in Dakotas and strikes against bandit areas in Beaufighters.'
(*ibid*)

Pike's final appointments were as Air Commodore Intelligence at the Ministry of Defence (MoD) and Director of Security R.A.F., following which he was placed on the Retired List in May 1969. But he remained employed by the MoD in Naval Intelligence until 1978.

The Air Commodore - who possessed 'a wicked sense of humour' - was an accomplished fisherman, shot and yachtsman. He died in March 1999.

Sold with a selection of related artefacts and documentation, comprising:

- (i) The recipient's hitherto unpublished account of his remarkable career - *Brushes with the Angel of Death*; typed manuscript, 12pp.
- (ii) Coronation Medal 1953 bestowal document in the name of 'Wing Commander J. M. N. Pike, D.S.O., D.F.C.'; together with his copy of the Statutes of the Most Honourable Order of the Bath.



- (iii) Two identity tags in the name of 'J. M. N. Pike, Offr. C. of E. 33200 R.A.F.'



- (iv) His R.A.F. Officer's peaked cap, by *Gieves Ltd.*



(v) Stowe School sports caps (3), for 1932-33, by *Thomas Plant & Co., Cheltenham*, with name tag sewn in; 1933-34, by *Thomas Plant & Co., Cheltenham*, with name in ink on tag; and 1935-36, by *Burberry's*.



(vi) Stowe School boxing medals (2), both for 1930, together with an R.A.F. Command Far East Hammer Throw medal, inscribed 'W./C. J. M. N. Pike, 1949'.



(vii) A hallmarked silver cigarette box, with inscription to lid, 'To Wing Commander J. M. N. Pike, D.S.O., D.F.C. From 220 Squadron. Azores. October 1944'.



(viii) A hallmarked silver hip-flask with inscription, 'J. M. N. Pike from C. H. A. March 1916' and later addition of engraved No. 249 Squadron crest to lower portion of the flask.



(ix) Lemania wristwatch with inscription to reverse, 'Presented to Frank Pike Esp. by Achill Sporting Club Feb. 54.'



(x) A No. 203 Squadron wall plaque.

x740 The unique Second World War ‘Operation Ladbroke’ D.F.C. and D-Day Second Award Bar D.F.C. awarded to Major J. A. Dale, Army Air Corps, recognised as the finest Hamilcar glider pilot who also shared in the action at Arnhem when he formed part of ‘Thompson Force’



Distinguished Flying Cross, G.VI.R., reverse officially dated ‘1943’, Second Award Bar, dated ‘1944’, *nearly extremely fine*, in its *Royal Mint* case of issue

£2,800-3,200

D.F.C. *London Gazette* 1 November 1943:

‘For gallant and distinguished services in Sicily.’

The original recommendation states:

‘Lieutenant Dale has shown great courage and initiative during the glider bourne operation in Sicily. One evening in July, (9th), he was in charge of a glider. Although faced with extremely bad weather, he remained in position for 4 hours. On arrival at the target, although visibility was poor and he was flying through anti-aircraft fire and searchlights, Lieutenant Dale made a brilliant landing in a rock-strewn field and in so doing enabled the equipment carried to move forward as a result of which the capture of the Syracuse bridge was effected. Lieutenant Dale also took a prominent part in the ground operation and fought courageously for 15 hours.

Second Award Bar to D.F.C. *London Gazette* 19 October 1944:

‘For gallant and distinguished services in Normandy.’

The original recommendation states:

‘Ranville - On the evening of 6th June Major Dale led his Hamilcar Glider Squadron carrying vital loads for the airborne troops. Major Dales gliders made perfect landings in the correct area, in spite of obstructions, and in spite of intense enemy ground fire. The gilders were unloaded at once and the loads went into action, materially contributing to the success of the whole operation. Major Dale, by his inspiring leadership not only in action, but also during the most arduous training previous to the invasion was in a very large part responsible for the undoubted success of the Hamilcar Glider Crews.’



James Alexander Dale - or 'Dickie' to his comrades - appears to have first been commissioned Lieutenant in the Lancashire Fusiliers on 25 May 1942 but was serving with the Army Air Corps as a Lieutenant (Glider Pilot) by the time of the Sicily landings. Dale shared in the famous actions at the Ponte Grande as pilot of a Hamilcar on 9-10 July 1943, for which he earned his first D.F.C. and was one of just 19 who survived from the force who made land near their objectives. Having been captured, he was returned to London in time to receive his well-earned D.F.C. from the King on 23 May 1944.

The Hamilcar was the largest glider used during the Second World War was a feat of engineering. With a wingspan of 34m it could carry some 8,000kg into action, enabling it to deliver a tank direct to the field. It was for his actions on D-Day that Dale added the unique distinction of a Bar to his decoration. A period newspaper ran the story with the title 'Tank-carry glider was big secret':

'With a wing span greater than that of a Lancaster bomber and capable of landing on a small meadow, was one of Britain's most cherished secret D-Day weapons on the invasion...Immediately the glider touches down the nose of the machine swings open, the fuselage sinks into the ground and the tank goes into action. One of the first to be landed in France silenced a dangerous gun post inside two minutes of touching down.

Major Alec Dale, a Shropshire man who lived in Cornwall until the war started, awarded the D.F.C. for his handling of gliders in Sicily, is the leading Hamilcar pilot.

"They are beautifully easy to handle in spite of their weight. The organisation of the landings in France was so good compared to the Sicilian show, that there was really nothing to do."

Dale latterly commanded 'C' Squadron, No.2 Wing of the Hamilcar unit, Army Air Corps and rose to the rank of Major by the time of Arnhem. He commanded those men of his unit which remained in the screen which formed up on the railway embankment at Oosterbeek Laag Station. His ability to keep spirits high was noted in Middlebrook's *The Airborne Battle*, for he was famed for taking parties out for 'turkey shoots' into the German lines to 'let fly with all they had'. Sold together with the following attributing archive:

- (i) The Buckingham Palace Investiture slip, dated 23 May 1944.
- (ii) Period newspaper cutting mounted together with slip noting award of the Bar, together with an old mounted sales listing, most likely from the *Spink Circular*.
- (iii) Letter from Seaby, dated 11 June 1973, offering the item for sale.

- 741 A Second World War D.F.C. and scarce American Silver Star group of six awarded to Squadron Leader G. Wood, Royal Air Force, late Royal Air Force Volunteer Reserve, who completed over 60 operational sorties, initially with No. 103 Squadron, but latterly as Visual Bombing Leader in No. 35 Squadron, Path Finder Force; his American decoration stemmed from a special mission in 1945, when he brought his Lancaster down to an altitude of 150 feet despite the flak



Distinguished Flying Cross, G.V.I.R., reverse officially dated '1943'; 1939-45 Star; Air Crew Europe Star, copy clasp, France and Germany; Defence and War Medals 1939-45; **United States of America**, Silver Star, the last with case of issue, mounted as worn, *good very fine* (12)

£1,200-1,500

D.F.C. London Gazette 14 September 1943. The original recommendation by the Wing Commander, Commanding, No. 103 Squadron, Bomber Command, Elsham Wolds, states:

'Flying Officer Wood has now completed 25 operational sorties, the targets including Berlin (twice), Kiel, Hamburg and most of the heavily defended Ruhr targets. Under a calm and quiet manner this officer possesses a fine offensive spirit in action and a staunch determination to press home his attacks with the greatest possible accuracy and effectiveness. His high sense of duty and the conscientious manner in which he carries out his work both in the air and on the ground have set a very fine example in the Squadron.

His fine record of achievement deserves high praise and I recommend him for the non-immediate award of the Distinguished Flying Cross.'

The Station Commander adds:

'An imperturbable and reliable Officer who has set a fine example to his crew by his coolness in action and his keen desire to bomb and photograph the target regardless of opposition. His fine steady record and his high example fully merit the award of the Distinguished Flying Cross.'

Silver Star *London Gazette* 10 June 1946. The original recommendation by Major-General Idwal H. Edwards on 2 April 1946, states:

'Since he was awarded the D.F.C., Squadron Leader Wood has completed 33 operational sorties as an Air Bomber in heavy bombers. Many of these attacks have been made in the Master Bomber aircraft and some have been in support of American ground forces. On the night of 24th May (sic) 1945, Squadron Leader Wood volunteered for a special mission which involved the dropping of much needed supplies into the hospital compound of the Prisoners of War Camp at Neubrandenburg. The mission was not granted safe conduct by the enemy and involved a long flight at very low altitude rarely in excess of 500ft. The successful dropping of the containers into a very small area was completed by Squadron Leader Wood after a most accurate run up to the target at an altitude of 150ft.'

29 awards of the Silver Star to the R.A.F. during the Second World War.

Gilbert Wood was born on 7 December 1909 at Morton Banks, the son of John and Catherine Wood of 1 Low Banks, Morton Banks, Keighley, Yorkshire. He enlisted into the Royal Air Force Volunteer Reserve as Aircraftman 2nd Class and Observer on 15 October 1941, and was discharged on appointment to an Emergency Commission as Pilot Officer on probation in the General Duties Branch of the Volunteer Reserve on 17 August 1942. Promoted Flying Officer on 18 February 1943, he was sent to his first operational posting with No. 103 Squadron, a Lancaster unit based at Elsham Woods in Lincolnshire, soon thereafter.



Wood flew his first operational bombing sortie to Hamburg on 3 March 1943. Two days later he attacked the Krupp steelworks at Essen which at that time was instrumental in manufacturing tanks, artillery, naval guns, armour plate, munitions and other essential items for the German military. The early success of repeated bombing forced the enemy to build a large night-time decoy site on the outskirts of the City known as the *Kruppsche Nachtscheinanlage*. This proved a shrewd move, for over the following years it is believed that 64% of all high-explosive bombs and 75% of all incendiaries fell on the 'fake' factory instead of its authentic counterpart (*Hitting the Mark but Missing the Target: Luftwaffe Deception Operations, 1939-45*, by E. Westermann, refers).

Thereafter, Wood flew regular bombing sorties to Nurnberg, Munich, Duisberg, Berlin, Kiel, Spezia and Pilsen on 16 April 1943. The latter involved the bombing of the Skoda Armament Works in Czechoslovakia which were producing tanks, heavy guns and ammunition for the Third Reich. At that time the factory was finalising designs for the manufacture of prototypes of the Jagdpanzer 38 - a light tank destroyer based upon the Czechoslovakian Panzer 38 (t) chassis. He undertook an aerial minelaying 'Gardening' sortie on 27 April 1943 and attacked the German City of Wuppertal on 24 June 1943 creating a destructive firestorm. Repeated attacks on the Goldschmitt adhesives factory proved devastating to the city; 38 percent of the built-up urban area of Barmen, Elberfeld and Ronsdorf was destroyed, but the consequential delays in the production of wood adhesives meant the virtual curtailment of the Ta154 Moskito and He162 Spatz aircraft development programmes.

On 25 June 1943, Wood attacked the City of Gelsenkirchen in the Ruhr as part of the allied oil campaign. He flew a final brace of strikes to Cologne before being rested and awarded the Distinguished Flying Cross. At some stage Wood returned to action with No. 35 Squadron, Royal Air Force, and brought his tally of sorties up to 62, totalling 320 flying hours. In August 1942, No. 35 Squadron was one of five squadrons selected to create the Pathfinder Force. Based at R.A.F. Graveley near Huntingdon, the Squadron converted from Halifax aircraft to the Avro Lancaster in March 1944. Wood is known to have acted around this time as the Squadron's Visual Bombing Leader - a position of great responsibility, especially when the success or failure of British raids now largely depended on the Pathfinder's marker placement and further correction marking. Wood was released from the Royal Air Force in February 1948. He was later recalled to the active list and was not finally returned to the retired list until November 1965. He died of heart disease on 11 September 1982 at the Whittington Hospital, Islington, his wife Margaret, of 166 Fortis Green Road, Muswell Hill, London, registering his passing.

Sold together with corresponding mounted miniature dress medals, a contemporary Certified Copy birth certificate, original typed notification of award letter from the American Embassy, Office of the Military Attache, dated 31 October 1946, notifying Wood of the conferment of the Silver Star Medal, 'Restricted' typed copy document of all awards of the Silver Star, dated 2 April 1946, Record of Service document from R.A.F. Officer's Records, officially stamped and dated 21 September 1966, original letter from the Ministry of Defence, Whitehall, thanking Wood on behalf of Her Majesty The Queen for his long and valuable service, dated 30 November 1965, in original envelope of transmittal, 2 contemporary photographs of the recipient in R.A.F. uniform, with his wife, a large and impressive illuminated certificate from USAF Strategic Command, 3918th Combat Support Group, Upper Heyford, on the Relinquishing of Squadron Leader Wood's responsibility as R.A.F. Controller at Upper Heyford on 19 April, 1963.

742 *'I met Kenny Hart in 65 East India Squadron when I joined it in August 1940 at R.A.F. Hornchurch. He was a very lively fellow, and full of good humour and friendly. I liked him as a friend and a fellow pilot. He seemed always to have a smile on his face.'*

Squadron Leader Boleslaw Drobinski, D.F.C., one of the Poles who flew in 65 Squadron in the Battle of Britain, recalls a gallant comrade.

The notable - and poignant - Second World War fighter ace's D.F.C. group of six awarded to Squadron Leader K. G. 'Kenny' Hart, Royal Air Force, a distinguished veteran of the Battle of Britain who was killed in action in December 1944

He opened his account as a 19-year-old Spitfire pilot in No. 65 Squadron on 26 May 1940, downing a Me. 109 over France before himself being compelled to undertake a forced-landing on the beaches of Dunkirk. In a storyline and scene reminiscent of Christopher Nolan's recent and acclaimed film of that name, he 'torched' his shot-up aircraft and managed to get home

Another 109 having fallen to his guns in late June, he remained much engaged throughout the Battle of Britain, claiming yet another 109 and a probable He. 111 in August; his Spitfire was once again hit by return fire on the 20th, leading to his second forced-landing, on this occasion on Havengore Island, Foulness

Next seeing action in Tomahawks of No. 250 Squadron, he added to his score in numerous engagements over Tobruk and Gazala in the period December 1941 to January 1942. He was awarded the D.F.C., the recommendation crediting him with eight confirmed 'kills'

The gallant Hart embarked on his third - and final - tour of operations in No. 18 Squadron in February 1944. Having flown over 30 missions in the unit's Bostons, latterly as a 23-year-old Squadron Leader, he was killed in action on an intruder sortie over Italy that December



Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1942'; 1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star; Africa Star; Italy Star, War Medal 1939-45, together with the recipient's official Buckingham Palace memorial scroll in the name of 'Squadron Leader K. G. Hart, D.F.C., Royal Air Force', *good very fine* (6)

£3,500-4,000

D.F.C. *London Gazette* 20 January 1942. The original recommendation states:

'This officer has displayed great courage and skill in operational duties. In December 1941, during a patrol, his squadron intercepted a force of 24 enemy bombers escorted by 27 fighters. In the ensuing engagement Flying Officer Hart shot down two aircraft and several times prevented attack on his fellow pilots.'



Kenneth Grahame Hart was born in Mitcham, Surrey on 27 April 1921 and was educated at Heath Clark Central School. He subsequently found employment locally and regularly walked past Croydon airport, his growing fascination in aircraft and flight leading to his application for a short service commission in the Royal Air Force. Duly accepted, he was commissioned Pilot Officer in March 1939 and, on gaining his 'Wings', was posted to No. 65 Squadron - a Spitfire unit - at Hornchurch in March 1940.

Dunkirk, May-June 1940

With some early convoy patrol work under his belt, Hart first saw action in a spate of sorties to Dunkirk in May 1940. On the 22nd, flying as No. 3 in 'Blue Section' of 'A' Flight, his Spitfire - K9920 - developed engine trouble over the Calais-Dunkirk sector and, in an early display of skill and coolness under pressure, he carried out a belly-landing at North Foreland. His aircraft burnt-out but he escaped the wreckage unscathed and was back over Dunkirk on the following day.

Yet his most memorable outing during the course of Operation "Dynamo" occurred on the 26th, when he too-off for an offensive patrol at 0815 hours, bound for the Calais-Dunkirk sector in Spitfire K9921 YT-O. He and his fellow pilots encountered at least 50 enemy aircraft on reaching the French coast and a flurry of dogfights ensued. Hart's combat report states:



A famous image: the remains of Hart's 'torched' Spitfire - K9912 'YT-O' - on the beach at Dunkirk, 26 May 1940



Preparing for take-off

‘During a dogfight in which 65 were engaged, I sighted several Me. 109s in formation line astern. I attacked the nearest from behind. I fired two bursts of 2-seconds at 300 to 280 yards range. I then saw the enemy aircraft fall out of formation and crash to the ground. I was then attacked from behind and forced down. My aircraft was completely unserviceable and, after the usual formalities, I returned to base, by sea and rail.’

His Spitfire had been hit in the starboard wing, possibly by Hauptmann Balthasar of *1/JGI*.

Hart’s modest commentary fails to refer to what was undoubtedly a moment of high drama, for he had radioed to say he was wounded before crash-landing his shot-up Spitfire on the beaches of Dunkirk. He then ‘torched’ the wreckage with his flare pistol. This memorable event - his sorry-looking Spitfire was captured in a famous photograph - may well have been the inspiration for Christopher Nolan’s comparable storyline and scene in his much-acclaimed film, *Dunkirk*.

Hart was subsequently fortunate to get home in one of “Dynamo’s” ships and was granted a well-merited fortnight’s leave.

Mounting score

Returning to 65 Squadron in June, he flew further sorties to France, including an outing to Abbeville on the 25th. On reaching the French coast, he and his fellow pilots were attacked by a dozen Me. 109s. Hart, piloting Spitfire R6618, quickly selected a target and, after firing 520 rounds was credited with another confirmed ‘kill’. His combat report states:

‘I was No. 3 in Blue Section in line astern and, as an enemy aircraft came in a steep diving right hand turn to get on my tail, I broke formation to manoeuvre into an astern position. I fired two long bursts at about 200 yards range and I observed the enemy aircraft dive vertically to the ground out of control and black smoke was pouring out of the engine and fuselage.’

Then for good measure, as the Battle of Britain beckoned, he took a share in a lone He. 111 in a combat near Dover on 5 July. His report states:

Blue Section, of which I was No. 3 was leading, and No. 1 and 2 engaged the enemy aircraft. As they broke away, I attacked the E/A who was in a left hand turn losing height rapidly. I closed in from 300 yards, firing into his port quarter three of four bursts. There was no return fire. I pursued in the attack from astern and delivered two more short bursts. The E/A was emitting smoke from the fuselage and the under-carriage was down.’

Hart had expended 1050 rounds and the crippled Heinkel crash-landed in the sea off the Warren, Folkestone. Two of the crew were killed and of the three who escaped the wreckage, one was drowned.



Ready for the 'Off'; Hart seated centre, wearing sunglasses

Two days later, a less happy encounter took place off the Kentish coast, 'Green Section' of No. 65 being jumped by fighters of JG 27 and all three pilots shot down and killed. For his own part, Hart, operating nearby, attacked a 109 but with indecisive results, and had a close shave of his own when another 109 sent tracer fire over his wing tips.

The Battle of Britain

The pilots of No. 65 now faced their greatest challenge and Hart, aged just 19, was shortly to add to his mounting score.

In common with his fellow pilots, he participated in numerous patrols over the coming weeks, flying no less than five sorties on 27 July, and this one day after a bruising encounter with Adolf Galland's III/JG 26 over the Medway, in which 65's C.O. was compelled to take to his parachute.

But it was during the momentous combats of August 1940 that he gained his next confirmed victory, a 109 off Margate on the 12th. His combat report states:

'Whilst on patrol at about 1130 hours the Squadron sighted about 30 Me. 109s in tight vics of five or seven over the Channel off Deal. I was flying Green 2 and attacked a formation of seven Me. 109s from above.

I dived into the rearmost aircraft who was some distance behind the rest and, approaching from the sun, I opened fire at about 150 yards onto its starboard quarter, and after a 4-second burst, the enemy aircraft broke away and dived straight into the sea approximately 15 miles N.E. of Margate. I then climbed to 10,000 feet and was unable to locate my section, so returned to base. 420 rounds fired. One Me. 109 destroyed.'

Hastily re-fuelling and re-arming at Manston on his return, the airfield came under attack as he was taking-off on another sortie and his Spitfire was damaged by blast; only 65's Jeffery Quill managed to get airborne.

On the 20th, 27 Dornier 17s, with an escort of about 30 109s, were sighted flying up the Thames estuary. Within minutes, six squadrons were scrambled, 65 among them, and Hart soon found himself in action. His Spitfire was hit in the engine by return fire and he was compelled to undertake yet another emergency landing, this time at Havengore Island, Foulness. He survived but his aircraft was write-off.

Four days later, on the 24th, 65 Squadron tackled a force of 100 'bandits' at 18,000 feet over the Thames estuary. Protracted dogfights ensued and Hart claimed a probable Me. 110. His combat report states:

'Whilst on patrol at 18,000 feet over the Estuary, the Squadron sighted E/A. I was flying as Green 3 and in the dogfight that ensued, I attacked a Me. 110 from behind and above. I opened fire from 200 yards, and the E/A half-rolled and fell away, apparently out of control, with heavy black smoke pouring from the aircraft. I did not follow as other E/A were nearby.'

He would see further combat before the end of the month but his now battle-weary squadron was withdrawn north to R.A.F. Turnhouse for a period of rest. It returned south to Tangmere in November, Hart claiming a share in He. 111 over London on the 5th. And he played his part in a number of Channel patrols in the period leading up to his transfer to instructional duties at No. 59 O.T.U. in March 1941.

The Middle East

In November 1941, Hart returned to an operational footing, joining No. 250 Squadron in the Middle East. It was the commencement of a combat-infused second tour that witnessed him raise his tally of confirmed victories to nine, together with all manner of 'damaged', the whole obtained in the unit's Curtiss Tomahawks.

Very much on the offensive in the advance on Tobruk, Hart and his fellow pilots were busily employed on bomber escorts and fighter sweeps, and often encountered accurate ground fire. On 21 November his Tomahawk was damaged by ack-ack and he was forced to make for a temporary landing ground, being posted 'missing' in the process; after some hasty repairs, he made it back to base the following day.

Better luck prevailed on 4 December, when he claimed a confirmed 'kill' in a combat south-east of Tobruk, his gunfire 'blowing out the cockpit' of an Italian MC200. Three days later he damaged a Ju. 88 and, on the 11th, he destroyed a 109 and damaged another over Gazala. He was awarded the D.F.C.

The New Year witnessed him claiming further successes, namely the damaging of an Italian S-79 on 7 January 1942 and his share in the destruction of a Me. 110 just west of Marsa Brega on the 22nd. He was rested at the end of the month and posted to H.Q. Desert Air Force.

Journey's end

In February 1944, Hart, by now a Flight Lieutenant, was posted to No. 18 Squadron, a Boston unit based in Italy. And he subsequently completed 33 operational sorties in the period leading up to the year's end, latterly in the rank of Squadron Leader.

Tragically, after such a long and gallant operational career, 23-year-old Hart was killed in action on an intruder sortie against Villafranca aerodrome on 28 December 1944. His Boston was seen to be hit by flak and, enveloped in flames, it crashed with no survivors.

He was buried in a collective grave with his crew at Coriano Ridge War Cemetery, near Riccione, Italy; sold with a comprehensive file of research, including post-war correspondence from assorted fighter pilots who served with him and two or three wartime photographs.

743

'One of Bassett's introductions to operational flying was hair-raising. On 30 November 1943, Shulemson was piloting one of five aircraft from his squadron which were attacking a convoy off Sogne fjord with 25lb. rockets when his Beaufighter was hit in the starboard wing and fuselage by 30mm. shells fired by an M-class minesweeper. Shulemson had trimmed his aircraft nose-heavy for the attack and one of the shells severed the control wire. He could not pull his aircraft out of the dive until Bassett rushed forward and helped him to heave back the control column. They flew back to Wick with some difficulty. The same shell killed their homing pigeon, rather unpleasantly, a bird that Bassett liked and had dubbed 'Binder'. These pigeons had been known to save the lives of downed airmen and the Canadians awarded poor Binder a mock D.F.C. in a mock ceremony that evening.'

The *Strike Wings*, by Roy Conyers Nesbit, refers.

A particularly fine Second World War Coastal Command D.F.C. group of five awarded to Flight Lieutenant P. R. Bassett, Royal Air Force Volunteer Reserve, a long-served Navigator in Beaufighters of No. 404 'Buffalo' Squadron who carried out a spate of spectacular anti-shipping strikes in 1943-44

His story - and that of his pilot Flight Lieutenant S. S. 'Slippery Sid' Shulemson, D.S.O., D.F.C. - is recounted in the pages of *The Strike Wings*, a story imbued with dogged determination and high valour: on one occasion they somehow survived a 20-minute combat in which their aircraft was left 'riddled with cannon and machine-gun holes'



Distinguished Flying Cross, G.VI.R., the reverse officially dated '1945', with its *Royal Mint* case of issue; 1939-45 Star; Atlantic Star, clasp, France and Germany; Defence and War medals, M.I.D. oak leaf, *good very fine* (5)

£1,600-1,800

D.F.C. *London Gazette* 6 February 1945. The original recommendation states:

'During the whole of his operational flying, Flight Lieutenant Bassett has been navigator to Flight Lieutenant Shulemson, D.S.O., and with him has completed 45 sorties and a total of 179 operational hours, including no less than 12 successful anti-shipping strikes on the Norwegian, Dutch and Bay of Biscay coasts.

His direction of his pilot on these strikes has contributed materially to the success of these operations. His has frequently been the responsibility of navigating the Squadron, and on occasions the whole Wing, very often in difficult weather conditions - a task he has always carried out with the greatest efficiency. He has further on many occasions secured most valuable photographs of the target permitting accurate identification and providing proof of damage inflicted on it.

On 26 January 1944, Flight Lieutenant Shulemson attacked a single-engined fighter which itself was attacking another aircraft of the formation, whereupon the fighter turned its attention to Flight Lieutenant Shulemson's aircraft. During the ensuing combat which lasted 20 minutes, Flight Lieutenant Bassett so skilfully directed his pilot in evasive action that both aircraft were enabled to return to safely to base, without injury to the members of either crew and with the minimum of damage to their aircraft.

During the whole of his tour of operations, now completed, this Navigator has shown outstanding devotion to duty, and his courage in the face of the enemy has been of the highest order. I highly recommend him for the award of the Distinguished Flying Cross.'



Peter Raymond Bassett qualified as a Navigator in Canada and joined No. 404 (R.C.A.F.) Squadron in October 1943, after attending an O.T.U. at Catfoss, Yorkshire. As related in *The Strike Wings*, his journey to an operational footing had been blessed by a stroke of good luck:

'During October [1943] Shulemson was assigned an English navigator, a 22-year-old ex-bank clerk from Surrey, Flying Officer Peter R. Bassett. Although it was the policy of the R.C.A.F. to appoint their own nationals to their squadrons, there was a shortage of navigators who were also trained as wireless operators. By rights, Bassett should not have been flying at all, for his eyesight was below the high standard required by the R.A.F. He had joined the R.A.F. in February 1941 and had trained as a ground wireless operator at Blackpool and Yatesbury, but in the Spring of 1942 he tried again to remuster as aircrew. In the course of his medical examination, the optician was called out of the room, perhaps rather conveniently, for Bassett leapt to his feet and memorised the second and third lines from the bottom of the chart. He passed, and was posted to Canada, where he took his air navigator's course at Poer Albert in Ontario and his general reconnaissance course at Prince Edward Island. On his return home he was posted to No. 404 Squadron.'

A Coastal Command unit, 404 'Buffalo' Squadron was based at Wick in Scotland, from whence it carried out escort duties and anti-shiping strikes, more often than not off the Norwegian coast. Teaming-up with Flying Officer S. S. 'Slippery Sid' Shulemson as his pilot, Bassett flew his first operational sortie in October 1943; the Squadron's Beaufighters had recently been equipped with rocket projectiles (R.P.s).

On the 22 November, in another anti-shiping strike off the Norwegian coast, Bassett and Shulemson attacked three enemy M.Vs with rockets. Their next sortie, flown on the 30th - as cited above - resulted in much flak damage and the demise of their carrier pigeon 'Binder'.

On 10 December 1943, No. 404's Beaufighters were detailed to escort M.T.B. 684 of the Royal Norwegian Navy on its return trip from a special mission to Sogne fjord. Having located the M.T.B., Shulemson and Bassett ran into a Ju. 88. The latter enthusiastically engaged it from his cupola with the .303 belt-fed Browning until Shulemson managed to manoeuvre their Beaufighter onto the Ju. 88's tail and obtain some cannon shell hits. The enemy aircraft then disappeared into cloud and pilot and Navigator resumed their sortie.



An unequal contest of 20 minutes duration: 'riddled with cannon and machine-gun holes'

On 26 January 1944, six of 404's Beaufighters - and six from No. 144 Squadron as anti-flak escort - took off from Wick to their favoured hunting ground of Stadlandet. Shulemson and Bassett led the way, the aircraft skimming just above the waves in a large vic formation. An enemy convoy having been sighted at 1132 hours, Shulemson gave the order to attack, 404's rockets being delivered with devastating results: severe damage was inflicted on the submarine chaser *UJ 1702*, the minesweeper *M. 154* and the flak ship *Vp. 5908*. The action over, the Beaufighters turned at mast height and broke away north. Shulemson, however, headed south, to get photographs of one of his earlier victims, a beached merchantman.

By the time he rejoined his homeward bound formation, it was under attack from four Me. 109s, two of which had fastened on to the tail of a 144 Squadron Beaufighter flown by Flying Officer B. A. Sansom: their cannon fire was ripping holes in the fuselage and wings. As Wing Leader, Shulemson did not hesitate in going to Sansom's rescue. One of the 109s broke off its attack but the other turned on Shulemson as he engaged it from 600 yards. *The Strike Wings* takes up the story:

'Then began a grim and unequal duel. Shulemson flew in as tight a circle as possible, with the Messerschmitt trying to turn inside him and close on the tail of the Beaufighter. Each time the German lined up for the attack, Bassett shouted a warning and Shulemson flipped his Beaufighter around, so that the circling began in the other direction. At one point, Bassett was able to fire a short burst from his .303 Browning, without apparent effect. He could see the yellow nose and the black crosses on the Messerschmitt; it was an Me. 109G - called the 'Gustav' by the Luftwaffe pilots. There was heavy cloud at 4,000 feet. Shulemson managed to climb and enter a rain cloud, but when he flew out again the Me. 109 was still there. The duel began again.

Shulemson had applied himself attentively on an air firing course only eleven days before, brushing up the skill acquired on his previous training. This was called a 'Fighter Affiliation' course, during which the Beaufighter pilots fired at drogues towed by single-engined fighters. Once he had hit the wire of the drogue, snapping it. Now his knowledge and skill paid off. During the encounter, he was able to evade the Messerschmitt continually, although the German managed to fire six bursts at the Beaufighter, hitting the tail wheel and rear fuselage. Some bullets slammed into the armoured doors behind Bassett. Eventually the German pilot must have used up his fuel or his ammunition, for he turned back for Norway ... They came in gingerly to the approach and landing at Wick, not knowing quite what to expect from the damaged tail wheel. All was well apart from the bumpy effect from the damaged tail wheel. They were the last to land. The other aircrew, who had been eating their eggs and bacon, hurried out to the runway to greet them. Men who saved the lives of their comrades deserved honour and respect ... '

Shulemson was awarded the D.S.O., the recommendation describing his Beaufighter as being 'riddled with cannon and machine-gun holes.



Shipbusters

Over the coming weeks, pilot and Navigator would return to the Norwegian coast on several further occasions but, with the exception of the usual curtains of flak, ‘nothing at all [was sighted] except seagulls’. This period of frustration ended with 404’s move south in readiness for the Normandy landings. On D-Day itself, with Bassett acting as the Squadron’s Lead Navigator, 404 carried out a spectacular strike against three enemy destroyers in the Bay of Biscay. The Beaufighters achieved complete surprise, attacking out of the sun, and two of the German destroyers were severely damaged by cannon fire and rocket projectiles.

Several more ‘Rovers’ were completed in the same month, heavy flak being encountered in a strike on the 27th. In July, the Squadron joined the strength of the Davidstow Moor Strike Wing in Cornwall and attacked enemy shipping off the Dutch coast.

It was however in August that the Squadron’s success rate rapidly escalated, commencing with a strike on four M-class minesweepers in Bourgneuf Bay, near the Loire estuary, on the 8th: all four enemy vessels were sunk. On the 13th, off Royan, near the Gironde estuary, Bassett was present in yet another notable action, this time against a brace of large *Sperrbrechers*, both of which were left ablaze and in a sinking condition by the time of 404’s departure.

Moving north to support the famous Banff Wing in September-October 1944, the Squadron agenda of anti-shipping strikes continued apace, Bassett being present in a major action against 10 enemy vessels off Egero on 9 October. In November, and having moved to R.A.F. Dallachy, 404 damaged or sunk half a dozen enemy vessels over two or three weeks - Bassett was present in one such strike in Sula fjord on the 27th, when two enemy ships were left ablaze in the Squadron’s wake.

Tour expired in December, he was recommended for the D.F.C. and mentioned in despatches (*London Gazette* 1 June 1945, refers). He saw no further operational flying and one of his final duties was to navigate a Beaufighter in the Battle of Britain fly-past parade on 15 September 1945.

Sold with the recipient’s original R.A.F. Observer’s and Air Gunner’s Flying Log Book (Form 1767 type), covering the period October 1943 to February 1946 and with opening endorsement, ‘Previous log book destroyed by fire on 20th October 1943’, this followed by a summary of previous flights (164 hours by day; 43 hours by night).

744

An impressive Second World War Pathfinder's D.F.C. group of six awarded to Flight Lieutenant K. I. R. Milligan, Royal Canadian Air Force

A veteran of some 40 operational sorties in Lancasters of No. 7 (P.F.F.) Squadron, in which his pilot and crew often acted as 'Marker' or 'Master Bomber' against heavily defended targets in Germany - and in vital support of the Normandy operations in the summer of 1944 - he was elected to the membership of the Caterpillar Club on taking to his parachute over Germany in October 1944

In between he survived several sustained enemy night fighter attacks, on one occasion returning to base in Lancaster peppered with 183 holes: it was a write-off

He was also witness to a remarkable 'flying saucer' sighting on returning from a sortie to France in August 1944, an incident convincingly described in David Clarke's *The UFO Files: The Inside Story of Real Life Sightings*



Milligan with his crew and ground crew, standing fourth from right

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1944; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence Medal 1939-45, silver; Canadian Voluntary Service Medal 1939-45, with Overseas clasp; War Medal 1939-45, silver, together with the recipient's Caterpillar Club membership badge, with 'ruby' eyes, the reverse officially inscribed 'P./O. K. I. R. Milligan', and metalled and embroidered R.C.A.F. aircrew badges, *very fine and better* (Lot)

£1,800-2,200

D.F.C. *London Gazette* 14 November 1944. The original recommendation states:

'This officer has completed 38 operational sorties, all of them with the Path Finder Force. 35 of these sorties have been as a Marker and the crew, of which he is a member, have on a great many occasions acted as Master Bomber.

Flight Lieutenant Milligan, as Air Bomber, has always set his mind on the task in hand, fearlessly and with utter disregard to self. His courage, skill and determination have set a fine example to the Squadron.'

Kenneth Ivie Roy Milligan was born in Vancouver on 4 September 1917. Educated at Vancouver Collegiate and Magee High School, where he excelled at sports, young Kenneth was employed as a solicitor's clerk on the outbreak of hostilities in September 1939.

Having then enlisted in the Militia - and risen to the rank of Corporal in the Canadian Seaforth Highlanders - he joined the Royal Canadian Air Force in April 1942. Selected for pilot training he was, in the event, re-selected for training as an Air Bomber. He duly qualified in Manitoba in the summer of 1943 and was embarked for the U.K. as a recently commissioned Pilot Officer.

Path Finder Force

Advanced to Flying Officer after attending a Bomb Aimer's course at R.A.F. Warboys, Milligan was posted to No. 7 (P.F.F.) Squadron at R.A.F. Oakington in February 1944 and joined the crew of an experienced pre-tour pilot, Flight Lieutenant Brian Frow, R.A.F. It was a happy landing, as

recounted by the Wireless Operator, Warrant Officer Roy Claridge, in Tom Docherty's history, *No. 7 Bombing Squadron R.A.F. in World War Two*:

'When we arrived at No. 7 Squadron it seemed another world. We seemed to make our own rules, we were all equal and the station seemed like a good club. The first thing that happened was we were all promoted one rank, and were allowed to wear the Path Finder Eagle Badge, but we had to obtain at least ten good aiming points in order to keep it. We thought this was impossible, especially as losses on the Squadron were so high. During my first month on the Squadron we lost two Wing Commanders on 'Ops.', W./C. Rampling and W./C. Barron.

Nobody was worried about rank or bullshit. I mainly flew in civilian clothes to make it easier if we were shot down and had to go on the run. Full uniform was only worn outside the base, usually when we all got into Brian Frow's Austin Ten for a trip to Cambridge to drink large quantities of beer. Food was very good, when we were on 'Ops.'. We had two meals of eggs, bacon, sausages and toast with butter, one before the mission and on our return. When not on 'Ops.' We did various air tests, sometimes flying so low we would go back with a tree branch lodged in the air intake!

And the happy crew was joined on eight sorties by Roy Claridge's cocker spaniel 'Pirate', who was awarded an honorary Pathfinder's badge.

The first of their sorties took place in March-April 1944 and were against German targets of the heavily defended kind, among them Essen, Frankfurt and Stuttgart.

Close encounters of the night fighter kind

But in May No. 7 Squadron turned its attention to a flurry of French targets in the run-up to the Normandy landings and, following D-Day, to emerging V-weapon sites. Of particular note was a hair-raising strike against the flying bomb site at L'Hey in the Pas de Calais on 23 June 1944, when Milligan's Lancaster endured multiple nightfighter attacks. Docherty's history takes up the story:

'On 23 June 1944, after attacking the flying bomb site at L'Hey in the Pas de Calais, Milligan and his crew endured multiple night fighter attacks on the journey home. Docherty's history takes up the story:

'At 0025 hours they were at 7,000 feet when S./L. Frow noticed a Ju. 88 positioning for an attack on another Lancaster slightly below on their port side. He ordered the Bomb Aimer Flight Lieutenant Milligan to open fire with the front gun, along with the Mid-upper Gunner, W./O. 'Taff' Erasmus. After a couple of bursts Milligan's guns jammed, and Ernie Wharton the Rear Gunner then opened up. As he did so the Ju. 88 opened fire on the other Lancaster and immediately broke away. The enemy aircraft's aim was good and the doomed Lancaster caught fire and was not seen again.

Five minutes later, F./O. Ernie Wharton saw a pale amber light on the port quarter, slightly below the Lancaster at 500 yards, and closing in. He immediately got on the intercom requesting the Mid-upper Gunner, W./O. Erasmus to search to starboard. Wharton then identified it as a twin-engined fighter and gave a short burst at 550 yards. After a second burst the enemy fighter's starboard engine caught fire and it dived steeply into a nearby cloud, where a large explosion could be seen and heard.

In another five minutes, 'Taff' Erasmus spotted a night fighter on the starboard quarter, just 300 yards away. Due to a faulty intercom he was unable to inform the pilot, so he tried using his indicator light that would flash in the cockpit.

Unfortunately, S./L. Frow was too busy trying to fly the aircraft to notice the flashes amongst his many dials, and the next thing they all knew was hearing a burst of enemy cannon fire that ripped away part of the starboard tailplane rudder and fin, and part of the starboard mainplane. W./O. Erasmus reacted quickly and opened fire on a Me. 210 whilst F./O. Wharton quickly turned his rear turret to starboard and opened fire. Ernie Wharton soon found out that his intercom was also unserviceable when the turret was in the starboard position and also, on opening fire, found that his guns were jammed with belt and link stoppages. Rotating his turret back to port restored the intercom and he hurriedly told Brian Frow to corkscrew to starboard, whilst working desperately to free his guns. Swinging his turret back to starboard he fired a short burst, joining 'Taff' Erasmus in the combat. The Me. 210 came in close again and Wharton told the pilot to corkscrew beam down, with all the gunners opening up again. The fighter broke away clearly damaged after strikes to its fuselage were observed and was not seen again.

S./L. Frow started to assess the damage to the Lancaster and found that most of the main systems were not functioning correctly. The under-carriage had to be lowered manually and the brakes had failed. The bomber was leaking fuel and two engines were in a poor state. Fire could break out at any moment but luckily none of the crew were injured. The aircraft, now over the moonlit sea, turned on its back, became unstable and lost height rapidly. Brian Frow throttled back and continued to heave at the controls, finally levelling out at 800 feet above the water. Being an experienced pilot, he made a controlled landing at R.A.F. Woodbridge but 'A-Apple' was a write-off, with 183 cannon and bullet holes found on landing.

On their way back to R.A.F. Oakington the crew stopped off in a transport café, where Roy Claridge the Wireless Operator found a sixpence in his trouser pocket, which he promptly placed into a fruit machine located in a corner of the café. The machine went berserk, with lights flashing and noises like machine-gun firing, finally spewing out £25 in change over the floor. This confirmed to the crew that someone was watching over them at night and paid for a lot of beer to celebrate later in Cambridge.'

Brian Frow was awarded an immediate Bar to his D.F.C. and Erasmus and Wharton D.F.Cs.

Following half a dozen return trips to the Pas de Calais, Milligan and his crew had yet another run-in with enemy night fighters on the night of 20-21 July 1944, during a strike against the oil refineries at Homberg. Roy Claridge takes up the story:

'S./L. Frow was flying at 16,000 feet when the Rear Gunner, F./L. Ernie Wharton saw a Me. 210 on the port side, flying slightly above at 400 yards. He requested Brian Frow to stand by to dive to port and the Mid-upper Gunner 'Taff' Erasmus to keep a sharp lookout to starboard. Wharton opened fire with a 2-second burst at the same time as the night fighter did, with Wharton's bullets reaching the target and the Me. 210 was seen to burst into flames and fall to the ground. Within a few minutes Wharton spotted another night fighter attacking a Lancaster on their port side.

Again warning the pilot to stand by to dive to port, and also telling the Mid-upper Gunner and Wireless Operator to keep a lookout to starboard, he opened fire. The twin-engined night fighter broke away and dived to starboard, the crew confirming it was damaged. Almost immediately the Mid-upper Gunner sighted another Me. 210 slightly above them on the starboard quarter and closing in for the kill. The bomber was committed to the bombing run at this point and the Rear Gunner was unable to give the pilot avoiding action. Wharton opened fire with a long burst just as the fighter did the same and scored hits. The Me. 210 broke away to starboard and Wharton suggested to the pilot that he should start weaving as there were several fighter flares seen in the area. Wharton claimed the Me. 210 as probably destroyed.'

Close encounters of a very different kind

Having then acted as Deputy Master Bomber on several further sorties, Milligan and his crew undertook duties as Master Bomber against the oil refineries at La Pailice in France on the night of 10-11 August. It was to prove a memorable trip. David Clarke's *The UFO Files: The Inside Story of Real Life Sightings*, takes up the story:

'The crew were on their way back from an operation over La Pailice, France, in August 1944, with the Wireless Operator, Roy Claridge, hunched over his aircraft's radar, scanning for enemy night fighters, when the screen suddenly went blank, which he reported to his pilot. At the same time Brian Frow the pilot shouted out, "What the hell was that?" Claridge moved quickly into the astrodome and saw what appeared to be 'an enormous string of lights' on the starboard side of the aircraft. He recalled:

'The lights were circular, rather like portholes in a ship. The colour was a very bright yellow changing to an intense white. My estimate was that they were about 1000 yards from our aeroplane. The ones nearest our Lancaster were the largest and brightest, they stretched fore and aft to what seemed infinity. After about 30 seconds I could see they were part of an enormous disc.'

The rest of the crew by now had been alerted by the intercom chatter, and could now see the phenomenon for themselves, and were left strangely transfixed by the experience. Claridge recalled: 'We had no feelings of fear but feelings of great calm, even our gunners who would normally open fire were helpless.'

Claridge timed the incident for his radar log at just three minutes before the object 'suddenly shot ahead and was gone. There was no engine noise or vapour of any kind and we were travelling at 240 m.p.h.' The crew were stunned and spoke very little for the rest of the journey home.

During their de-briefing the R.A.F. Intelligence Officer seemed to be more interested in their feelings of well-being, rather than the actual experience. They were instructed not to discuss the incident or make entries in their flying log books.'

Roy Claridge was so taken with the encounter that he later made an oil painting of the craft flying near to the Lancaster.

'Spare bod' - the Caterpillar Club enlists a new member

The French agenda having continued apace in the remainder of August, Milligan was granted two weeks leave and recommended for the D.F.C.

On his return to the Squadron in September - and the remainder of his old crew having been rested - he found himself a 'spare bod'. As a result, he was allocated to the crew of Flying Officer Ray Beaune, who was ordered to attack the synthetic oil refinery at Gelsenkirchen on the night of 6-7 October. As evidenced by Milligan's MI9 report, completed on his return from captivity in May 1945, it was an unhappy trip:

‘It was a normal trip to the target area but we were hit by flak on the run-up about 8-10 miles from the release point, causing fire. The pilot feathered both port engines and we continued on track to bomb the target. This happened south-west of Wesel, still on track. We prepared to abandon the aircraft at this time. After I released our bomb load, I gave a course of 355 True until clear of the Wesel, then turned onto 270 True for our own lines. The engines, I believe, must have been re-started at this time. The fire caught again and the pilot gave orders to bale out. The Mid-upper and Rear Gunner with the Wireless Operator had been given orders to stay near the rest position. But I thought they must have gone back. The Engineer went out the front hatch, followed by the Navigator, followed by myself.’

Milligan, who was soon captured near Emmerich, was interrogated for two weeks at Frankfurt and then incarcerated at Stulag Luft III. He subsequently endured the horrors of the ‘Death March’ in early 1945, escaping Soviet hospitality and reaching Allied lines in May.

Repatriated to Canada, he served in the R.C.A.F. Auxiliary until 1949 and died in Vancouver in May 1983; sold with a comprehensive file of research and four wartime photographs.

x745

A 1944 D.F.C. group of five awarded to Flight Lieutenant (Pilot) E. W. Harbutt, No. 183 Squadron, Royal Air Force Volunteer Reserve, grandson of the inventor of plasticine, who was fortunate to be rescued from the English Channel after being shot down in his Typhoon fighter-bomber and was later decorated having displayed magnificent examples of audacious courage



Distinguished Flying Cross, G.V.I.R., reverse officially dated ‘1944’ and contemporarily engraved ‘Flt. Lt. Eric W. Harbutt. D.F.C.’; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence and War Medals 1939-45, mounted as worn, *very fine* (5)

£1,200-1,500

D.F.C. *London Gazette* 29 December 1944. The citation states:

‘This officer has shown outstanding merit as a pilot and flight commander. He has participated in numerous sorties, many of them in Rocket firing aircraft, against heavily defended targets such as airfields, railway sidings, and enemy transport. His attacks on enemy shipping off Brest were fine examples of courage and daring. After a successful attack on Cap D’Antifer, Flight Lieutenant Harbutt’s aircraft was shot down. He abandoned it by parachute and was afterwards rescued from the sea. Since the invasion of Normandy, he has led his flight with great keenness and courage and has set a fine example to his pilots.’

The recommendation adds:

‘This officer has completed 140 operational sorties with his Squadron, 65 of which have been R.P. attacks on highly defended targets. He has proved himself to be a most versatile and daring pilot, having completed dive-bombing attacks, fighter sweeps, shipping attacks and other operations of a varied nature. He is extremely keen and his low level attacks in particular have always been most commendable. He was shot down by flak whilst attacking Radar targets before ‘D’ Day and was picked up from the sea.’

The Station Commander adds:

‘Attacking a Radar Target, he was hit by flak, baled out in the Channel, and was back on the Squadron within 3 days.’

Eric William Harbutt was born in 1922 at Bath, the youngest son of Eric Jeffcoate Cambridge Harbutt of Bathampton, Somerset. The Harbutt family were prominent figures in the arts and business community of Bath, with Eric’s grandfather William Harbutt serving as the Headmaster of the old Bath School of Art at The Paragon. The elderly gentleman devoted his spare time to private teaching and invention, later becoming world famous as the inventor of plasticine, the modelling preparation which brought joy to generations of children (*The Western Daily Press*, refers). In 1900 the Harbutt family established Harbutt Plasticine Ltd. at Bathampton, with the company experiencing considerable success and diversifying into ‘play-wax’ and the ‘novel art’ process of producing picture postcards - at a time when the postcard industry, especially holiday postcards, was flourishing.

Leaving the management of the company to a cousin, Mr J. T. Dawson, Eric served with No. 183 (Gold Coast) Squadron which was formed on 2 March 1942 at Church Fenton and equipped with rocket armed Hawker Typhoon 1B aircraft. In June 1943 the Squadron focussed upon shipping reconnaissance missions and rhuards, as well as a bombing attack on Morlaix. In October 1943 the Squadron attacked merchant ships in Cherbourg harbour, followed by regular sweeps over the Channel and northern France into the spring of 1944.

Following the D-Day landings the Squadron moved to airstrips on the beachhead in France, before joining the Allied advance across Europe via the Netherlands. As one of the four Squadrons in 123 Wing, 84 Group of the 2nd Tactical Air Force, the pilots of No. 183 attacked targets of opportunity, including shipping around the Friesian Islands and the U-Boat pens at Wilhelmshaven (*Profile of a New Zealander: The Autobiography of Denis Adam*, refers). On 3 July 1944, Harbutt’s luck finally ran out when he was hit by flak attacking a radar emplacement on the coast of northern France. He was forced to bail out 10 miles south of the Isle of Wight and spent 45 minutes in the English Channel without a dinghy before rescue. Returning to action on 8 July 1944, he was fortunate for a second time when his aircraft was hit in the nose tanks by enemy flak. Despite these close shaves, he was heavily engaged on 7 and 8 August 1944 attacking tanks and transport in the Caen-Falaise-Vermontieres area. Piloting Typhoon 1.B MN886 on 14 August 1944, Harbutt successfully destroyed a motorised convoy on the road west of Grand Mesnil, the Operations Records Book noting ‘motor cycling destroyed’ (*AIR 27/1137*, refers). The following day he attacked a large mixed convoy, including ‘large single-decker type busses’ which were travelling south from Varmot to Vimoutiers. The convoy was stopped in its tracks, the official report noting ‘1 flamer, 5 smokers, 1 damaged’. Thereafter continued regular attacks on tanks and gun emplacements, the Operational Records Book being inundated with reports of destroyed motor vehicles and fixed targets.

At the end of hostilities the Squadron relocated to a former Luftwaffe airbase at Wunsdorf, near Hanover, before returning to England and converting to Spitfires at Chilbolton. Switched to Tempests in preparation for deployment to the Asia theatre of operations, Harbutt and his fellow pilots were spared the transfer overseas with the surrender of Japan. No. 183 Squadron was subsequently disbanded upon re-numbering as No. 54 Squadron on 15 November 1945.

Returning to the family business, Harbutt died suddenly on his way to the Royal United Hospital on 6 May 1965, predeceasing both of his parents, including his mother Constance - affectionately known as ‘Connie’- who worked as a Head Nursing Sister in London and served with the Red Cross throughout the war. Recorded as a Company Director of 53 Warminster Road, Bathampton, he is buried at St. Nicholas’ Churchyard, Bathampton, Somerset; sold with copied research including recommendation documents, records of missions flown, copied Operational Record Book, and a newspaper article containing a small photograph of Harbutt at the time of winning his D.F.C.

- 746 A highly unusual and interesting American Bronze Star group of four awarded to Warrant Officer, formerly Flight Lieutenant F. C. Cowdrey, Royal Air Force, who served as Armament Liaison Officer to the Technical Operations Section, Headquarters, U.S. Eighth Air Force, from 1 March 1944 to 1 May 1945, and was instrumental in the deployment of the 'Disney bomb'



Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., G.V.I.R. with Second Award Bar (W/O. F. C. Cowdrey. (366058). R.A.F.); United States of America, Bronze Star, unnamed as issued, mounted as worn, the last in original case of issue with pin badge, *good very fine* (4)

£500-700

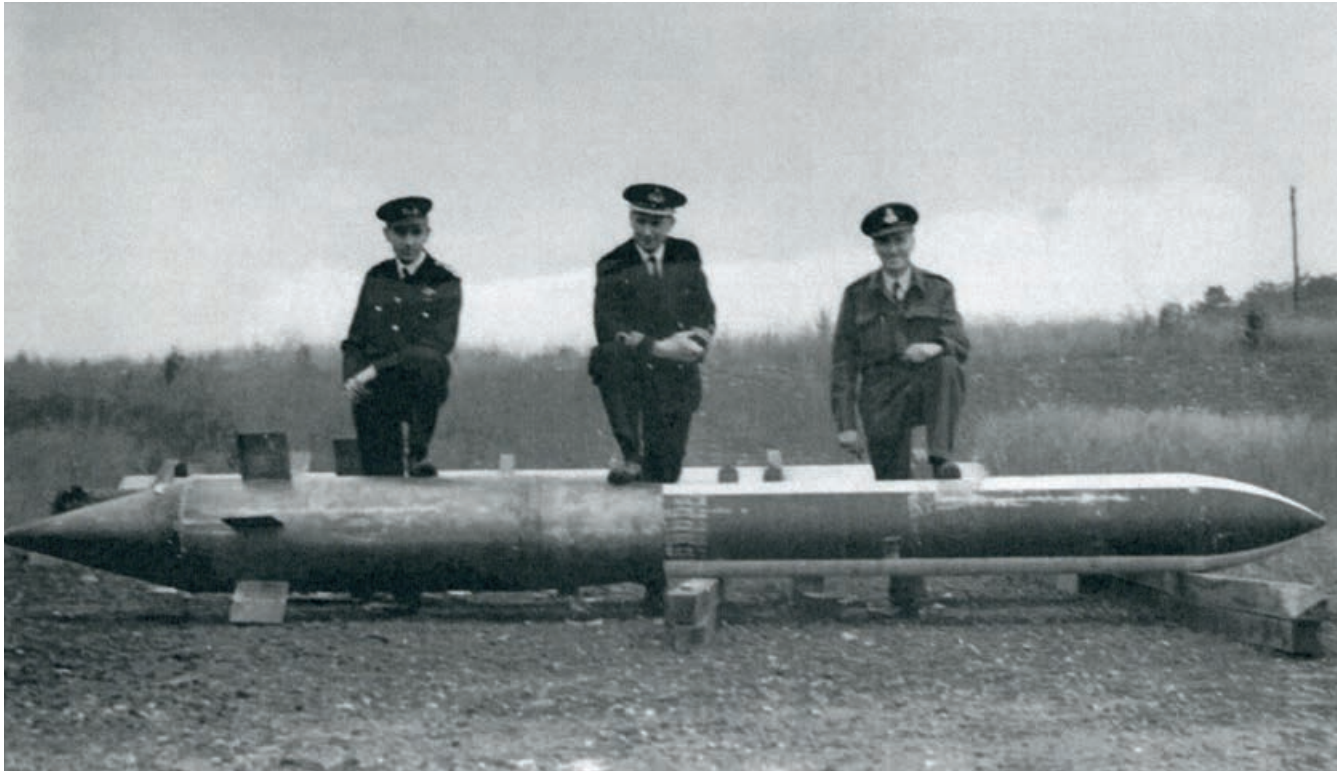
American Bronze Star *London Gazette* 16 April 1946. The original recommendation states:

'For meritorious service in connection with military operations while serving as Armament Liaison Officer to the Technical Operations Section, Headquarters, Eight Air Force from 1 March 1944 to 1 May 1945. Flight Lieutenant Cowdrey achieved excellent results on the many and varied problems assigned to him. He took complete charge of the assembly, fusing and loading of the 4250 pound rocket-boosted, concrete piercing bomb designed by the Royal Navy and was instrumental in developing a satisfactory sway brace system for this device.'

175 Bronze Stars awarded to the Royal Air Force during the Second World War.

Frederick Charles Cowdrey was born on 4 October 1909 and spent his childhood living at 21 Harley Street, Fratton Portsmouth. Educated at the Junior Technical School, Portsmouth, he enlisted into the Royal Air Force on 22 September 1925 as a Halton Apprentice and initially served with No. 2 Wing as an Armourer, before being commissioned Flying Officer on Probation, Technical Branch, on 13 May 1943. It was here that Cowdrey was conferred with the Bronze Star by the President of the United States of America for his work involving the 'Disney' bomb, also known as the 'Disney Swish' (Combat Bulletin No. 57: Activities in ETO Disney Swish, refers). Its name was inspired by the 1943 propaganda film, *Victory Through Air Power*, produced by the Walt Disney Studios, that provided the inspiration for the design (*The Disney Bomb Project*, *92nd Bomb Group: Fame's Favoured Few*, refers).

This weapon was a 16ft 6in. long rocket-assisted bunker buster bomb designed to penetrate hardened concrete targets, such as the submarine pens at St. Nazaire, which could largely resist conventional free-fall bombs. Devised by the British Liberal politician, magistrate and inventor, Captain Edward Terrell, O.B.E., R.N., its cordite fuelled rockets could achieve an impact speed of 990mph (1,590 km/hr), substantially beyond the 750mph free-fall impact velocity of the 5 ton Tallboy 'earthquake' bomb for comparable purposes (*One Day in a Very Long War*, by Jonathan Cape, refers). Having shown the Admiralty a 'mock up' under the wing of a Boeing B-17 Flying Fortress, Terrell finally got the go-ahead for the full development of his bomb at a meeting of the British War Cabinet in May 1944, it being designated "P Plus" priority.



Despite being a British design, 'Disneys' were only used by the U.S.A.A.F., indeed they were never used by R.A.F. Bomber Command. Deployed by the 92nd Bombardment Group, they were carried from the same external mounting used for the Aeronca GB-1 glide bomb (*B-17 Flying Fortress Story*, refers), but appear to have been adapted by Cowdrey to cope with the weight and requirement for precision.

Deployment of the 'Disney'

The first 'Disney' attack was against the port of Ijmuiden, Netherlands, which was the site of two separate fortified pens used by the German Navy to house their Schnellboote - fast torpedo boats, more commonly known to the Allies as E-Boats, which at that time were considerable threat to the supply lines serving Allied forces in western Europe. Protected by a 10-foot thick concrete roof, the bunkers were successfully attacked by 9 aircraft of the 92nd Bomb Group, U.S.A.A.F., on 10 February 1945. Deploying 18 Disney bombs from 20,000 feet, the concrete was pierced and the pens destroyed. A similar attack was mounted on the Valentin submarine pens at Farge, near Bremen in Germany. All but destroyed by two 10-ton Grand Slam bombs dropped by the R.A.F. three days early on 27 March 1945, the launching of more than 60 'Disneys' convinced the Germans to finally abandon the complex, which was captured by Allied forces 4 weeks later (*Barnes Wallis' Bombs: Tallboy, Dambuster & Grand Slam*, refers).

Cowdrey was presented with the Bronze Star on 18 March 1946 at the American Embassy in London. Having relinquished his commission on 14 August 1946, he was awarded a clasp to the L.S. & G.C. Medal as a Warrant Officer on 6 August 1962 and retired a couple of years later. He died in October 1999 in North Dorset; sold with copied research.

For further details, please see the short film titled 'The Disney Swish':

<https://www.youtube.com/watch?v=a5FGu31ymJM>

747

An outstanding Malaya 1950-52 operations D.F.C. group of four awarded to Wing Commander A. P. Norman, Royal Air Force, who, having gained his laurels in Typhoon rocket strikes over Aden in 1948-49, amassed a tally of 229 operational sorties during the course of Operation "Firedog", carrying out bombing and cannon attacks on Malayan jungle targets in Brigands of No. 45 and No. 84 Squadrons, the majority of them as Squadron C.O. and Strike Leader



Distinguished Flying Cross, G.VI.R. 2nd issue, the reverse officially dated '1952'; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (Act. Sqn. Ldr. A. P. Norman, R.A.F.), mounted court-style as worn, *minor contact wear and a little polished, very fine* (4)

£3,500-4,000

D.F.C. *London Gazette* 29 August 1952:

'In recognition of distinguished service in Malaya.'

The original recommendation states:

'Squadron Leader Norman has been continuously engaged on anti-communist operations in Malaya since January 1950, first as a Flight Commander and, since September 1951, as Officer Commanding No. 84 Squadron. During this time, this officer has shown the highest powers of leadership and devotion to duty and has been an inspiration to his squadron. This was particularly noticeable at a time when a series of technical defects in Brigand aircraft and equipment resulted in a number of serious accidents and losses on operations, the cause of which remained for a time undiscovered. It was largely due to the example and leadership of Squadron Leader Norman that the morale of his squadron did not seriously deteriorate. In addition to the large number of operational sorties that this officer has carried out over what is probably the most dangerous jungle country in the world, Squadron Leader Norman has been untiring in his efforts to suggest ways and means by which air operations in support of the Army in Malaya could be made more effective. Squadron Leader Norman has played a leading part, as Flight Commander and Squadron Commander, in maintaining the very high morale of his squadron through some very difficult periods.'



Ayshford Peter Norman was born in May 1924 and educated at Hurstpierpoint, prior to enlisting in the Royal Air Force in London in August 1942.

Embarked in the *Queen Mary* for New York in June 1943, he journeyed north to commence his pilot training in Canada, where he gained his Pilot's Flying Badge at Yorkton, Saskatchewan, in December of the same year, and was commissioned as Pilot Officer. Back in the U.K. by May 1944, where he was advanced to Flying Officer, Norman served at assorted O.T.U.s and A.F.U.s for the remainder of the War.

Operations - Aden

Post-war, he served in Mosquitos out in Aden, namely in No. 114 Squadron from May to August 1946, and No. 8 Squadron from September 1946 to March 1947, prior to returning to the U.K. to attend the Central Gunnery School. He then returned to No. 8 Squadron in Aden at the end of the year, this time piloting Tempests and acting as air cover for negotiations on the ground, in addition to carrying out at least 20 rocket strikes - his C.O., Squadron Leader F. W. M. Jensen was awarded the D.F.C. in the same period. For his own part, Norman returned to an appointment at R.A.F. Finningley in early 1949, followed by a conversion course to Brigand aircraft at Leeming, whence he was posted to No. 1 Ferry Unit in the Far East.

The Brigand - Malaya - D.F.C.

The first unit to convert to the Brigand was No. 45 Squadron, then based at R.A.F. Station Tengah, Singapore, flying operations in support of British forces against the communist guerrillas then engaged in an insurgency in Malaya - the first combat operation was conducted by a single Brigand of No. 45 Squadron against guerilla targets in jungle west of Kluang, Malaya, on 19 December 1949. On this flight, the Brigand carried three rockets, one 500lb and two 1,000lb bombs. The operation was successful, and No. 45 Squadron soon completed its transition to the Brigand as more aircraft arrived. Thereafter, Brigands of No. 45 Squadron and, soon afterwards, No. 84 Squadron, were routinely engaged in strikes against communist insurgent targets throughout Malaya, both in direct and close support of ground forces, as well as providing air cover as needed to convoys on the ground against possible ambushes. And it was for his gallant service in both of these squadrons, but particularly as C.O. of No. 84, that Norman would be awarded his D.F.C.

He joined No. 45 Squadron in Singapore in early 1950, the commencement of some three years of operational flying, his Flying Log Book of the period recording his first sortie on 23 March - a bombing strike on a jungle target east of Mount Ophir. And between then and August he completed another 31 such strikes over Malaya, following which he was posted to the Far East Examining Squadron and advanced to Flight Lieutenant.



Returning to an operational footing with No. 84 Squadron in Singapore in August 1950, his new C.O. was Squadron Leader George Unwin, D.F.M., the ex-19 Squadron Battle of Britain ace who would shortly add a D.S.O. to his accolades. Four weeks later, however, Norman himself was appointed Squadron C.O. in the acting rank of Squadron Leader. And, as verified by his Flying Log Books for the period in question, he raised his tally of operational sorties to the 229 mark, 167 of them as Strike Leader, a remarkable feat comprising some 750 hours of operational flying.

And throughout this tour of duty Norman, in common with other pilots of No. 45 Squadron and No. 84 Squadron, faced considerable risks over and above enemy fire, namely a string of mechanical and other defects in the Brigand's design and airframe. One of the first problems to arise was the failure of the undercarriages to lower, owing to rubber seals in the hydraulic jacks gradually breaking up because of the hot, humid climatic conditions, for which they were not suitable.

But just as this problem was being resolved, another more serious one arose with the aircraft's 20mm. cannon system - widely used by Norman during his tour of duty. It was ascertained that a build up of gases in the long cannon blast tubes, which ran under the cockpit, were igniting through use of high-explosive shells, which in turn severed hydraulic lines, which would burn. In effect, the Brigands were shooting themselves down. In the event, this issue was cured by drastically reducing the ammunition loads and using only ball rounds.

The Brigand also had a propensity to shed one propeller blade leading to complete propeller failure, which in turn would lead to the engine being wrenched off the wing, and an inevitable crash. This was found to be caused by corrosion in the propeller locking rings. More frequent maintenance helped alleviate this problem.

Another design flaw concerned the leather bellows used to deploy air brake during dives. In the tropical climate in which the Brigand found itself in Malaya, the leather would rot away, causing the brakes to fail. This led to Brigands losing wings in dives due to excessive airspeed or rotation as only one brake deployed. When this problem was discovered, the air brakes of all Brigands were wired shut, decreasing the aircraft's dive bombing capabilities. Nonetheless, No. 45 Squadron converted to de Havilland Hornets in January 1952, while 84 Squadron was disbanded in February 1953. Soon after this, Brigands - of which about 170 had been manufactured - were grounded and withdrawn from service.

601 (City of London) Squadron - Meteors - and beyond

Back in the U.K., where he received his D.F.C. at the Queen's first ever investiture, Norman attended the Central Flying School and qualified in Meteors as an instructor in jet aircraft in March 1953. Posted to No. 600 (City of London) Squadron, Royal Auxiliary Air Force, in the following month, and remained similarly employed until December 1954, in which period he amassed many hours in Meteor VIIIs and VIIIIs, serving variously at the R.A.F. Oldenburg, Germany, Takali, Malta, and Biggin Hill - his C.Os including Wing Commander John Merifield, D.S.O., D.F.C., the famous wartime P.R.U. pilot, while H.R.H. Prince Philip, the Duke of Edinburgh, was the Squadron's Honorary Air Commodore; the lot is accompanied by some copied extracts from *Gentlemen in Blue*, in which Norman - and several amusing anecdotes - receive due mention.



In early 1955, Norman joined H.Q., Home Command, at White Waltham in Berkshire and thence, in February 1957, the R.A.F. Staff College at Bracknell, Berkshire, followed by a posting to H.Q., 2nd Tactical Air Force in Germany in the following year, where he served until returning home in October 1960. A Chief Flying Instructor and Varsity Squadron C.O. among other appointments in the interim, he was advanced to Wing Commander in January 1968 and, having held an appointment as an Assistant Air Adviser at the British High Commission in Australia, was finally placed on the Retired List in October 1972.

Sold with a complete run of the recipient's original Flying Log Books (7), comprising Royal Canadian Air Force Pilot's Flying Log Book (R.C.A.F. Form R. 95 Type), with entries for the period April 1943 until August 1950, with assorted photographic inserts; R.A.F. Pilot's Flying Log Book, privately bound in blue leather with gilt titles and name, with entries for the period August 1950 to May 1956, with assorted photographic inserts; R.A.F. (Form 414 Type), with entries for the period May 1956 to September 1961; similar type, with entries for the period September 1961 to May 1962; similar type, with entries for the period June 1962 to February 1970; similar type, with entries for the period April 1970 until September 1972, with inserted Instrument Pilot Rating Cards, photographs and Polar Certificate for reaching the 'Top of the World' and circumnavigating the North Geographic Pole, dated 5 August 1972; together with a Department of Civil Aviation, Commonwealth of Australia Pilot's Flying Book, with a few entries from Norman's time as an Assistant Air Advisor to the British High Commission.

x748 A very rare Second World War Immediate D.F.M. group of seven awarded to Flying Officer P. C. 'Pete' Whitwell, Royal New Zealand Air Force

A gallant Air Gunner who had previously flown with No. 600 (City of London) Squadron during the Battle of Britain, Whitwell transferred to Bomber Command and bagged three enemy aircraft whilst completing his first tour with No. 7 Squadron - commissioned and returned for a second tour he would lose his life on a mine-laying operation off the Friesian Islands in November 1942, having just turned 22



Distinguished Flying Medal, G.V.I.R. (N.Z. 40613 Sgt. P. C. Whitwell. R.N.Z.A.F.); 1939-45 Star, clasp, Battle of Britain; Air Crew Europe Star; Defence and War Medals 1939-45; New Zealand War Service Medal 1939-45, campaign medals in card box of issue, *lid defaced*, together with the recipient's New Zealand Memorial Cross, G.V.I.R. (NZ40613 F/O. P. C. Whitwell D.F.M.), *good very fine* (7)

£4,000-5,000

D.F.M. *London Gazette* 19 December 1941. The original recommendation states:

‘In a daylight attack on shipping off Borkum carried out by two Stirlings, Sergeant Whitwell was rear gunner in Sterling W.7449 when these two aircraft were engaged by eight Me109F’s. Sergeant Whitwell showed conspicuous coolness and ability when the odds were serious against him. By good shooting, he drove off the first four attacks. On the fifth attack, he seriously damaged one of the enemy aircraft which was observed by four members of the crew to dive steeply away with a considerable quantity of black smoke emanating from the under-surface of the engine cowling. Due to repeated attacks, it was not possible to observe this aircraft down to water level. In the eighth attack, Sergeant Whitwell scored another success when one of the enemy aircraft, having received a well-aimed burst, turned over and dived vertically. This success follows close upon a fine example of technical skill when, on the night of 9th November 1941, during a heavy flak barrage over Hamburg, Sergeant Whitwell changed a barrel in one of his guns. Furthermore, on the night of 14th November 1941, Sergeant Whitwell when attacked by an Me110, withheld his fire until the aircraft had closed to 50 yards range when he shot it down in flames. This outstanding record of ability, tenacity of purpose and courage has proved Sergeant Whitwell to be an airman of outstanding qualities. Sergeant Whitwell was recommended on 21st November for a non-immediate award of the Distinguished Flying Medal.’

Remarks by Station Commander:

Sergeant Whitwell was recommended on 21 November for a non-immediate award of the Distinguished Flying Medal and in view of the further proof of his exceptional skill as an Air Gunner during the daylight operation on 24 November, as detailed above, it is very strongly recommended that the award of the D.F.M. should be made immediate.’

Remarks by the A.O.C.:

‘I concur with the above recommendation and strongly support this application for the immediate award of the Distinguished Flying Medal. I am withholding the recommendation for the non-immediate.’



Peter Coulson Whitwell was born on 16 August 1920 at Hartlepool, the son of Reverend Samuel Whitwell. Educated at the King’s School, Bruton, Somerset Whitwell joined the the Scots Greys before emigrating to New Zealand in late 1938.

Upon the commencement of the Second World War he enlisted in the Royal New Zealand Artillery and was posted to the 1st Battery at Fort Dorset, Seatoun before joining the Royal New Zealand Air Force on 28 November 1939. Reporting to the Ground Training School at Weraroa, in early 1940, he went to the Air Observers’ School at Ohakea in March for a gunnery course. Having qualified he sailed for Britain on 26 April aboard the *Rangitiki*.



Battle of Britain

Landing in early June Whitwell reported to Uxbridge where he was promoted to Sergeant and was posted to 5 OTU at Aston Down on 17 July. After further training and being awarded his air gunner's badge, Whitwell joined No. 600 (City of London) Squadron at Hornchurch on 18 September 1940. He flew three times before the month was out, including an engagement with the enemy in the early hours of 27 September that left the aircraft damaged. During October he flew another 5 times before the end of October, although the weather curtailed any prolonged engagements. No. 600 was fitted with Beaufighters from 29 November and Whitwell and his fellow Air Gunners were out of a job. Many requested transfers to Bomber Command, Whitwell included and he was posted to 11 OTU at Bassingbourn on 6 February 1941. After crewing-up and converting to Wellingtons he joined No. 7 Squadron at Oakington on 11 May. Soon afterwards the squadron was reequipped with Stirlings, the first Squadron in the Royal Air Force.

Having shown remarkable courage during his tour of duties, Whitwell flew 31 sorties and clocked up 157 hours on operations and had the D.F.M. to go with his three 'kills'.

Journey's end

Commissioned Pilot Officer on 27 January 1942 Whitwell was posted to 11 OTU as an instructor but longed for further operational duties. Promoted Flying Officer on 1 September 1942 a few weeks after his 22nd birthday, he was returned to No. 7 Squadron on 10 September 1942 to begin his second tour. His final flight would be from RAF Oakington, Cambridgeshire on 7 November 1942. Taking off at 1659hrs in Stirling W7620, captained by Pilot Officer D. J. Tottman, RNZAF, the 7-man crew were detailed for minelaying operations on 'Nectarines'. It was just before 2000hrs that contact was lost with the crew, crashing into the North Sea off Vlieland, Netherlands. All the crew, including Whitwell, are commemorated upon the Runnymede Memorial.

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

749

Soon after attacking motor transport on the morning of April 19th, Squadron Leader Smith and Flying Officer Wilmer ran into some concentrated flak near Ferrara. Flight Lieutenant Beaumont, who was in the same area, at once called up and asked if they were alright, receiving the answer "Yes." Half a minute later, however, Squadron Leader Smith called to say "Hank has baled out," and repeated the message at Flight Lieutenant Beaumont's request.

A recce aircraft has photographed the crashed Mosquito, which lies just off a road about one mile S.E. of Ferrara. The wings are detached and the fuselage appears to be burnt out.

The chances are that both members of the crew are alive. Unfortunately the area was at that time infested with Huns and it must be considered unlikely that they could evade capture.

There was no more popular crew in the Squadron than George and Hank, and their loss - if it is indeed so - is one that we can ill afford. We miss George's chuckle and Hank's cheery morning cry of "Periscope Up."

Front page news in *The Clot's Own*, No. 256 Squadron's weekly bulletin, dated 28 April 1945.

An outstanding Second World War nightfighter operations D.F.M. group of five awarded to Flying Officer H. J. 'Hank' Wilmer, Royal Air Force

A long-served Radio / Observer, he shared in no less than 5 confirmed 'kills' in partnership with his Canadian pilot, Squadron Leader A. G. "Art" Lawrence, D.F.C., A.F.C.

They first went into action in Beaufighters of No. 406 'City of Saskatoon' Squadron Mosquitos of No. 410 Squadron in the following year

Then in the summer of 1944, Wilmer set forth for the Italian front, flying numerous sorties in Beaufighters of No. 600 'City of London' Squadron, with Wing Commander L. H. Styles, D.F.C., as his pilot, the pair of them claiming two further 'kills'

Next posted to No. 256 Squadron at Foggia in January 1945, he flew as Navigator to Squadron Leader G. M. Smith, D.F.C., the pair of them undertaking a spate of intruder sorties in the unit's Mosquitos. But tragedy struck in mid-April when their aircraft was shot down by flak and Smith killed

Wilmer escaped the doomed Mosquito by parachute at 3,000 feet and ended the war at Dulag 339 in Austria



Distinguished Flying Medal, G.VI.R. (1386251 F./S. H. J. Wilmer, R.A.F.); 1939-45 Star; Air Crew Europe Star; Italy Star; War Medal 1939-45, *good very fine* (5)

£2,500-3,000

D.F.M. *London Gazette* 27 April 1943. The original recommendation states:

‘Flight Sergeant Wilmer started flying operationally in this squadron in March 1942, since when he has flown continually with and assisted his pilot, Flying Officer Lawrence, in the destruction of three enemy aircraft by night. His skilful operation of his A.I equipment in pursuit of these enemy aircraft has been an essential factor in the success of his pilot. He shows the highest devotion to duty and is a source of inspiration to his fellow operators. I recommend him for the award of the Distinguished Flying Medal.’

Harry John Wilmer attended No. 3 Radio School at R.A.F. Prestwick and qualified as an Observer (Radio) at No. 54 O.T.U. in December 1941.

Posted to No. 406 ‘City of Saskatoon’ Squadron (R.C.A.F.) in January 1942, he teamed up with Pilot Officer A. G. ‘Art’ Lawrence and flew his first nightfighter sortie in one of the unit’s Beaufighters just a few weeks later.

First blood

On the night of 28-29 April 1942, pilot and Observer were vectored onto an enemy aircraft 70-80 miles off Whitby. Wilmer guided Lawrence into the attack, which was opened at 300 feet from slightly below the now identified Ju. 88:

‘The E/A was flying straight and level and a 6-second burst was given, the closing range being 250 feet, when our aircraft was deflected by slip stream. Immediately after the first attack, the fuselage was seen to be on fire and the starboard engine was belching orange flames and smoke and the E/A was turning over on its starboard wing.

Our aircraft straightened course and made a second attack, stern to quarter, giving a 3-second burst at an opening range of 150 feet and a height of 3,000 feet, closing at 50 feet and passing at 50 feet over the tail of the E/A. On the second attack strikes were seen all along the fuselage and the E/A went straight down burning fiercely ... ‘

It was the beginning of a memorable partnership.

Two up

On the night of 7-8 July 1942, Wilmer picked up a ‘contact’ at 10,000 feet in the vicinity of Hartlepool. Obtaining a visual of an He. 111, Lawrence delivered an attack from 300-400 feet, delivering a two short 1-second bursts, followed by another burst of 3-4 seconds. A flash was seen from the E/A’s starboard engine and it went into a flat spin, straight down from 8,000 to 3,000 feet, when it was last seen entering cloud and still in a spin.

Three up

Just over a fortnight later, on the night of the 23rd-24th, the intrepid duo was vectored onto another enemy aircraft, at around 10,000 feet. On the conclusive evidence contained in their gun footage, they claimed a Ju. 88 destroyed. It blew up and fell flaming into the sea 30 miles off Flamborough Head after a characteristic close-range attack from 300 feet.

Four up

Following numerous outings in the interim, including operations over London, Lawrence and Wilmer gained their next ‘kill’ - a Dornier 217 - on the night of 9-10 March 1943. They delivered a devastating attack of 15-seconds’ duration, the crippled enemy aircraft falling ablaze into the sea.

Five up

In June 1943, pilot and Observer were posted to No. 410 (R.C.A.F.) Squadron at Colby Grange, this time operating in Mosquitos.

They were quickly back in action and claimed another Do. 217 on the night of 12-13 July, having been vectored onto their ‘bogey’ off the Humber estuary at 10,000 feet. The E/A took violent evasive action and, as Lawrence moved in for the kill, he was blinded by our searchlights. Contact, however, was regained and the alerted E/A retaliated with return fire. But Lawrence’s fire proved more telling, the Dornier crashing into the sea with a large flash.

Having both been decorated in the interim, Lawrence and Wilmer were rested in October 1943, the latter carrying out instructional duties in Ansons at No. 62 O.T.U.

Italy: six / seven up

But in May 1944, he joined No. 600 ‘City of London’ Squadron in Italy, where he teamed-up as Navigator to Wing Commander L. H. Styles, D.F.C. The pair of them quickly embarked on a flurry of operational patrols in the unit’s Beaufighters and appear to have been credited with the destruction of Ju. 87s on 28 August and 4 October 1944; Wilmer’s flying log book, refers.

“For you, the war is over”

Then in January 1945, Wilmer transferred to No. 256 Squadron, a Mosquito unit, in which he teamed-up with Squadron Leader G. M. Smith, D.F.C; an early outing of interest proved to be acting as escort to Winston Churchill’s aircraft in a flight from France to the U.K. on 19 February 1945, but pilot and Navigator were back on operations in Italy a few days later. They completed at least a dozen intruder sorties over the next eight weeks.

At 0520 hours on 19 April, Smith and Wilmer departed Forli on yet another dawn intruder sortie in Mosquito HK 508 A-Apple. Their aircraft - a Mk. XIII - was the only one of its type to have been fitted with wing bombs and both were keen to break the ice, having failed to do so the previous day. But in a subsequent attack on a target near Ferrara, their Mosquito was badly mauled by 40mm. flak. A glimpse of ensuing events is quoted above but sadly Smith did not survive. For his own part, Wilmer baled out at 3,000 feet but had no chance of evading capture, for the region was ‘infested with Huns’.

He was taken to Dulag 339 in Austria, where he was liberated by American troops in early May 1945.

Sold with the following original documentation:

(i) The recipient’s R.A.F. Observer’s and Air Gunner’s Flying Log Book (Form 1767), with entries covering the period September 1941 to May 1945, when he was flown home in a Warwick after liberation; the opening page is endorsed ‘Certified Log Book damaged by gale and rain at Follonica, Italy, 4.4.1944’ but such ‘water damage’ is minimal and the flanking page is bears the signatures of nearly 20 members of No. 256 Squadron.

(ii) A wartime copy of *The Clot’s Own*, No. 256 Squadron’s weekly bulletin, dated 28 April 1945, in which the recipient’s loss in action is reported; as quoted above.

(iii) Air Ministry letter addressed to the recipient’s father, ‘Mr. H. J. Wilmer, 221 Philmead Road, South Benfleet, Essex’, dated 7 May 1945, in which the recipient’s liberation and safety is confirmed.

750

A 1942 Wellington Navigators D.F.M. awarded to Flight Lieutenant C. E. Saunders, Royal Auxiliary Air Force, late No. 150 Squadron, Royal Air Force, who was decorated for his 33 sorties, including the daylight attack against the battleships *Scharnhorst* and *Gneisenau* during the famous ‘Channel Dash’ on 12 February 1942



Distinguished Flying Medal, G.VI.R. (1250052. Sgt. C. E. Saunders. R.A.F.), *minor contact marks, good very fine*

£1,400-1,800

D.F.M. *London Gazette* 22 September 1942. The original recommendation states:

‘Sergeant Saunders joined the Squadron in December, 1941, and has completed 33 operational sorties over Germany and the occupied countries, including one daylight attack against the *Scharnhorst* and *Gneisenau*.

His outstanding ability as a navigator and strong sense of duty has been an inspiration to his crew and has set a magnificent example to the rest of the Squadron. Sergeant Saunders possesses coolness and displays exceptional fearlessness in the face of danger which has proved him to be an outstanding member of a gallant crew. His co-operation, skill as a navigator and devotion to duty has contributed in a large measure to the operational success of the crew in which he is Navigator.

On many occasions, during the winter, he has had to navigate his aircraft under bad weather conditions and his dogged determination and fine offensive spirit has enabled his Captain to successfully bomb the target and return safely to base.

Under a calm and quiet manner he has a fine offensive spirit in action which inspires a high standard of morale in his crew making him well worthy of recognition by the award of the Distinguished Flying Medal.’

The covering remarks of Group Captain D. L. Thomson, D.S.O., D.F.C., Officer Commanding, R.A.F. Snaith, add:

‘This non-commissioned officer has displayed outstanding ability as a Navigator, and has inspired great confidence in the members of his crew. On many sorties, in spite of bad weather conditions, he has successfully navigated his aircraft to the target and back to base. I recommend that his consistently good work be recognised by the award of the D.F.M.’

Cyril Edgar Saunders flew his first operational bombing sortie with No. 150 Squadron on 8 December 1941. His target - the airfield at Cormeilles on the outskirts of Paris - had been seized by the Germans in June 1940 and was home to Kampfgeschwader 76, equipped at that time with Dornier Do17 and Ju88 aircraft. He conducted further attacks on Cherbourg, Hamburg and Munster, together with a bombing sortie to the French port of Brest on 8 January 1942. This was repeated on 11 February 1942 when he attacked the *Scharnhorst* and *Gneisenau* in dock. The *Operational Records Book* describes this attack by ten aircraft of No. 150 Squadron:

‘The sun was just setting when our aircraft arrived. The arrival of our party had evidently been anticipated for the smoke generators were discharging great volumes of smoke across the target area. Accurate bombing was carried out from heights between 9,000 and 15,000 feet but results were hard to observe owing to the continual bursting of flak. One aircraft and crew are missing from this operation.’

It was the success of this effort-consuming, albeit costly campaign by Bomber Command that persuaded the Germans that the ships should be brought back to the greater protection of German ports. Both warships had been damaged at La Pallice by the dropping of 3,413 tons of bombs and it was this success - at the cost of 127 aircraft - which prevented them from sailing on another Atlantic shipping raid (*The Bomber Command War Diaries*, refers).

Channel Dash

Codenamed *Unternehmen Zerberus* (Operation Cerberus), it was the intention of the German Naval Command that the battlecruisers *Scharnhorst* and *Gneisenau*, together with the light cruiser *Prinz Eugen*, would sail from Brest to Germany through the English Channel in a carefully prepared and well-executed operation. Departing at 9.14pm on 11 February under the cover of darkness, all initially went to plan as the ships escaped detection for approximately 12 hours. Having purposefully selected a day of poor weather and low cloud, this natural concealment ensured that the ships managed to approach the Straits of Dover before discovery. Despite enigma decrypts, photo-reconnaissance flights and SIS monitoring by agents in the port, news of the preparations had failed to reach the British who were woefully unprepared.

The surface ships were first detected by the RDF plotters at Beachy Head under the command of Squadron Leader Bill Igoe, the escorting fighter aircraft giving away their presence whilst circling in the vicinity of Le Havre. At 10am, No. 11 Group Fighter Command realised the plots were moving north-east at 20-25 knots, and quickly despatched two Spitfire aircraft to reconnoitre. The pilots reported a flotilla off Le Touquet but not the capital ships (*The Struggle at Sea: The First Battle of the Convoy Routes, the Anti-Shipping Offensive and the Escape of the Scharnhorst and Gneisenau*, refers). News of the sighting was rushed to No. 11 Group, but it was the coincidental discovery of the ships by two senior fighter pilots from R.A.F. Kenley returning from an intruder mission to the French coastline that finally led to the alert to Bomber Command that the Brest Group were nearing Dover. The pursuit was on!

Owing to the weather, it was soon realised that most of Bomber Command had been 'stood down' for the day, offering a welcome opportunity to service machines. Only No. 5 Group was at 4 hours' notice and they made frantic efforts to prepare aircraft for an attack, supported by small numbers from Fighter Command, Coastal Command and the Fleet Air Arm. In three waves from 1.30pm, the Royal Air Force dispatched 92 Wellington aircraft, 64 Hampdens, 37 Blenheims, 15 Manchesters, 13 Halifaxes, 11 Stirlings and 10 of the new American-built Boston bombers against the German warships. At this stage of the war this represented the largest daylight operation that Bomber Command had ever attempted, however the results failed to match the triumph of deployment; the poor weather meant that most aircraft failed to find the enemy and those that did failed to score hits on their fast-moving and heavily defended targets. This is confirmed by the *Operations Record Book* for No. 150 Squadron which states:

'After flying for over two hours the search was forced to be abandoned owing to impossible conditions and the last aircraft landed back at base shortly before dusk. Squadron stood down.'

Both the *Scharnhorst* and *Gneisenau* were slowed down after striking mines laid off the Frisian Islands by Hampden and Manchester aircraft of No. 5 Group, but all the German ships reached the safety of the Elbe at 7am on 13 February 1942.

Hindsight

The Channel Dash cost 42 aircraft recorded over 398 Fighter Command, 242 Bomber Command and 35 Coastal Command sorties (*The Victory at Sea 1939-45*, by P. K. Kemp, refers). British public opinion was appalled and British prestige suffered at home and abroad, a leading article printed in *The Times* on 14 February 1942 noting:

'Vice Admiral Ciliax has succeeded where the Duke of Medina Sidonia failed. Nothing more mortifying to the pride of our sea-power has happened since the 17th Century.'

As part of the daylight attacking force, Saunders returned safely to base after a 4.55hr sortie in Wellington X9003 (*AIR 27/1010*, refers). In hindsight, the poor weather conditions had been a blessing in disguise for No. 150 Squadron; a Board of Enquiry found that the delay in detecting the German ships led to the British attacks being made piecemeal, and that the few aircraft and ships that found the group were 'cut to pieces'. The British response - Operation Fuller - had failed, but the audacious move by the enemy was later viewed as a tactical failure, author Ken Ford writing in 2012 that the German ships had 'merely exchanged one prison for another' (*Run the Gauntlet: The Channel Dash, 1942*, refers). Just two weeks later Bomber Command raids terminally damaged the *Gneisenau* at Kiel.

Saunders returned to active service on 21 February 1942 with a bombing sortie to Mannheim. This was followed by a series of attacks on Essen, Cologne, Lubeck, and the Matford Works on the bank of the River Seine on 2 April 1942. It was believed that this target, the Ford Motor Works near Poissy, was turning out military vehicles for the Germans (*Bombs Away! Dramatic First-Hand Accounts of British and Commonwealth Bomber Crews*, refers). Further attacks were made on Hamburg, Dieppe and Emden, Saunders ending his first tour of 33 missions with a sortie to Bremen on 25 June 1942.

Appointed Temporary Warrant Officer on 24 August 1942, Saunders rested and likely spent the remainder of the year on training exercises. Decorated with the D.F.M., he returned to the fray in February 1943 and flew a second tour of 27 sorties. This included two bombing missions over Berlin, three over Dusseldorf, and raids on Milan, Mulheim, Oberhausen, Leipzig and Bochum.

Saunders was appointed Flight Lieutenant and posted to the General Duties Branch (Navigators) on 24 August 1944. He survived the war and was appointed to a commission with the Royal Auxiliary Air Force on 6 August 1967; sold with copied recommendations, *AIR 2 PRO* record details and research.

751 A Second World War D.F.M. awarded to Wireless Operator and Air Gunner Sergeant A. S. Fletcher, No. 78 Squadron, Royal Air Force, later Royal Air Force Volunteer Reserve



Distinguished Flying Medal, G.V.I.R. (975047. Sgt. A. S. Fletcher. R.A.F.), *extremely fine*, on its original investiture pin

£1,200-1,500

D.F.M. *London Gazette* 23 December 1941. The original recommendation states:

‘This Wireless Operator/Air Gunner has shown exceptional skill and unflinching courage, which have inspired his crews with confidence. This has contributed much to the success of the sorties in which Sergeant Fletcher participated.’

The particulars of meritorious service, dated 22 October 1941, add:

‘This N.C.O. has carried out 4 Operational Sorties as 2nd Wireless Operator and 23 as 1st Wireless Operator. He has shown exceptional skill on operations and has always inspired his crews with confidence. He has undoubtedly contributed in large measure to the successful conclusion of his sorties.’

Alan Schofield Fletcher was born on 12 February 1917 at Macclesfield, Cheshire, the son of Thomas James Fletcher and Elizabeth Schofield, of Rochdale. Rather than follow in his father’s footsteps and attest for the Lancashire Fusiliers, Fletcher enlisted into the Royal Air Force and was posted to No. 78 Squadron which was initially based at R.A.F. Linton-on-Ouse, followed by R.A.F. Dishforth from 7 April 1941.

His first operational sortie involved a 5.35hrs bombing mission to Dusseldorf on 27 March 1941. This was followed by an attack on the docks at Kiel on 7 April, two attacks on Bremen and a sortie to the French Port of Brest, likely targeting the German Kriegsmarine capital ships *Scharnhorst* and *Gneisenau*. Further attacks focussed upon the naval armaments factories at Mannheim, the chemical, steel and iron industries at Duisberg at the Ruhr area, and the marshalling yards at Schwerte, followed by bombing sorties to Bremen and Munster on 5 July 1941. On a sortie to Hamburg a little over a week later, his aircraft developed engine trouble but the crew made it back to base safely. Following further missions over Frankfurt, Emden and Hamburg, his Whitley suffered similar complications in flight on 16 August 1941; forced to jettison its bomb load - likely over the North Sea - the aircraft crash landed, all crew escaping uninjured. Rested for a short period, Fletcher returned to the fray with further bombing sorties to Mannheim, Frankfurt and Warnemunde on 11 September 1941. The latter served as a favourite target for air attacks throughout the war owing to the presence of a Heinkel aircraft factory and its position as a major transit point from Germany to Denmark and Norway.

Fletcher was recommended for the D.F.M. having successfully completed 27 sorties totalling 191 flying hours. His award was published in the Rochdale Observer, a brief announcement also noting his address at that time as '1 Wellington Lodge, Littleborough'. A few days later, it was further reported that Fletcher had been seriously injured as a result of an accident and had been removed to hospital in the Midlands where his wife was attempting to join him:

'Sergeant Fletcher is 24 years of age. He was awarded the Distinguished Flying Medal in December last year after taking part in 28 flights over Germany. Before joining the Royal Air Force soon after the outbreak of the war he was a salesman at Electric House, Rochdale, and two years ago he was married to Miss Kathleen Barratt, elder daughter of Councillor William Barrett and Mrs. Barrett of 1 Wellington Lodge, Littleborough' (*The Rochdale Observer*, 31 January 1942, refers).

Following a period of convalescence, he eventually received the decoration from the hand of the King at an investiture held at Buckingham Palace in April 1942 (*The Rochdale Observer*, 2 May 1942, refers). Transferred to the Royal Air Force Volunteer Reserve, Fletcher was commissioned Pilot Officer in April 1944 and subsequently promoted Flying Officer, attached to the General Duties Branch, on 29 December 1944. His career came to an abrupt end however following the cessation of hostilities, when he was dismissed by sentence of General Court-Martial, effective as of 22 October 1945 (*London Gazette* 6 November 1945, refers). The particulars of dismissal require further investigation. Alan Schofield Fletcher later lived at Macclesfield and died on 16 July 1978; sold with copied recommendations and record of missions flown from *AIR 2/9572*.



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WHERE HISTORY IS VALUED

752 A rare Battle of Britain veteran's A.F.M. group of five awarded to Flight Lieutenant C. Beveridge, Royal Air Force

Having flown a tour of night operations as an Observer / Air Gunner in Blenheims of No. 219 Squadron in August-September 1940, he converted to Beaufighters as a newly qualified Radar / Navigator and undertook numerous sorties out of Tangmere in the period leading up to November 1941

He subsequently became a highly skilled - and much in demand - Flight Engineer in Liberators and Yorks of No. 511 Squadron, undertaking one of the first direct flights to Egypt and back; nor were such flights of an ordinary nature, his squadron often being charged with the safe delivery of a string of VIPs to overseas conferences

He was thus employed in conveying such notables as Air Chief Marshal Sir Arthur Tedder to the Cairo conference attended by Churchill, Roosevelt and Chiang Kai-shek in November 1943

He also conveyed Air Chief Marshal Sir Charles Portal, General Sir Alan Brooke, Admiral Sir Andrew Cunningham, General Sir John Dill and General Sir Hastings Ismay from Habbaniya to the famous Teheran conference later in the same month

Awarded the A.F.M. - one of just two such distinctions granted to ex-Battle of Britain aircrew - and commissioned in August 1943, Beveridge ended the war on like duties in No. 24 Squadron, and added a mention in despatches to his accolades



Air Force Medal, G.V.I.R. (522807 F./Sgt. C. Beveridge, R.A.F.); 1939-45 Star, *copy* clasp, Battle of Britain; Air Crew Europe Star, clasp, Atlantic; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45, M.I.D. oak leaf, *good very fine* (5)

£3,000-3,500

A.F.M. *London Gazette* 1 January 1944. The original recommendation states:

‘This airman has shown exceptional skill as a Flight Engineer. He was employed in that capacity on one of the first direct flights from the U.K. to Egypt and Egypt to the U.K. His devotion to duty, both during the flights and on the ground at overseas staging posts, where he had to depend on himself and his resources, has set a fine example.’



Members of 'B' Flight, No. 219 Squadron at Catterick, March 1940; Beveridge standing centre

Charles Beveridge was born in London on 7 June 1915 and enlisted in the Royal Air Force as an aircraft hand in August 1935.

No. 219 Squadron - The Battle

Having then re-mustered for training as an Air Gunner at Manbury on the Isle of Man, he was re-classified as a Leading Aircraftsman (A.G.) and was posted to No. 219 Squadron at Catterick on 1 August 1940. Then commanded by one of colourful Atcherley brothers - Squadron Leader R. L. R. 'Batchy' Atcherley - the unit was equipped with Blenheim 1F night fighters.

Teaming-up with a Canadian pilot, P./O. Jean Carriere, Beveridge undertook his first operational patrol on 2 August 1940 and flew two further sorties on the same date. Between then and late September, he undertook around a dozen such sorties but, with night fighter capabilities then in their infancy, they do not appear to have fought any combats.

But the dangers inherent in such operations became painfully apparent on the night of 6 August, when Carriere flew into high tension cables and crashed into a river. He was admitted to hospital but Beveridge nursed his resultant facial injuries back at base. He was back on operations on 4 September and carried out further sorties with Pilot Officers William Lambie and Geoffrey Head, in addition to Sergeants Henry Grubb, Harold Crook and Robert Sergeant.

In October, 219 Squadron was re-equipped with Beaufighters and Beveridge attended relevant course to acquaint him with Air Interception (AI) equipment. Duly qualified as a Radar Operator - and having flown his last sortie in a Blenheim on 12 October - he went operational in a Beaufighter on the following night, flying a three-hour sortie over London; by this stage the Squadron had moved south to Redhill but airfield was not suitable and subsequent sorties were flown out of Kenley.

With the Battle of Britain over, 219 moved to Tangmere, from whence Beveridge remained operational until November 1941. He was advanced to Sergeant.

No. 511 Squadron - VIPs

During the summer of 1942, Beveridge retrained as a Flight Engineer and, in October, emerged as a qualified Flight Sergeant Engineer with an 'E' Brevet. He was posted to No. 511 Squadron, a Transport Command unit operating in Liberators and Yorks.

Initially employed on maintaining a service between England and Gibraltar, the unit later extended its reach to Malta and Egypt. The delivery of supplies aside, Beveridge and his fellow aircrew soon established a reputation for VIP flights, following Churchill's famous Casablanca conference in January 1943. His own part in such operations is duly recorded in the Squadron's O.R.B. but it was mainly for his skilful work in opening-up the Egypt route that he was awarded his A.F.M.

In so far as Malta and Gibraltar were concerned, 511's records reveal that Beveridge and his crew picked up 30 passengers from the besieged island and, on 4 July 1943, visited 'The Rock' on a supply run. General Sikorsky's aircraft came to grief immediately after take-off from Gibraltar on the very same day, so Beveridge may well have been called upon to assist in the recovery of wreckage and bodies.

And his part in VIP flights was a significant one, incorporating as they did such important gatherings as the Heads of State conferences held at Teheran and Cairo in 1943. The cast of his notable passengers - *en route* for vital talks with the likes of Churchill, Roosevelt and Stalin - makes for heady reading. Some of them are listed above but with further names of note apparent - such as Sir Anthony Eden - we may be sure that Beveridge was kept busy.

As Flight Engineer, he was the only member of crew not permanently strapped to his seat during flight, and he would have been responsible for checking that his distinguished passengers were comfortable; Churchill often played cards with his flight crew during such trips.

Having completed his 39th and final flight in No. 511 Squadron in December 1943, Beveridge transferred to like duties in No. 24 Squadron in the following year. In September 1944, his flying log book was endorsed with the following 'green ink' commendation:

'This officer was posted to the Squadron for duty as a Flight Engineer and has flown on all overseas flights undertaken by the Special York Aircraft MV 100. He has shown great zeal and devotion to duty throughout, and his efficiency has contributed materially to the success of the flights undertaken.'

He was mentioned in despatches (*London Gazette* 14 June 1945, refers).

Granted the substantive rank of Flight Lieutenant in February 1947, Beveridge finally retired from the R.A.F. in September 1951. He died in Chichester, Sussex on 18 December 1984; sold with a file of comprehensive research, together with two or three original photographs of VIPs, among them Churchill and H.M. the King.

753 **A scarce Second World War A.F.M. awarded to Flying Officer H. Smart, Royal Air Force Volunteer Reserve, late Royal Air Force**



Air Force Medal, G.VI.R. (958136. Sgt. H. Smart. R.A.F.), *extremely fine*, on its original investiture pin, together with corresponding miniature award

£1,400-1,600

259 A.F.M.'s issued during the Second World War.

A.F.M. *London Gazette* 2 April 1943.

Herbert Smart was appointed Sergeant in the Royal Air Force on 1 February 1943. Transferring to the Royal Air Force Volunteer Reserve, he was promoted Pilot Officer on probation (emergency) on 13 April 1943, Flight Lieutenant on 1 February 1945 and Flying Officer in the General Duties Branch on 2 June 1949 (*London Gazette* 2 August 1949, refers). He relinquished his commission on 2 June 1954; sold with copied *London Gazette* entries.

754

A Pilot's Flying Log Book appertaining to Wing Commander J. E. Storrar, D.F.C. and Bar, A.F.C., Royal Air Force, a remarkable pilot who flew in the Battle of Britain and ended the war with tally of 12 and 2 shared destroyed, with a further 2 and 1 shared probables, 3 damaged and 1 and 8 shared destroyed

Royal Air Force Pilot's Flying Log Book, covering the dates 29 November 1940-22 June 1942, inscribed on the cover 'Storrar J. F/Lt. Book II', *contents generally good, one or two pages damaged, very fine*

£300-400



James Eric Storrar was born on 24 July 1921 at Ormskirk, Lancashire and entered the Royal Air Force in 1938. Storrar flew the Hurricanes of No. 145 Squadron during the Battle of Britain and was awarded his D.F.C. in August 1940, having scored four victories in the space of five days during the Battle of France, including two Bf110's over Dunkirk on 27 May. During the period covered in this Log Book, he scored another 4 victories, with a further shared victory, including being shot down and wounded on 8 April 1941, having added a Ju87 to his tally, Storrar was forced to walk some 30 miles to the Allied lines. Involved in the Defence of Tobruk until his withdrawal on 20 April, he was thence rested and posted to Training Units. Taking command of No. 65 Squadron in January 1943, he added a Bar to his decoration having scored five more victories since the first award. Joining the Secret Hurricane Mail Flight, Storrar had the distinction of being the first pilot to take off and land following the Normandy Landings, a feat recorded on D+3.

Having been released from the service in April 1947, Storrar became a successful veterinary surgeon in Chester but remained a member of the Royal Auxiliary Air Force, making his final flight in February 1957, he died in March 1995.

755 A fine collection of Combat Reports relating to the famous night fighter ace Flight Lieutenant R. P. 'Lone Wolf' Stevens, Royal Air Force, D.S.O., D.F.C. and Bar, who racked up 14 victories in quick succession before being lost in operations in December 1941

The Lot being twelve Combat Reports, ranging from pen and ink on 'Secret Form "F"' type (3), to typed account (3) and typed Form "F" (6), housed in a folder, *generally very fine*

£300-400

[D.S.O.] *London Gazette* 12 December 1941. The original recommendation for an immediate award states:

'This officer has shown himself to be a fearless and outstanding night fighter pilot. One night in October, 1941, flying at sea level, he intercepted a Junkers 88 off the East Anglian coast. The raider immediately turned and flew towards the continent at maximum speed but Flight Lieutenant Stevens gave chase and slowly overhauled it. The raider then opened fire with his guns and began to drop his bombs singly. Columns of water were shot up as a result of the explosions but Flight Lieutenant Stevens swerved round them and, closing in to short range, shot down the enemy aircraft at almost sea level. He has destroyed at least 14 hostile aircraft at night.'

[D.F.C.] *London Gazette* 4 February 1941. The original recommendation states:

'This officer has performed outstanding work on night fighting operations during recent weeks. One night in January, 1941, he shot down two hostile aircraft in the London area. In both these engagements he chased the enemy over 100 miles before destroying them at extremely short range. In one instance he followed the enemy aircraft almost to ground level from 30,000 feet.

He has shown the utmost keenness and determination for operations in all conditions of weather.'

[D.F.C. Second Award Bar] *London Gazette* 2 May 1941. The original recommendation states:

'This officer has done particularly outstanding work with his squadron on night operations and has on three occasions shot down two enemy aircraft in one night. Pilot Officer Stevens shows a great determination to attack the enemy and is prepared to fly under the most difficult weather conditions. His courage, determination, thoroughness and skill have set an excellent example to his unit.'



Richard Playne Stevens was born on 11 September 1909 at Tunbridge Wells and was educated at Hurstpierpoint. He had a remarkable career in the Second World War and is one of the finest night fighter pilots to have flown with the Royal Air Force. The main reason for his success was a complete disregard for his own safety. He would close to extremely close range before firing and his Hurricane would often return bearing scars of flying wreckage from his victims. He was, according to his colleagues, a solitary and melancholy man. If he was unable to fly he would stalk around the officer's mess, avoiding talking to anyone, before tucking himself into *Seven Pillars of Wisdom*. Joining No. 253 Squadron as a Flight Commander, Stevens was a pioneer of the night intruder mission. Having been awarded his D.S.O. on 12 December 1941, he set off again just three days later, never to be seen again. Johnnie Johnson latterly wrote:

'To those who flew with him it seemed as if life was of little account to him, for the risks he took could only have one ending. We have the fondest memories of him.'

Stevens is buried in the Bergen-op-Zoom War Cemetery, Netherlands. He was painted on two occasions by Eric Kennington.

756 A 1955 M.B.E. group of five awarded to Squadron Leader J. A. H. Armstrong, Royal Air Force, who was also awarded a Q.C.V.S.



Most Excellent Order of the British Empire, M.B.E. (Military), Member's 2nd type Breast Badge; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Cyprus (Sq. Ldr. J. A. H. Armstrong. R.A.F.); Coronation 1953, *nearly extremely fine* (5)

£300-400

M.B.E. (Military) *London Gazette* 1 January 1955.

James Anthony Henry Armstrong was born on 18 December 1911 and was awarded a commission in the Royal Air Force on 4 March 1943. Promoted Squadron Leader on 1 January 1957 in the Physical Education (formerly Fitness) Branch, he received a Queen's Commendation for Valuable Services in the Air (*London Gazette* 31 December 1960, refers).

Armstrong was placed on the retired list on 18 September 1961, and spent his later years living in an apartment at Monkton Heights, 4 Boscombe Spa Road, Winchester. He died on 11 February 1994; sold with copied research.

757 A post-War B.E.M. group of four awarded to Sergeant W. J. Findlay, Royal Air Force, who was incarcerated at Mitsushima Camp, Tokyo, and served as part of the P.O.W. labour force which built the Hiraoka Dam in the Central Highlands of Japan; scores died from disease related to poor sanitation, diet and climatic conditions, the Camp Commandant Tatsuo 'Little Glass Eye' Tsuchiya - was the first to be executed after the Yokohama trials

British Empire Medal, (Military) E.II.R. (619605 Sgt. William J. Findlay. R.A.F.); 1939-45 Star; Pacific Star; War Medal 1939-45, minor edge bruise to first with officially impressed naming upon a pre-prepared ground, *good very fine* (4)

£280-320

B.E.M. (Military) *London Gazette* 1 January 1957.



William James Findlay was born on 13 July 1920 at Plymouth, the son of Matthew Watson Findlay and grandson of Mrs A. Tucker, 24 King Street, Devonport, England. A labourer by occupation, he enlisted into the Royal Air Force at the outbreak of hostilities and served as a Leading Aircraftman with No. 100 (B) Squadron, Royal Air Force, during the Second World War. Captured on the island of Java on 8 March 1942, he was held at a makeshift camp at Kalidjati and was fortunate to escape the fate of a number of Royal Artillery Gunners who were executed by the Japanese following a bitter battle for the airfield. Sent to Makasoera Camp 15km to the south of Batavia, he later left Tandjong Priok, Batavia, on 21 October 1942 aboard the *Kunitama Maru* and arrived in Singapore two days later. Sent to Changi for four days, the men from his party (Java 5C) sailed on 30 October 1942 to Moji, Japan, aboard the *DiaNichi Maru* and *Singapore Maru*.

Incarcerated at Tokyo 12B camp, Findlay was put to work on the Hiraoka Dam, where prisoners built the penstock tunnel to the power station, collected aggregate and mixed cement for ten to twelve hours per day.

Findlay is later recorded as one of 52 prisoners transferred from Mitsushima to Kanose Camp on 16 April 1944. This camp, also known as Tokyo 16B, was located in the Showa Denko Carbide Plant at Kanose, Niigata, where working conditions were especially dangerous:

‘In actuality, most POWs worked more than ten hours a day. The leadership of this camp focussed on work efficiency and production. If POWs could not meet the work quotas set for them, they were beaten. POWs noticed, however, that Japanese workers were also beaten if they didn’t produce fast enough. Working conditions at Showa Denko were especially dangerous. In a police report at the time, an electric furnace at the factory (that had a long-standing cracked carbide receptacle) exploded on 9 March 1945, killing three British POWs and one Japanese employee. The victims had been working near the furnace when it exploded, and were burned to death by the superheated carbide’ (*A Study of POW Camps in Niigata Prefecture, refers*).

In spite of these problems, the Camp Commandant at that time, Hiroshi Wagatsuma, attempted to improve morale as much as possible. A Christmas Party was held in 1944, and relations between British prisoners and some Japanese guards softened as the British began to recognise the unfortunate circumstances that they faced in similar measure. In a taped recording taken shortly before his death, one British prisoner, William Rose, recalled looking towards the mountains surrounding the camp:

‘It was late spring and the mountain sakura (cherry blossoms) were in full bloom.’

He looked to the guard and said haltingly...

‘Those flowers... could you possibly?’

The guard, looking at him knowingly, walked away. Later that day he returned and gave Rose a branch full of cherry blossoms. He had walked to the top of the mountain and picked them from one of the trees. Rose was deeply moved by this gesture of decency and quiet elegance, and kept the flowers in a jar of water near him as he went back to work in the hot, dangerous and dark carbide plant (*The interview of William Rose by Gregory Hadley, MD Recording, Kanose, 13 October 2004, refers*).

On 26 July 1945, the prisoners had a close escape when the B-29 Superfortress Straight Flush of the 509th Composite Group, dropped a Manhattan Project designed 'pumpkin bomb' on the camp, narrowly missing the accommodation blocks. The bomb took its name from the large, fat, ellipsoidal shape of the munition casing and was a close replication of the Fat Man plutonium bomb, with the exception that it used non-nuclear conventional high explosives. A little under 2 weeks later, Straight Flush was used as the weather reconnaissance aircraft which flew over the City of Hiroshima a short time before the atomic bomb attack on 6 August 1945.

However, far more critical to the survival of the prisoners in the final weeks of the war was the desperate need to acquire food and clean drinking water. Despite the kindness described previously, eight guards from Kanose were tried for acts of brutality and stealing Red Cross parcels at the Yokohama War Crimes Trials. Found guilty, their sentences ranged from one and a half to twenty-five years imprisonment. The last Camp Commander, 1st Lieutenant Hiroshi Azuma, received clemency due to his acts of intervention against his guards and compassion towards the prisoners, but was sentenced to 7 years imprisonment with hard labour.

Findlay survived his time at the hands of the Japanese and returned home to England, likely afflicted by severe malnutrition. He remained serving in the Royal Air Force and was awarded the B.E.M. in the New Year's Honours List of 1957; sold with copied Japanese P.O.W. record and research.

Source:

Sparrow: A Chronicle of Defiance: The Story of the Sparrows - Battle of Britain gunners who defended Timor as part of Sparrow Force in 1942.

x758

A most unusual B.E.M. awarded to Warrant Officer Class II S. Kalumeya, Rhodesian Air Askari Corps

British Empire Medal, (Military) G.V.I.R., 2nd type (Sgt. Sabiti Kalumeya. W.O. C2. Rhod. A.A.C.), naming engraved in serif capitals, *light contact marks, nearly very fine and most scarce*

£200-300



B.E.M. *London Gazette* 1 January 1946.

On 15 August 1941, the Rhodesian Air Askari Corps under the command of Wing Commander T.E. Price, was formed to provide armed guards and non-armed labour for the airfields. Members of the corps were all volunteers and did valuable service guarding and protecting air stations.

It appears there may have just been four awards of the B.E.M., besides an O.B.E. to Price and an M.B.E. to Squadron Leader A. L. Southey. Kalumeya is the highest ranking B.E.M. recipient.

Source:

Pride of Eagles, The Definitive History of the Rhodesian Air Force 1920-1980, Beryl Salt (assisted by Wing Commander Peter Cooke and Group Captain Bill Sykes).

END OF DAY ONE

THURSDAY 23 APRIL 2020

Morning Session Commencing at 10.00 a.m. (Lots 759-1162)

CAMPAIGN GROUPS AND PAIRS

- 759 Five: Gunner 1st Class S. Todd, Royal Navy, who served aboard H.M.S. *Dido* at the bombardment of Acre in 1840 and aboard H.M.S *Algiers* during the Crimean War, including the capture of Kerch



Naval General Service 1793-1840, 1 clasp, Syria (Saml. Todd.); Baltic 1854-55, unnamed as issued; Crimea 1854-56, 2 clasps, Sebastopol, Azoff, unnamed as issued; Turkish Crimea 1855, Sardinian die, Turkish issue, unnamed as issued, pierced and fitted with straight bar suspension; St. Jean d'Acre, bronze, pierced with ring suspension, displayed as illustrated in a velvet-backed wooden case (215 x 310 mm) beneath an original framed photograph of the recipient, *light contact marks, very fine* (5)

£1,000-1,500

Samuel Todd was born at Kingston, Hampshire on 17 September 1820. He entered the Royal Navy as a Boy 2nd Class aboard H.M.S. *Dido*, 18 guns, on 11 May 1838. Rising to Boy 1st Class on 28 June 1840, he served aboard *Dido* in the amphibious operations off Syria in 1840 (Medal and clasp), part of the wider 'Oriental Crisis' caused by the expansion of Muhammed Ali Pasha's territories. He took part in the bombardment of Acre on 3 November, receiving the bronze St. Jean d'Acre Medal from the Sultan. He transferred to H.M.S. *Illustrious* on 6 September 1841, becoming an Able Seaman on 9 May 1844. Over the next thirty years he served chiefly aboard the hulk H.M.S. *Excellent*, a shore establishment at Portsmouth, with brief postings to H.M. Ships *Carysfort*, *Persia*, *Algiers*, *Fervent*, *Antelope*, *Asia*, *Immortalite*, *Hibernia*, *St. Vincent*, *Crocodile* and *Durham*.

During the war against Russia, Todd served as Chief Gunner's Mate aboard *Algiers*, a 91-gun second rate ship-of-the-line which had been fitted with screw propulsion in 1852. He fought in both the Baltic and Crimean theatres (Medals), receiving clasps for 'Sebastopol' and 'Azoff'. *Algiers* took part in the capture of Kerch and Yenikale in May 1855 (see *London Gazette*, 28 June 1855). His Crimea Medal was delivered to him in the theatre of operations on 26 February 1856. Promoted to Gunner 2nd Class on 23 December 1862, he advanced to 1st Class on 15 September 1870 and was discharged to pension on 22 November 1875; sold with copied research and service records.

Recommended reading:

<https://discovery.nationalarchives.gov.uk/details/r/N13978932>

760 Pair: **Landsman J. Farrall, Royal Navy**

Naval General Service 1793-1840, 1 clasp, Syria (Jean Farrall.); St. JEAn d'Acre 1840, bronze, unnamed as issued, *the left side of clasp to first sprung, the second with replacement ring and suspension, traces of lacquer, very fine*

£500-600

Jean Farrall served as Landsman aboard *Pique* during operations off the coast of Syria as part of the squadron led by *Cambridge*. Farrall was also present during the 1840 bombardment of the city of Ancre, the British fleet being under the command of Admiral Robert Stopford. During this engagement, *Pique* was assigned to the far northern end of the line, north north-east of the much larger *Waterloo* and at a greater distance from the city than the rest of Stopford's fleet (*Between Shoal and Wall: The Naval Bombardment of Akko, 1840*, by Yaacov Kahanov, refers). Despite this unfavourable position, accurate gunnery enabled *Pique* to score several hits on the city. In 2012, renovation works to the city wall uncovered three cannonballs believed fired by *Pique*, the shots having struck within three metres of each other and embedded in the wall at depths of up to 65 centimetres.

A wooden fifth-rate sailing frigate of the Royal Navy, the 1633 ton, 36-gun *Pique* was launched on 21 July 1834 at Devonport. Aside from her exploits in the eastern Mediterranean, *Pique* witnessed service in North America and the West Indies and had a close-call in September 1835 under Captain the Honourable H. J. Rous, when running ashore in the Strait of Belle Isle, off eastern Canada. Re-floated, and in a remarkable display of ingenuity and seamanship, the *Pique* spent a month crossing the Atlantic rudderless and slowly taking on water, before arriving in Portsmouth where a large rock - which had plugged the hole in her hull - was removed. This stone remains on display today in the Porter's Garden, Portsmouth Historic Dockyard.



For further details, please see:

<http://www.memorialsinportsmouth.co.uk/dockyard/pique.htm>

- 761 Pair: **W. Lamb, Royal Navy**
 Naval General Service 1793-1840, 1 clasp, Syria (William Lamb.); St. Jean d'Acre 1840, bronze, pierced for ring suspension as issued, *traces of lacquer, nearly extremely fine* (2) £400-500
- Three men of this name appear on the Admiralty Claimants' List, all being single clasp awards for Syria: an Able Seaman in H.M.S. *Carysfort*; a Stoker in H.M.S. *Stromboli*; and a Private, Royal Marines, in H.M.S. *Powerful*.
- 762 Pair: **Gunner G. Royal, 1st Brigade, Horse Artillery**
 Punnar Star 1943 (Gunner G. Royal Bdg H.A.); Sutlej 1845-46, for Moodkee 1845, 2 clasps, Ferozeshuhur, Sobraon (Gunner G. Royal 1st. Brigade H: A:), *contemporary brass hook and suspender to first, good very fine* (2) £300-400
- 763 Pair: **Private R. Hayes, 79th Foot, late 80th Regiment**
 Sutlej 1845-46, for Ferozeshuhur, 1 clasp, Sobraon (Richard Hayes. 88th.(sic) Regt.); Indian Mutiny 1857-59, 1 clasp, Lucknow (Rd. Hayes 79th. Highlanders), *clasp to first an old tailors copy, light edge nicks and contact marks, very fine* (2) £280-320
- Richard Hayes** was born in 1824 at Lancaster, and attested for the 80th Regiment on 16 December 1842. During his career he served in Australia, India and Burma, being 19 times entered in the defaulter's book, before being discharged on 9 February 1864. In later life, he experienced financial difficulties, requesting an increase in pension. This was denied, but he received a donation of £9 from the Lloyd's Patriotic Fund in 1895; sold together with copied service record which confirms entitlement to second clasp to Sutlej Medal and an India General Service Medal.
- Sold by Order of a Direct Descendant*
- 764 *A superb glazed and framed Family group:*
The Arctic Medal awarded to Sergeant H. Irwin, Royal Marines, who served on Captain Edward Parry's expedition to the North West Passage aboard H.M.S. *Hecla*, 1824-25
 Arctic Medal 1818-55, unnamed as issued, *good very fine*
- Pair: **Able Seaman J. Moore, Royal Navy**
 Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued; Turkish Crimea 1855, British die, replacement floral scroll suspension, *very fine*
- Pair: **Fleet Engineer R. Irwin, Royal Navy**
 Egypt and Sudan 1882-89, undated reverse, no clasp (R. Irwin. Chf. Engr. R.N. H.M.S. Myrmidon.); Khedive's Star 1884-6, unnamed as issued, *very fine* (5) £4,000-5,000
- Henry Irwin** was born in 1800 at Dublin. Having began reading Law at Trinity College, he entered the Royal Marines and served as a Private aboard Captain Edward Parry's expedition to the North West Passage in 1824-25. Parry returned to the Arctic for a fourth time, his third in command, and his last to attempt the passage. Sailing aboard the *Hecla*, a bomb vessel and converted Arctic Exploration ship, in company with *Fury* commanded by Henry Parkyns Hoppner. The goal this time was Prince Regent Inlet at the west end of Baffin Island where he had been blocked by ice in 1819. It was a bad year for ice and he did not reach Lancaster Sound until 10 September. He entered Prince Regent Inlet but after 60 miles of ice he was forced to winter at a place he called Port Bowen on the eastern shore. In the early spring of 1825 three land journeys were made and by 20 July the ice had thawed sufficiently to allow them to cross to the western shore. In late July 1825 they freed themselves from ice but 60 miles further south they were caught by wind and ice and the *Fury* was driven against the western shore. After 48 hours work on the pumps she was deliberately beached. Stores were unloaded in the hope of careening the vessel, but by 25 August it was clear that the keel was broken. Most of the stores were left on the beach and the crew taken on board the *Hecla* which reached England in October 1825. Parry thought he could see open water south of the wreck site. An account of this voyage was published in 1826.



Hecla and Fury battle Arctic ice

Advanced Sergeant, Irwin served with the Marines for a total of 24 years, with 16th Company, 4th Division and as Senior and Confidential Clerk in the Adjutant's Office under Lieutenant W. Dwyer. Dwyer offered a fine account of his service on 6 March 1839:

'During many years that I have belonged to the Woolwich Division of Royal Marines, I have had much opportunity of judging correctly the merits of Sergeant H. Irwin and I feel great pleasure in having to say, that for zeal, intelligence and good conduct of every description, I have seldom met his equal.'

Married Jayne McNairn at Plumstead on 16 July 1829 with issue of four sons and a daughter, the boys being educated at Greenwich Hospital School. Family repute recalls how Irwin knocked out a surgeon of St. Thomas's Hospital who unsuccessfully operated on the defective eye of his first son. Having retired in 1848, Irwin died on 26 August 1855, with his Medal being issued to his widow. Sold together with the recipient's leather wallet, this embossed 'Sergeant Irwin 1830', his certificate of service aboard *Hecla* covering 24 April 1824-25 November 1825 judged '...a steady, sober, good man' and signed by Captain Parry, mounted on card, Lieutenant Dwyer's account and a framed portrait of the recipient.

James Moore was a brother-in-law of Henry Irwin's first son James. Moore served with the Naval Brigade during the Crimean War; sold together with a small framed portrait of the recipient.

Richard Irwin was born on 22 September 1863 and served as Chief Engineer in Egypt and Sudan aboard *Myrmidon*, one of 81 recipients of a no-clasp Medal. Having risen to be Fleet Engineer by 1891, he retired from the service in 1902; sold together with appointment as Staff Engineer, dated 10 August 1887 and a small framed portrait of the recipient.

Henry Irwin ~ Royal Marines
 This Arctic Medal was awarded posthumously (1857)
 for his part in Captain Parry's expedition
 to find the North West Passage
 HMS Hecla ~ April 1824 - November 1825



Henry Irwin



James Moore R.N.
 Crimean War 1854-55

Richard Irwin Chf. Engr., R.N.
 H.M.S. Myrmidon
 Egypt 1884-86

765 Pair: Lieutenant T. H. Pitt, Royal Artillery



Crimea 1854-56, 1 clasp, Sebastopol (Lieut. T. H. Pitt. Royal Arty.), naming officially engraved in large serif capitals by *Hunt & Roskell*, fitted with a *Hunt & Roskell* silver top riband buckle; Turkish Crimea 1855, Sardinian die, manufactured by *Hunt & Roskell* (Lieut. T. H. Pitt. Rl. Arty.), naming engraved by *Hunt & Roskell* in large serif capitals, original post and ring suspension, *light contact marks, very fine* (2)

£300-400

766 Pair: Private H. Ellis. 1st Dragoon Guards.

Crimea 1854-56, 1 clasp, Sebastopol (H. Ellis. 1st Dragoon Gds.), officially impressed naming; Turkish Crimea 1855, British issue, 'No. 1724. H. Ellis. 1st Drgn. Gds.' engraved in block capitals on rim, fitted with replacement 'Crimea' suspension, *light contact marks and edge wear, toned, nearly very fine* (2)

£280-320

x767 Pair: Private J. Neil, 3rd Regiment

Crimea 1854-56, 1 clasp, Sebastopol (Pte. John Neil 3rd. Regt.), contemporarily engraved naming; Turkish Crimea 1855, British issue (J. Neil 3rd Regt.), fitted with replacement bar suspension, *contact marks, nearly very fine* (2)

£200-300

John Neil was killed in action on 3 July 1855.

768 Pair: Captain's Coxswain T. U. Branton, Royal Navy

Crimea 1854-56, 1 clasp, Sebastopol (Thomas. U. Branton. Captn. Coxn. Her. Majesty's. Ship. Sans. Pareil.), contemporarily engraved naming; Turkish Crimea 1855, British issue, pierced with replacement ring suspension, unnamed as issued, *very fine* (2)

£200-240

Thomas U. Branton served as Able Seaman aboard the 4th rate, 50-gun *Leader* from 1 October 1853. Appointed Captain's Coxswain on 22 May 1855, later 2nd Master aboard *Sans Pareil*, he served under Captain Woodford John Williams and was engaged in transporting mortars to the Baltic. Replaced by Captain Astley Cooper Key on 9 January 1856, *Sans Pareil* acted as a transport vessel returning troops from the Crimea before being sent to the Far East where she witnessed service during the Second Opium War. On 28 December 1857, Captain Key commanded the Naval Brigade at the capture of Canton before being invalided home to Britain in April 1858 and replaced by Captain Julian Foulston Slight. Transferred to the troopship *Himalaya* on 20 September 1862, Branton was likely later involved in the transfer of troops between India, South Africa, the Gold Coast and North America; sold with copied naval rolls.

769 Four: Staff Commander W. H. Adlam, Royal Navy

Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued, clasp loose on ribbon; China 1857-60, 1 clasp, Canton 1857, unnamed as issued; Ashantee 1873-74, no clasp (Navg. Lt. W. H. Adlam, R.N. H.M.S. Simoom. 73-74); Turkish Crimea 1855, Sardinian issue, unnamed as issued, fitted with replacement suspension, *very fine* (4)

£500-600

William Henry Adlam was born on 20 June 1837 at Preshute, the son of coachman James Adlam and his wife Louisa, of St. Margarets, near Calne, Wiltshire. He joined the Royal Navy on 14 July 1853, and served soon thereafter aboard the 110-gun first-rate ship of the line H.M.S. *Queen* during the Crimean War. Present at the bombardment of Odessa and the engagement of the combined fleets at Sebastopol in October 1854, Adlam was transferred to China in 1857 as Master's Assistant aboard *Highflyer*. He witnessed the capture of Canton, Peh-Tang and the Peiho Forts, and was present during subsequent operations until the close of the war (further entitlement to clasp for Taku Forts 1858, according to the *Navy List*).

As Second Master aboard *Investigator* off the west coast of Africa from 1861-64, Adlam was twice engaged at the assault of the town of Zil, near Lagos, being specially thanked by the Commodore for his services. He returned to *Simoom* as Navigating Officer during the Ashantee War and received thanks for his services in landing stores at Cape Coast Castle. Adlam was promoted to Staff Commander on 6 March 1875, his service record consistently referring to him as 'trustworthy,' and noting 'a most skilful and proficient Navigator in all branches,' however, despite apparently glowing references, his career was cut short on 26 October 1887 when he died as a result of alcoholism. He is buried at Haslar Royal Naval Cemetery, Gosport.

770 The impressive and extremely rare Medaille Militaire group of four awarded to Sergeant W. White, 7th (Royal) Fusiliers, decorated for his gallant conduct in the trenches before Sebastopol



Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (Serjt. W. White. 7th Fuss.), naming officially engraved in large serif capitals by *Hunt & Roskell*; Army L.S. & G.C., V.R. (1512, Serjt. Wm. White, 7th R.F. 1859.60), small letter reverse, naming contemporarily engraved in serif capitals; France, Second Empire, Medaille Militaire; Turkish Crimea 1855 (Serjt. W. White, 7th R.F.), Sardinian die, manufactured by *Hunt & Roskell*, naming engraved in small serif capitals, replacement swivel straight bar suspension, the first, second and fourth fitted with attractive silver top riband buckles of various designs, *the first with light contact marks, overall very fine* (4)

£1,800-2,200

One of nine Medaille Militaires awarded to the Royal Fusiliers.



William White was born in Leeds, Yorkshire. A paper maker by trade, he enlisted for service in the 7th (Royal) Fusiliers at his home town on 14 April 1840, aged 19. He was stationed at Gibraltar for four years, and North America for just over two years, before serving in the Crimean War.

At the Battle of the Alma on 20 September 1854, the Royal Fusiliers were engaged in a long and sanguinary musketry duel with the Kazan Fusiliers, their Russian 'nemesis' which was also the personal Regiment of the Grand Duke Michael. Fierce reputational pride was at stake; the two Regiments exchanged shattering volleys with just 40 yards separating their fronts. Despite their disorderly advance across the river, the Royal Fusiliers delivered such an accurate hail of Minié bullets into the dense Kazan column (still armed with smoothbore muskets) that the Russian advance stalled. One sharp-eyed Corporal of the Royal Fusiliers saw a Russian marksman take aim at his commanding officer, the gallant Colonel Yea. Just as the Russian was about to squeeze the trigger, the Corporal shot him dead. 'Thank you my man' exclaimed Colonel Yea, 'if I live through this you shall be a sergeant tonight!' Prince Gortschakoff rode forward and tried to inspire a desperate bayonet charge, but it was too late. The Royal Fusiliers routed their opponents and captured several brass drums. They had held the line magnificently, standing fast despite the repulse of the Light Division on their left, and the timidity of Canrobert's French columns to their right. Casualties were correspondingly high: an officer and 42 men killed, 11 officers and 168 men wounded.

White was promoted to Corporal on 23 December 1854, after the Battle of Inkermann, before rising to Sergeant in the trenches before Sebastopol in 1855. While at Sebastopol he earned a Good Conduct Badge. His record of gallant service was further recognised by the award the *Medaille Militaire*, one of just nine to his Regiment. The citation read as follows:

'Sergeant William White was present at the battles of the Alma and Inkermann, and in the trenches. Left the Crimea in May, 1855.'

White therefore missed the First Assault on the Redan on 18 June, in which Colonel Yea was killed. He was discharged on 9 April 1861. White's discharge papers confirm his full medallic entitlement, which is also illustrated in his superb portrait photograph, taken just after his return from the Crimea (illustrated). The papers reveal that he served an additional 19 years as Sergeant on the permanent staff of the South Lincolnshire Militia following his discharge in 1861.

Sold with copied discharge papers and the original sepia photograph of White in old age, proudly wearing his medals. In this image, the ornate riband buckles can be clearly seen.

771 Three: **Battery Sergeant-Major P. Beezley, Royal Artillery**

Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (G...r. & Dr. P. Beezley. R. ...), regimentally engraved naming, unofficial rivets between first and second clasps; Turkish Crimea 1855, Sardinian die, unnamed as issued, fitted with replacement post and ring suspension; Army L.S. & G.C., V.R., small letter reverse (Batty. Serjt. Major. P. Beezley. 14th Bde. R.A.), all three fitted with contemporary silver top riband bars, *the first two good fine, the third very fine* (3)

£300-400

772 *'He has been left to die in almost abject poverty - and that is how England treats its heroes!'*

Wickham's death reported in the *Clapham Observer*, 18 June 1892.



A superb and well-documented Light Brigade Charger's Crimea Pair to Sergeant H. G. Wickham, 13th Light Dragoons; despite receiving a lance-wound, Wickham bravely helped a wounded comrade to safety, an act immortalised in Lady Butler's painting 'The Return'

Crimea 1854-56, 4 clasps, Alma, Balaklava, Inkermann, Sebastopol (H. G. Wickham. 13th Lt. Dragoons.), officially impressed naming; Turkish Crimea, Sardinian issue, Turkish manufacture, the rim impressed in serif capitals 'Corporal. H. G. Wickham 13th Light Dragoons', fitted with claw and swivel-loop suspension, *the Sebastopol clasp lacking right hand side lug, light contact marks and somewhat polished, otherwise nearly very fine* (2)

£5,000-6,000

PROVENANCE:

Ex- Ron Penhall Collection.
Ex-John Tamplin Collection.



Henry George Wickham was baptised at Bromley Parish Church on 30 November 1834, the eldest son of Michael Wickham, a labourer, and his wife Sarah. His father Michael became a Constable in the Metropolitan Police on 23 March 1840, and brought the family to Clapham in 1841. Young Henry was employed as an assistant engineer in the London and South Western Railway Company's sheds at Hampton Court, before enlisting as a Trooper in the 13th Light Dragoons at Hounslow on 29 October 1852, aged 18. Standing at 5' 8" tall, he received a Bounty of £5/15/6 and was assigned the regimental number 1499. In February 1854, the regiment embarked at Chatham for the Crimean theatre. Wickham was present at the battles of Alma, Balaklava, Inkermann and Sebastopol, and is confirmed in all the rolls as having ridden in The Charge of the Light Brigade. He received a severe lance wound during the Charge, but managed to help a wounded comrade in the 17th Lancers back to the British lines. This incident is depicted in Lady Butler's famous painting 'The Return', Dek Military Models producing a vignette of lead soldiers based on Lady Butler's composition.



By June 1856 he was on garrison duties in Ireland, and between 21 August and 30 October 1857 he was attached to the 4th Military Train. Continuing to serve with the 13th Light Dragoons, he advanced to Corporal on 27 November 1857, and Sergeant on 17 May 1864. He was discharged as 'time expired' at Hounslow on 31 October that year, having served for 12 years. His conduct was described as 'good', and he was in possession of two Good Conduct Badges, though he received no pension, having to eke out an existence as best he could. His lance-wound resurfaced over time, leaving him incapacitated and unable to work. He petitioned the Royal Patriotic Fund and was allotted £60, in three instalments, but this still left him in dire poverty. Always at his happiest among old comrades, he was a founding member of the Balaklava Commemoration Society when it formed in 1879, sitting on its committee. He attended the Society's Annual Dinner in 1890, and the Balaklava Fete at Olympia on 2 July that year. Though frequent and urgent appeals were made for further pension payments, they were never received. Destitute and in unbearable physical pain, he died at 79 Heath Road, Clapham on 15 June 1892, leaving a widow and daughter. His daughter sold his medals to a dealer in January 1952, and they entered the Tamplin Collection in August 1977. Sold with a large folder of provenance and research and several photographs of Wickham, including an original image on glass, which shows him wearing the undress uniform of the 13th Light Dragoons.

- x773 Pair: **Private F. Paine, 51st Regiment of Foot**
 India General Service 1854-95, 1 clasp, Jowaki 1877-8 (2744 Pte. Friend Paine. 51st. Foot);
 Afghanistan 1878-80, 1 clasp, Ali Musjid (2744. Pte. F. Paine. 51st. Regt.), *very fine* (2) £280-320
 During the Jowaki Campaign, the 51st Foot served as part of General Ross's Force (Peshawar Column).
- x774 Three: **Able Seaman F. Clines, Royal Navy**
 India General Service 1854-95, 1 clasp, Burma 1885-7 (F. Clines, A.B. H.M.S. Sphinx.); Egypt and
 Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (F. Clines, A.B. H.M.S. Sphinx.); Khedive's
 Star 1884-6, unnamed as issued, *each ex-brooch mounted and with replacement, tailor copy suspension
 and clasps, thus good fine* (3) £80-120
Frank Clines was born on 25 August 1854 at Birmingham, Warwickshire. He volunteered for 10
 years' service on 26 August 1872, and was appointed Boy 2nd Class aboard *Impregnable*. He saw
 extensive service with the Royal Navy, promoted Able Seaman and later, Petty Officer 2nd Class
 aboard *Invincible* in 1889. Following five months aboard *Crocodile* and a short spell aboard *Victory*
 at Portsmouth, Clines was shore pensioned on 5 April 1894; sold together with copied service
 record.
- 775 Pair: **Private W. Twiddy, alias Crick, Waikato Regiment, late Royal Navy**
 Baltic 1854-55 (W. Twiddy, Boy. 2 Cl, H.M.S. Belleisle.); New Zealand 1845-66, reverse undated
 (Pte. W. Crick. 3/Waikato Regt.), *both later issues with officially impressed naming, nearly extremely
 fine* (2) £300-400
William Twiddy was born on 21 May 1839 at Plymouth, Devon, and attested at *St George* on 10
 February 1854 under the command of Captain Harry Eyres. His papers note a 4ft 10-inch tall boy,
 'pitted with small pox'. He is shown on the Baltic Medal Roll as Boy 2nd Class aboard H.M.S.
Belleisle, an additional entry against his name dated 1910 confirming issue.
 A contemporary newspaper obituary adds a little more detail regarding Twiddy:
 'Sudden Death at Lavender Bay.
 William Twiddy, aged 72 years, lately residing with his wife, and a carrying on a small business under
 the railway arch, Lavender Bay, was found dead in his chair in the back room of his dwelling, on
 Wednesday last. His wife had left him to visit her daughter at Balmain on the previous Monday, and
 the shop remaining closed on the Wednesday excited the curiosity of Constable Pattinson who
 affected an entrance and found the dead body as described. Twiddy had been subject to fits for the
 last 3 months and it may have been in one of these attacks that he passed away. The coroner
 dispensed with an inquest. Through most of his life the deceased had followed a seafaring life and his
 medals show that he was a Ship's Boy on H.M.S. *Belle Isle* in the Crimean War in 1854-5 and under
 the name of 'Crick, he received a medal for service in the Maori War on the Waikatto.'
 There remains no 'Twiddy' or 'Crick' in the Royal Navy on the New Zealand Medal Rolls, and it
 remains possible that Twiddy was more than likely a deserter, for in 1862 the number of desertions
 from the R.N. and R.M. rose to nearly 1:10 where the lure of the goldfields and wide open spaces
 of the Colonies offered huge opportunities for seamen to disappear. Twiddy had enlisted in the 3rd
 Waikato Militia on 18 December 1863 at Otago, presumably after working in the local goldfields.
 He must have completed his 3 years' service as he received his land entitlement, being also entitled
 to an impressed Medal for service in the Commissariat Transport Corps; sold with copied Baltic
 Medal Roll and the original newspaper clipping.

776 Four: **Master Gunner R. McGregor, Royal Artillery, later a Yeoman of the Guard**

Abyssinia 1867 (529 Sergt. R. Mc.Gregor 21st. Brigde. R.A.); Jubilee 1897, bronze (R. Mc.Gregor. Yeoman of H.M.R.B. Guard.); Coronation 1902, bronze; Army L.S. & G.C., V.R., small letter reverse (5382. Mr. Gunner R. Mc.Gregor, C.B.R.A.), *very fine* (4)

£300-400



Robert McGregor was born around 1839 at Dundee, Scotland, and attested for the Royal Artillery on 15 July 1859. A joiner by trade, he was promoted Bombardier on 23 March 1861 and Corporal on 1 September 1863. Appointed 2nd Class Assistant Instructor of Gunnery in 1873, he was made Master Gunner on 4 September 1878, having witnessed 8 years' service in India and a further 6 months in Abyssinia from 17 December 1867-23 June 1868.

McGregor was discharged on 16 July 1889 whilst serving with the Coast Brigade, Royal Artillery and took up a position as Yeoman of the Guard at the Tower of London; sold with copied service record and portrait photograph.

777 A very rare campaign pair awarded to Naik Bur Singh, 1st Sikh Infantry



Afghanistan 1878-80, no clasp (Sepoy Bur Singh 1st Sikh Infy.); Central Africa 1891-98, ring suspension, no clasp (3401 Naik Bur Singh 1st. Sikh Infy. P.F. Force), officially engraved in running script, *good very fine* (2) £800-1,000

778 Four: **Private J. McDonald, Seaforth Highlanders**

Afghanistan 1878-80, 2 clasps, Kabul, Kandahar (58B/871 Pte. J. McDonald. 72nd. Highrs.); Kabul to Kandahar Star 1880 (58B/871 Priv. J. McDonald 72nd. Highlanders); Egypt and Sudan 1882-89, dated reserve, 1 clasp, Tel-El-Kebir (259 Pte. J. McDonald, 1/Sea: Highrs.); Khedive's Star 1882, privately engraved to reverse 'Pte. J. Mc.Donald 1. Sea: Hrs.', *wear and polishing throughout, good fine* (4) £300-400

779 Four: **Sergeant-Major P. Crosbie, Cape Police**

Cape of Good Hope General Service 1880-97, 1 clasp, Bechuanaland (Sergt. P. Crosbie. Cape Pol.); Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (41 Sjt:-Maj: P. Crosbie. Cape Police); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (41 S.Mjr: P. Crosbie. C.P.Dist. 2.); Mayor Of Kimberley's Star 1899-1900, reverse hallmarked with date letter 'a', unnamed as issued, *lacking integral top riband bar, very fine* (4) £500-700

780 Five: **Fleet Paymaster J. Maxwell, Royal Navy**

Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria 11th. July (J. Maxwell. Ass. Payr. R.N. H.M.S. "Alexandra".); 1914-15 Star (Ft. Payr. J. Maxwell, R.N.); British War Medal 1914-20 (Ft. Payr. J. Maxwell. R.N.); Khedive's Star 1882, unnamed as issued, court mounted with an erased Victory Medal, *lacquered, nearly very fine* (5) £240-280

James Maxwell was born on 11 March 1861 at Cornwood, Devon, and served as Assistant Clerk aboard the *Royal Adelaide* from 15 January 1877. Promoted Clerk aboard *Victor Emanuel* and Assistant Paymaster aboard the ironclad *Alexandra*, he was present aboard this ship during the Bombardment of Alexandria from 11-13 July 1882. Following a ten and a half hour naval barrage, the British attacked the city and then proceeded to a full-scale invasion in order to restore the authority of the Khedive.

Transferred to *Minotaur*, *Northumberland*, *Wildfire* and the surveying ship *Hearty*, Maxwell was promoted Paymaster aboard *Archer* and Staff Paymaster aboard *Wallaroo* on 11 February 1897. Appointed Fleet Paymaster on 10 April 1901, he finally retired unfit for further service on 17 November 1903. He lived at Paignton, Devon, but was recalled to serve throughout the Great War at a variety of shore establishments, eventually being placed on sick leave and demobilised on 31 March 1919; sold with copied service record and 1911 census details.

781 Pair: **Private R. W. Slocombe, Royal Marines**

Egypt and Sudan 1882-89, undated reverse, 1 clasp, El-Teb_Tamaai (R. W. Slocombe, Pte. R.M.); Khedive's Star 1884-6, unnamed as issued, *contact marks and wear, fine to good fine, the second better* (2)

£180-220

Robert Walter Slocombe was born on 7 June 1863 at East Stonehouse, Devon, and enlisted at Plymouth for the Royal Marine Light Infantry, Plymouth Division, on 7 July 1882. A labourer by occupation, he saw extensive service aboard a wide variety of vessels and shore bases including *Superb*, *Euryalus*, *Ajax*, *Indus* and the cruiser *Retribution*. Discharged on 22 July 1903, Slocombe enrolled into the Royal Fleet Reserve on 18 July 1904. He returned to serve with the Marines during the Great War, and was present during the Ostend landings and the defence of Antwerp. Sent to Dunkirk, he transferred to the cruiser *Pactolus*, serving aboard her from 29 January 1916-12 March 1919, before being demobilised and discharged medically unfit; sold with copied service record which notes his son, Seaman Walter Slocombe, serving aboard the battlecruiser *New Zealand* during the Great War.

782 Pair: **Corporal R. Smith, Grenadier Guards**



Egypt and Sudan 1882-89, undated reverse, 2 clasps, The Nile 1884-85, Abu Klea (Cpl. R. Smith. Gr-n—r—), a late issue; Khedive's Star 1884-6, unnamed as issued, *pitting and wear, good fine* (2)

£180-220

Appears to be 7507 R. Smith, 3rd Battalion, Grenadier Guards.

783 Pair: **Sepoy S. Singh, Bengal Infantry**

Egypt and Sudan 1882-89, undated reverse, 2 clasps, Suakin 1885, Tofrek (Sepoy Sohun Singh 15th. Bengal Infy.); Khedive's Star 1884-6, unnamed as issued, *nearly very fine* (2)

£140-180

x784 Pair: **Private W. Lee, Gordon Highlanders**

Egypt and Sudan 1882-89, dated reverse, 3 clasps, Tel-El-Kebir, Suakin 1884, El-Teb-Tamaai (575 Pte. W. Lee, 1/Gord. Highrs.); Khedive's Star 1882, *virtually no pitting from Star, thus good very fine* (2)

£200-250

Entitled to first clasp only.

785 A very rare campaign pair awarded to Captain H. Tranmer, Royal Niger Company & Merchant Marine



Royal Niger Company Medal 1886-97, silver issue, 1 clasp, Nigeria 1886-1897 (H. Tranmer.); East and West Africa 1887-1900, 1 clasp, 1898 (Capt: H. Tranmer, R. Niger Co.), mounted for wear, *nearly extremely fine* (2)

£3,000-4,000

Harry Tranmer was born in 1862 at Wakefield, Yorkshire was certified as a 2nd Mate in April 1884 and earned his Extra Master's Certificate in 1891 at Liverpool. Appointed Master of the Royal Niger Company's Stern Wheel vessel *Liberty* on 15 December 1896, Tranmer wrote to the Secretary of State for the Colonies to retain his command following the acquisition of the vessel for the operations on the Niger on 12 October 1898. He was duly awarded his Royal Niger Company Medal in Silver from *Spink & Son* on 29 March 1900, with his East and West Africa Medal following on 25 February 1903, for the Siama expedition. Tranmer saw further appointments aboard the *Soudan, Ebo, Dee, Sir George, Oguta* and *Altair*, a Marine Superintendent by the time of his leaving the service before the Great War. He died at Cromer Road, Liverpool, on 19 December 1937; sold with copied roll extracts and research.

786 Pair: **Private L. Bennett, 2nd West India Regiment**

East and West Africa 1887-1900, 1 clasp, 1891-2 (3512. Pte. L. Bennett. 2/W.I. Rgt.); Ashanti Star 1896, unnamed as issued, *very fine and rare* (2)

£240-280

Further entitled to the '1897-8' clasp.

787 Five: **Leading Seaman J. G. Hallett, Royal Navy**

East and West Africa 1887-1900, 1 clasp, Benin 1897 (J. G. Hallett, Ord., H.M.S. St. George.); 1914-15 Star (169039, J. G. Hallett, L.S., R.N.); British War and Victory Medals (16039 J. G. Hallett. L.S. R.N.); Royal Navy L.S. & G.C., G.V.R. (169039. J. G. Hallett. Ldg. Smn. H.M.S. Hercules.), *very fine* (5)

£280-320

John George Hallett was born on 24 April 1877 at Portsea, the son of Ship's Carpenter William H. Hallett of 57 Arnaud Street, Portsea, Hampshire. He enlisted in the Royal Navy on 26 August 1892, committing to a 12 year period of engagement on his eighteenth birthday. Sent to *St Vincent* and *Inflexible*, he was promoted Boy 1st Class on 24 August 1893 and served as part of the punitive expedition of 1200 men under Admiral Sir Harry Rawson, G.C.B., G.C.M.G., which captured, burned and looted Benin City.

The British success brought an end to the West African Kingdom of Benin and the exile of Oba (King) Ovonramwen to Calabar, Nigeria, with two of his wives, Queen Egbe and Queen Aighobahi. The King never returned, dying in 1914 (*Servants of the Dynasty: Palace Women in World History*,

refers). The works taken by the British, collectively known as the 'Benin Bronzes' were a treasure trove of bronze and ivory sculptures, all of which were executed with a mastery of lost-wax casting; today, perhaps as few as fifty pieces remain in Nigeria, the majority - approximately 2,400 pieces - being held in European and American collections (*Historia Universal del Arte*, by Carmen Huera, refers).

Posted to a wide variety of warships and shore establishments, Hallett was promoted Leading Seaman aboard *Indefatigable* on 1 September 1901 and spent the entire duration of the Great War from 1 August 1911-17 February 1919 aboard the dreadnought battleship *Hercules*. Present aboard her at Jutland, *Hercules* was the twenty-third ship from the head of the battle line, and is noted as scoring a possible two hits upon the battlecruiser *Seydlitz*. She received no damage herself during the battle, but fired a total of 98 twelve-inch shells and 15 shells from her 4-inch armament (*Jutland: An Analysis of the Fighting*, refers). Surviving the encounter unscathed, Hallett was demobilised on 31 December 1918 and soon thereafter joined the Royal Fleet Reserve; sold with copied service record.

788 Pair: **Private A. Wongara, Gold Coast Constabulary**

East and West Africa 1887-1900, 1 clasp, 1897-98 (2110 Pte. Alhandu Wongara. G.C.C.); Ashanti 1900, 1 clasp, Kumassi (2110 Pte. Alhandu Wongara 5. G.C.C.), *contact marks and polished, nearly very fine* (2)

£350-400

The Gold Coast Constabulary was formed in 1879 from personnel of the Hausa Constabulary of Southern Nigeria, being charged with internal security and police duties in the British colony of the Gold Coast. In this guise, the regiment earned its first battle honour as part of the Ashanti campaign when they formed part of the successful 1000-man strong relief force which reached the fort of Kumassi on 15 July 1900. The rebellion leaders, Yaa Asantewaa, and King Prempeh I were exiled to the Seychelles, the Ashanti territories becoming part of the Gold Coast Colony on 1 January 1902.

789 Three: **Ship's Steward G. H. Davenport, Royal Navy**

East and West Africa 1887-1900, 1 clasp, Sierra Leone 1898-99 (G. H. Davenport, Sh. Std., H.M.S. *Alecto*.); Queen's South Africa 1899-1902, no clasp (G. H. Davenport, Sh. Std. H.M.S. *Terpsichore*.); Africa General Service 1902-56, 1 clasp, Jubaland (G. H. Davenport, Sh. Std., H.M.S. *Terpsichore*), mounted court-style for display, *contact marks and minor edge bruising, a rare combination, nearly very fine* (3)

£500-600

51 'Sierra Leone 1898-99' clasps to *Alecto*.

15 'Jubaland' clasps to *Terpsichore*

George Henry Davenport was born on 9 March 1874 at Plymouth, Devon, and enlisted into the Royal Navy on 9 March 1892 upon leaving school. He served nearly 30 years with the Royal Navy, including over 2 years at the repair workshop *Fisgard* from 2 August 1914-12 December 1916, which was then based at Scapa Flow. He was finally demobilised to shore on 10 June 1921. A freemason and member of the Phoenix Lodge, Simons Town, in 1901, Davenport died at Portsmouth in July 1931.

x791 Six: **Company Sergeant-Major C. H. Jarvis, Cape Auxiliary Horse Transport Corps, late Kimberley Volunteer Regiment, who served at the Defence of Kimberley**

British South Africa Company Medal 1890-97, reverse Rhodesia 1896, no clasp (Troopr. C. H. Jarvis. M.R.F.), engraved naming; Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (593 Pte. C. H. Jarvis. Kimberley Vol. Regt.); 1914-15 Star (Pte. C. H. Jarvis 7th Infantry); British War and Victory Medals 1914-19 (C.S.M. C.H. Jarvis C.A.H.T.C.); Mayor of Kimberley's Star 1899-1900, hallmark for Birmingham 1900, mounted court-style, *good very fine* (6)

£600-800

Charles Herbert Jarvis was born around 1873 at Adelaide in the Eastern Cape, the husband of Elizabeth Lillian Jarvis of 1st Avenue, Kenilworth, Kimberley, South Africa. He served as a Trooper with the Matabeleland Relief Force in 1896 and as Private in the 2nd Battalion, Kimberley Volunteer Regiment during the Boer War before taking civilian employment as a timekeeper. Attesting at Kimberley for the Cape Auxiliary Horse Transport Corps on 1 April 1917, he travelled to France aboard *Euripidies* and arrived on 23 May 1917. Jarvis returned home at the cessation of hostilities aboard *Ingoma*, disembarking at Cape Town on 17 July 1919; sold with copied service record and research which notes total strength of the newly-formed Cape Auxiliary Horse Transport Corps as 6214 men in 1916.

- 792 Pair: **Sergeant Singano, 1st Battalion, King's African Rifles, late British Central Africa Rifles**
 Central Africa 1891-98, 1 clasp, Central Africa 1894-98 (11 Sejt. Singano. B.C.A. Rifles.); Africa General Service 1902-56, 1 clasp, B.C.A. 1899-1900 (11 Serjt: Singano. 1st. K. A. Rifles), *refurbished suspension, carriage and clasps, bruising, contact marks and polishing, good fine* (2) £400-500
Singano was present during the Expedition against Chikusi in October 1896 and Chilwa in August 1897. He later served with 'C' Company, King's African Rifles, being stationed at Zomba, the capital of the first British Central Africa and then Nyasaland Protectorate, in what is modern-day Malawi; sold with copied roll entries.
- 793 Four: **Lance-Corporal W. H. Chick, Military Foot Police, late Somerset Light Infantry**
 India General Service 1895-1902, 1 clasp, Punjab Frontier 1897-98 (4203 Pte. W. Chick 1st Bn. Som: Lt. Infy:); Queen's South Africa 1899-1902, 2 clasps, Transvaal, South Africa 1902 (4203 Pte. W. Chick. Somerset: L.I.); British War and Victory Medals 1914-19 (P-3350 L.Cpl. W. H. Chick. M.F.P.), *the first with slack suspension, the second with edge bruise, nearly very fine* (4) £300-400
William Henry Chick was born at Chippenham, Wiltshire in 1876. After civilian employment as a groom, he enlisted into the 4th Battalion, Somerset Light Infantry at Taunton on 17 August 1894, receiving Good Conduct Pay two years later. On 11 September 1896 he was posted to the Punjab Frontier, taking part in the Mohmand Expedition of 1897 (Medal and clasp). He gained a Certificate of Proficiency in Telegraphy on 8 December 1898. The Battalion embarked for South Africa on 14 March 1902, and returned home on 11 September. Discharged at Exeter on 16 August 1906, Chick re-enlisted during the Great War as a Lance-Corporal in the Military Foot Police; sold with the recipient's original service papers.
- 794 Pair: **Sowar (Armourer) M. Bakhsh, 25th Cavalry**
 India General Service 1895-1902, 1 clasp, Waziristan 1901-2 (2506 Sowar Mohomed Bakhsh 5th Pjb: Cavy:); Indian Army L.S. & G.C., G.V.R. (2506 Sowar (Armourer) Muhammad Bakhsh, 25th Cavalry), *very fine* (2) £80-120
Muhammad Baksh served in the 5th Punjab Cavalry who were raised in 1849 at Mooltan by Captain Robert Fitzgerald, 12th Bombay Native Infantry. Serving with distinction in the Indian Mutiny, the unit won two Order of British Indias and nine Indian Order of Merits at Bareilly. The unit was renumbered to the 25th Cavalry in 1903.
- x795 Five: **Sergeant D. Laing, South African Engineering Corps, late Natal Rangers and Gordon Highlanders**
 India General Service 1895-1902, 3 clasps, Relief of Chitral 1895, Punjab Frontier 1897-98, Tirah 1897-98 (2437 Pte. D. Laing 1st. Bn. Gord: Highrs.); Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Johannesburg, Belfast (8109 Pte. D. Laing, Gordon Highrs.); King's South Africa 1901-02, 1 clasp, South Africa 1901 (8109 Pte. D. Laing Gordon Hrs.); Natal 1906, 1 clasp, 1906 (Pte: D. Laing, Natal Rangers.); 1914-15 Star (Sjt. D. Laing S.A.E.C.), *the second and third clasps to IGS attached by single small rings, the third privately named, otherwise very fine and better* (5) £240-280
 Boer War entitlement confirmed.
- 796 The rare and fascinating Sudan Campaign pair to **L. Dundas, a journalist for the Daily Mail**
 Queen's Sudan 1896-98 (L. Dundas. Daily Mail), naming officially corrected; Khedive's Sudan 1896-1908, 2 clasps, The Atbara, Khartoum (L. Dundas Daily Mail), mounted swing-style as worn, *nearly extremely fine, scarce* £600-800
L. Dundas was present as a *Daily Mail* reporter during the Sudan Campaign, likely acting as an assistant to G. W. Steevens, author of *With Kitchener to Khartoum*. The *Daily Mail* had only been founded two years previously, and Kitchener's campaign was the first major conflict on which it reported.

x797 Pair: Lance-Sergeant F. B. Hickmott, Northumberland Fusiliers, who was taken P.O.W. at the Battle of Stormberg and died three months later, likely the result of wounds or illness



Queen's Sudan 1896-98 (4471 Cpl F. Hickmott 1/Northd.: Fus.); Khedive's Sudan 1896-1908, clasp, Khartoum (4471. Corpl. F. Hickmott. 5th. Fusers.), *toned, minor edge nicks, good very fine (2)*

£240-280

Francis Benjamin Hickmott was born in 1876 at Bromley, Kent, the son of Richard W. Hickmott of 18 Ashburnham Terrace, Lambeth. Recorded as a 15-year-old inn barman in the 1891 census, he attested soon thereafter for the Northumberland Fusiliers and was posted to the Sudan. On 1 April 1899, an article appeared in the *Herts Advertiser* which offers a little more detail regarding Hickmott's life at this time:

‘From the Soudan to the Altar.

Lance-Sergt. Francis Benjamin Hickmott of the Northumberland Fusiliers, having seen active service in the recent battle of Omdurman, decided to make a home for himself and to settle down quietly to married life. Consequently, the wedding was arranged and took place at St. Michael's Parish Church, Bishop's Stortford, the lady of his choice being Miss Agnes Adelaide Bowler of Worcester. The interesting ceremony was performed by the Vicar, the Rev. H. T. Lane, who, at the close, informed the bridegroom that it was the first occasion on which he had officiated at the wedding of a soldier in uniform. The bridegroom only enlisted four years ago, and the fact that he has in that short period risen to the rank of Lance-Sergeant, and is besides gymnastic instructor to the regiment, points to a long and useful career in the army.’

Hickmott's blossoming career came to a premature halt six months later when he fought during the Second Boer War with the 2nd Battalion, Northumberland Fusiliers, and was taken Prisoner at Stormberg on 10 December 1899. The defeat of British forces under General William Forbes Gatacre resulted in casualties of 26 killed, 68 wounded and 696 captured (*The Battle of Stormberg*, Chapter 10, by Sir Arthur Conan Doyle, refers).

PROVENANCE:

Dix Noonan Webb, 2002.

798 The campaign group of four awarded to Private C. P. T. Dowding, Rifle Brigade, whose account of the siege of Ladysmith gives a fine insight

Queen's Sudan 1896-98 (4696 Pte. C. Dowding. 2/R. Bde.); Queen's South Africa 1899-1902, 2 clasps, Defence of Ladysmith, Belfast (4696 Pte. C. P. T. Dowding. Rifle Brigade); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4696 Pte. C. Dowding. Rifle Brigade.); Khedive's Sudan 1896-1908, 1 clasp, Khartoum, unnamed, *minor contact marks to first three, very fine* (4)

£400-500

Christopher Peter Thomas Dowding was born around 1878 at Stroud, Gloucestershire, the son of labourer George Dowding of Brigend, Stonehouse. A shoeing smith by trade, Dowding attested at Eastington for the Rifle Brigade on 12 November 1896. Post to Malta from 4 September 1897-11 July 1898 and Egypt from 12 July 1898-20 September 1898, he took part in the Nile Expedition of 1898 and successfully passed his swimming certificate. Transferred to South Africa on 2 October 1899, Dowding was sentenced by Field General Court Martial to 84 days' field punishment No. 1 in consequence of falling asleep at his post whilst on active service. This was later remitted to 42 days after which he returned to duty on 26 November 1900.

On 23 April 1901, Dowding wrote home to his parents:

'B Company, 2nd Battalion, Rifle Brigade, Natal Field Force, South Africa.

Dear Mother and Father,

Just a few lines to let you know that I am getting on fairly just now, as I have just recovered from the fever. I have had now very nearly three months of it, and it has made me so weak that I can hardly get along. But I am getting better now, although I am still in hospital getting back my strength. It is coming back slowly. We had a very rough time of it through the siege of Ladysmith for nearly four months. The first part was all right, with the exception of a few shot and shell flying in amongst us. Of course you had to put up with that, but when the rations became short and we had to eat horse meat and one biscuit per man a day, it is not much for a sick man to live on. But I kept heart in hopes of being relieved, and as soon as the relief came we had plenty of food - full rations. I received the parcel all right and was very pleased with it, especially the tobacco. It comes in very handy at times, not having had a smoke for nearly two months. Thank all for sending it. I am glad to hear George (his brother) is going to have a rub at active service. I hope he will not get shut up like we were. Remember me to everybody. Write soon' (*The Stroud News & Gloucestershire Echo*, refers).

Having served once in military prison, Dowding faced a second term of 56 days for 'prejudicial conduct' whilst serving in Egypt. He returned home on 21 October 1904, having extended his service with the colours by a further 6 years, and married Margaret Barrett at Gloucester on 11 April 1909. He went on to serve in France from 9 November 1914 as Farrier, later Staff Sergeant in the Army Service Corps, before returning home to Awre Road, Blakeney, and working as the local village blacksmith. Dowding died in August 1937 at the Gloucestershire Royal Infirmary in consequence of a long illness, his funeral being poignantly described in the local press:

'Mr Dowding was 57, had been a blacksmith in the village for a number of years, and his cheery smile and unassuming way had won the esteem of all with whom he had come into contact. The respect in which he was held throughout the entire district was manifest by the large number which attended the funeral. The coffin, which was covered with the Union Jack and a full-length floral tribute in the shape of a cross, was borne to the church by ex-Service men and immediately following the coffin was Mr. J. Hall carrying Mr. Dowding's fine array of war medals, Mr Dowding having served in in the Boer War and Great War. The Reverend L. Cook, vicar, conducted the Service at All Saints Church and at the graveside, and bugler O. Griffiths sounded "Last Post" as the coffin was lowered into the grave' (*The Citizen*, 25 August 1937, refers).

Sold with copied service record and research.

799 Four: Private F. Clarke, Cameron Highlanders

Queen's Sudan 1896-98 (3020 Pte. F. Clarke, 1/Camn. Highrs.); Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Johannesburg, Diamond Hill, Wittebergen (3020 Pte. F. Clarke, 1: Cam'n: Hdrs.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3020 Pte. F. Clarke. Cameron Highrs.); Khedive's Sudan 1896-1908, 2 clasps, The Atbara, Khartoum (3020 Pte. Clarke 1. Cam. Highrs.), *light contact marks, very fine* (4)

£300-400

Not entitled to clasp 'Khartoum', although this clasp appears to have been attached for a considerable time; with Army Temperance Association Medal 1903, silver, 1 clasp, Omdurman, unnamed as issued.

800 Pair: Private D. Menna, West African Regiment

Ashanti Star 1896, unnamed as issued; Ashanti 1900, no clasp (1541 Pte. Dimmo Menna. W. African Regt.), *good very fine* (2)

£500-700

802 The historically important 'Sinking of the Otranto' group of five to Captain E. G. W. Davidson, who was Captain of the troop ship *Otranto* when she foundered off the coast of Scotland on 6 October 1918, with the loss of 351 American soldiers and 80 British crewmen; after this unspeakable tragedy, which occurred just before the Armistice, Davidson's body was found washed ashore at Machin Bay

China 1900 (Lieut. E. G. W. Davidson, R.N., H.M.S. *Hermione*.); 1914-15 Star (Commr. E. G. W. Davidson. R.N.); British War and Victory Medals (Capt. E. G. W. Davidson. R.N.); Coronation 1911, unnamed as issued, *good very fine* (5)

£800-1,000

Ernest George William Davidson was born in Rangoon in 1874, the scion of an extended branch of the Davidsons of Tulloch, chief family of Clan Davidson. During the previous century the Davidsons were successful merchants in the West Indies, earning enough capital to purchase Tulloch Castle, Ross-Shire in 1760. Ernest's uncle Sir Arthur Davidson was a royal Equerry from 1891 to 1922. Young Ernest entered the Royal Navy as a Cadet on 15 July 1888. He rose to Midshipman on 15 August 1890, Sub-Lieutenant on 14 September 1894, and Lieutenant on 1 April 1897. He served as a Lieutenant aboard H.M.S. *Hermione*, a 2nd Class twin screw cruiser, during the Boxer Rebellion of 1900 (Medal). Remaining at the China station, by 1906 Davidson was serving as Lieutenant and Commander aboard H.M.S. *Bramble*, a 1st Class twin screw gun-boat. He became full Commander on 31 December 1910. He married Winifred Davidson and lived with her at The Red House, Third Avenue, Frinton-on-Sea, Essex.

Davidson had retired by the time the Great War broke out. Manpower shortages were such that in 1918 he was appointed Captain of the *Otranto*, a former Orient Steam Navigation Company liner commandeered by the Royal Navy as a troop-carrier. Only six weeks before the Armistice, she was part of Convoy *HX50*, bound for Glasgow and Liverpool, bringing 20,000 American soldiers across the Atlantic. The voyage was ill-fated from the start. On 1 October, *Otranto* collided with a French fishing schooner, sending her to the bottom but rescuing all 36 French sailors. This incident delayed the convoy by five hours. As the convoy neared the coast of Ireland, two British warships, H.M.S. *Minos* and H.M.S. *Mounsey*, were assigned to bring it safely into port.

By 6 October, a terrible squall had descended on the convoy and visibility deteriorated. Land was sighted that night. *Otranto* believed this to be the coast of Ireland, and veered to port accordingly. Another transport, the *Kashmir*, correctly interpreted the coastline as the isle of Islay, and turned sharply to starboard. The result was that *Kashmir* collided with *Otranto*, tearing an enormous hole



in her side. *Kashmir* was virtually unharmed, but water gushed into *Otranto*, drowning scores of men within seconds. Captain Davidson scanned the rocky coastline for a safe landing place, but all he could see were sheer cliffs. Many of *Otranto's* lifeboats had been crushed by the collision, and those still seaworthy would never have survived the rough seas. Sending out a distress signal, Davidson had no option but to anchor and pray for relief.

Miraculously, the destroyer *Mounsey* picked up *Otranto's* signal and came to the rescue. Davidson, realising that the tiny destroyer would be crushed by contact with his own ship, lowered *Otranto's* lifeboats over the sides to act as fenders. Despite the gigantic waves, Lieutenant F. W. Craven, commanding *Mounsey*, managed to bring his vessel alongside *Otranto*. The lifeboats held for a few moments before splintering, and with an appalling shudder the two vessels crashed alongside each other. At this point the American soldiers, who had been standing patiently in lines, waited for *Mounsey* to rise with the swell and then jumped for their lives. Many discarded their boots to make themselves lighter. Several men lost their footing and were crushed between the two ships, but nearly 600 lives were saved. *Mounsey*, now severely damaged and in danger of swamping with her huge cargo of troops, left for Belfast, which she reached in safety. There was nothing more she could do.

Davidson went down with the ship, along with 351 American soldiers and 80 British crewmen. During the following days, bodies were washed up all over Machir Bay, Islay. Davidson's body was found by the Argyllshire Constabulary on 2 November, with his binoculars, wristwatch, cigarette case and pipe. He may also have been wearing his China 1900 and Coronation 1911 Medals. Davidson was buried on Islay at the Kilchoman Military Cemetery. He is also commemorated by a memorial in Thurlestone Churchyard, Devon; sold with copied research.



- 803 A particularly interesting group of nine awarded to Captain C. C. Walcott, Royal Navy, who was mentioned in despatches for services at Tientsin in June 1900 and later became a trusted member of British Naval Intelligence, being responsible for the safe transfer of the 'Black Diaries' to Washington as a means of stifling anti-British sentiment amongst the Irish population in the United States of America

China 1900, 2 clasps, Taku Forts, Relief of Peking (Act. Lieut. C. C. Walcott. H.M.S. Centurion.); 1914-15 Star (Commr. C. C. Walcott, R.N.); British War and Victory Medals (Commr. C. C. Walcott R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (Capt. C. C. Walcott. C.B.E. R.N.); Defence and War Medals 1939-45; Coronation 1902, silver; Coronation 1937, *the first a duplicate issue with later impressed naming and fitted with copy clasps, the V.M. officially re-impressed, mounted as worn, good very fine* (9)

£600-800

[C.B.E.] *London Gazette* 5 June 1920:

'For services in connection with the Imperial War Museum.'



Colpoys Cleland Walcott was born on 31 July 1878 at Maidenhead, the son of Lyons Roden Simpson Walcott, an Irish land agent of 10, Prince of Wales Mansions, Battersea Park. Naval tradition ran in the family through his paternal grandfather, Colpoys Walcott, who served as a Midshipman in the Royal Navy from 5 December 1857 but was discharged dead on 10 June 1861 whilst serving aboard the *Victor Emanuel*. As a result, Walcott was educated at Eastman's Preparatory School in Southsea which was primarily known at that time as a school which prepared young boys for entry to the Royal Navy.

Sent to *Britannia* as a Naval Cadet on 15 July 1892, Walcott passed out as Midshipman on 15 January 1895 and served as Sub-Lieutenant aboard *Centurion* off the coast of China, being present with the Naval Brigade at the capture of the Taku Forts, the defence of Tientsin and the Relief of Peking. An entry in his service papers notes:

'Commanded a detachment of *Centurion's* men at the capture of Taku Forts + was present in operations round Tientsin - specially mentioned in despatches, specifically promoted for this service.'

Promoted Lieutenant on 9 November 1900, Walcott received further praise for his fitness, a superior noting 'very good officer, good at gymnastics'. He went on to qualify as a Physical Training Instructor at Aldershot in 1909, whilst also gaining Certificates in seamanship, navigation, torpedo, gunnery and pilotage. At around this time he also came runner-up in the Army & Navy Boxing Championship, being beaten by Colonel Campbell, a Scot of considerable prowess in the ring. The bruising encounter ensured that during the officer's Middleweight Championship held the following November, Walcott looked on as a referee and judge (*Sporting Life*, 1 November 1912, refers).

Instead, he ploughed his energy at that time into the organisation of the United Services Rugby Club at Portsmouth. Many years later, Walcott recalled an amusing story illustrating the keenness of the players in those days, as published in the *Hampshire Telegraph* in 1925:

‘In reply to the useful formal postcard to a certain young lieutenant telling him he was due to play at Richmond, the following message arrived: “Please excuse me if I am late; am getting married at 2pm...” (the kick-off was at 2.45.)

Captain Walcott adds:

“I don’t think he played again; he was a good half, but apparently he found a better.”

On 12 February 1912, Walcott married Hildegarde de Boulay, third daughter of Captain Ernest de Vismes du Boulay, of St. John’s Park, Ryde, Isle of Wight. Posted to Ceylon aboard the battleship Russell, Walcott was advanced Commander on 31 December 1912 but requested permission to retire shortly thereafter. This was granted and he was placed on the retired list on 21 February 1914.

A Swift Return

From August 1914-18 February 1915 Walcott commanded the Armed Merchant Cruiser *Empress of Asia*, it being one of a number of warships tasked with hunting the German light cruiser SMS *Emden* in the Indian Ocean, east of Ceylon (*No Pleasure Cruise: The Story of the Royal Australian Navy*, refers). Transferred to *President*, Walcott joined the Naval Intelligence Division on 16 June 1915 and began service as A.D.C. to Admiral Sir Reginald Hall, Director of Naval Intelligence and at that time, in charge of ‘Room 40’. It was in this role that he was employed on one of the most controversial and secretive missions of the Great War involving the transfer of the Casement Diaries to America.

43 years a Secret: Courier of the Casement Diaries

The execution of Sir Roger Casement who was hanged and buried at Pentonville Prison on 3 August 1916 for his participation in the Easter Rising created profound difficulties for the British Government. The last of 16 men to face the gallows, Casement was the ‘first among traitors in the eyes of British Officials’ (author Kevin Grant, refers), having been knighted by King George V in 1911 for his humanitarian campaigns on behalf of the indigenous peoples of Africa and South America. Retired from the Foreign Office on a comfortable pension in 1913, it was perceived that this financed his turn to rebellion and Irish nationalist militancy, his actions fuelled by London’s failure to act upon Parliamentary legislation for ‘home rule’ and what he perceived as injustices due to imperial conquest.

Sir William James, the biographer of Sir Reginald Hall, describes the circumstances outlined to Walcott by the Director of Naval Intelligence and reinforced at Scotland Yard by Sir Basil Thomson, Chief of the C.I.D.:

‘At that time, when the Americans had not entered the war,’ stated the Admiral, ‘there was a strong anti-British move on the part of the Irish-Americans in the U.S. This tide of emotionalism, which was being engineered by a Cardinal, was aimed at making Casement a martyr.’ (*The Belfast Telegraph*, 12 August 1959, refers)

Having witnessed the outcome of publicly circulating in Britain and Ireland excerpts from his private journals, known as the Black Diaries, the British authorities saw an opportunity to continue their ‘dirty tricks’ campaign abroad. Given prevailing views and existing laws at the time on homosexuality, the diaries had successfully undermined support for clemency for Casement, and it was hoped that their contents - thought to have been forged by British Intelligence to discredit him - would have a similar effect across the Atlantic. It was Walcott’s role to thus deliver the work into the hands of Admiral Sir Guy Gaunt, Naval Attache to Washington, as expediently as possible and under complete secrecy.

Walcott had travelled to America on previous occasions, notably when he travelled from Liverpool to New York aboard the Lapland on 17 May 1916. However on this occasion, as cover for the trip, he also took with him bonds to the value of £20,000,000 to hand to Pierpoint Morgan, the legendary banker, in New York (*The Birmingham Daily Post*, 1 May 1961, refers). Having arrived safely, Walcott handed the diaries to Gaunt and the pair subsequently travelled to Washington together. In August 1959 the Home Office lifted the ban on the diaries and made them available for inspection by accredited persons, and it was only then that the story involving the transfer across the North Atlantic came to light, Walcott having so long kept his promise of secrecy to Sir Reginald Hall.

Post War Career

Promoted Captain whilst with British Naval Intelligence, Walcott retired for a second time in November 1918. He returned to service however, notably with the Intelligence Branch in Palestine from 1936-39 and as a Gold Rod Usher at the Coronation of King George VI in 1937. During the Second World War he served at Aberdeen, Invergordon and at the Admiralty, before retiring for a

third time and moving with his third wife to Rock Bay, Cornwall. Here he wrote articles on coastal erosion, many of which were published in the local press. He died at Christchurch, Hampshire, on 29 April 1961; sold with a coloured portrait photograph of Walcott in full dress for the 1937 Coronation, and copied research.

x804

A campaign group of five awarded to Private W. O. Meech, Royal Marine Light Infantry, who was initially invalided from the service in 1902, only to return and witness service during the Battle of the Falkland Islands; crewmen from his ship and H.M.S. *Bristol* boarded two vital colliers supplying the German fleet under Admiral Graf Maximilian von Spee and later scuttled both vessels



China 1900 (W. O. Meech. Pte. R.M.L.I.); 1914-15 Star (CH.9253, Pte. W. O. Meech, R.M.L.I.); British War and Victory Medals (CH.9253 Pte. W. O. Meech. R.M.L.I.); Royal Fleet Reserve L.S. & G.C., G.V.R. (CH.9253 (B.1404) W. O. Meech. Pte. R.F.R.), *minor staining to obverse of second, nearly very fine* (5)

£350-400

William Oscar Meech was born on 26 September 1878 at Holloway, London, the son of Amelia Meech of 30 Richmond Terrace, Clapham Road, London. A clerk by profession, Meech attested for the Royal Marine Light Infantry in London on 10 September 1896, being posted as Private to the recruit depot at Walmer. Discovered to be under age by 16 days, Meech served aboard a wide variety of ships and shore establishments including *Duke of Wellington*, *Hood* and *Endymion*. He was later present aboard the steel screw sloop H.M.S. *Phoenix* during the Boxer Rebellion, being posted to the Northwest Fort, Taku, until 3 July 1901. He is listed in the 1901 Census for England as a Member of the Garrison at Sinho, Peiho River, north China. Transferred briefly to *Aurora*, Meech's naval career with the R.M.L.I. was cut short on 9 May 1902 when he was invalided serving with Chatham Division; he was discharged 4 days later, his address given as 25 Fentiman Road, Clapham.

However Meech's military career was not over quite yet. In 1908 he enrolled into the Royal Fleet Reserve, returning to Chatham and completing training in drill. On 7 August 1914 he joined the armed merchant cruiser H.M.S. *Macedonia*, serving aboard her for the duration of hostilities, including regular voyages to Argentina, Uruguay and Brazil. In 1914, after a short spell patrolling the harbour of Port Stanley, the *Macedonia* was commanded by the Chief of War Staff at the Admiralty, Sir Frederick C. D. Sturdee to destroy the enemy colliers *Baden* and *Santa Isabel* during the Battle of the Falklands; in company with the light cruiser *Bristol* the enemy vessels were duly sunk, the crews being given just 10 minutes to leave the ships.

Meech was demobilised on 10 May 1919, his character noted as 'very good' and his new address given as the village of Great Witley, Worcestershire; sold with copied service details and census record.

805 Pair: Lieutenant C. W. Todd, Kimberley Town Guard



Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (Lieut. C. W. Todd. Kimberley Town Gd.); Kimberley Star, hallmarks for Birmingham 1900, with an unofficial 'Kimberley Siege' bronze lapel badge, the reverse engraved '1900', *extremely fine* (2) £500-600

C. W. Todd served during the Defence of Kimberley as a Lieutenant in No. 1 Section, B2 Company, No. 3 Redoubt.

x806 A 'Defence of Kimberley' pair awarded to Company Sergeant-Major J. Petrie, Kimberley Volunteer Regiment

Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (21 C.S.Maj. J. Petrie. Kimb. Vol. Regt.); Cape of Good Hope General Service Medal, 1 clasp, Bechuanaland, mounted as worn, *nearly extremely fine* (2) £400-500

807 Pair: Private J. Sumner, Kimberley Town Guard

Queen's South Africa 1899-1902, 1 clasp, Defence of Kimberley (Pte. J. Sumner. Kimberley Town Gd.); Mayor Of Kimberley's Star 1899-1900, reverse hallmarked with date letter 'a', unnamed as issued, with integral top riband bar, privately engraved 'J. Sumner', *very fine and better* (2) £350-400

808 An unusual group of three awarded to Private C. H. Brent, Frontier Light Horse, late Cape Mounted Yeomanry, whose campaign service spans twenty years

Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State (749 Pte. C. H. Brent. Frontier Lt. Horse); Cape of Good Hope General Service 1880-97, 1 clasp, Basutoland (Tpr. C. H. Brent. C.M. Yeo.); South Africa 1877-79, 1 clasp, 1879 (Tpr. C. Brent. 1st. Cape Yeory.), mounted as worn in this order, the first and third ribbons incorrectly swapped, *good very fine* (3) £600-800

809 Pair: Private W. Gilbey, Durham Light Infantry

Queen's South Africa 1899-1902, 2 clasps, Tugela Heights, Relief of Ladysmith (5401 Pte. W. Gilbey. Durham Lt. Infy.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (5401 Pte. W. Gilbey. Durham L.I.), *good very fine* (2) £140-180

William John Gilbey was born around 1877 at Islington, London, and attested for the Durham Light Infantry on 21 January 1895. A labourer by occupation, he stated previous service with the 3rd Battalion, Royal Fusiliers. Posted to the 1st Battalion, he was tried by Regimental Court Martial on 21 March 1899 for 'using insubordinate language' and sentenced to 42 days imprisonment with hard labour. He twice served in South Africa, being discharged on 20 January 1907; sold with copied service record.

x810 Six: Acting Warrant Officer 1st Class A. Nunn, Royal Army Medical Corps

A fine Campaign and Long Service group of six awarded to Acting Warrant Officer 1st Class A. Nunn, Royal Army Medical Corps



Queen's South Africa 1899-1902, 3 clasps, Relief of Kimberley, Paardeberg, Driefontein (11382 Pte. A. Nunn. R.A.M.C.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (11382 Pte. A. Nunn. R.A.M.C.); 1914 Star (11382 Cpl. A. Nunn. R.A.M.C.); British War and Victory Medals (11382 A.W.O. Cl.1 A. Nunn. R.A.M.C.); Army L.S. & G.C., G.V.R. (11382 Sjt: A. Nunn. R.A.M.C.) (6)

£300-350

Albert Nunn was born in 1879 at St Pancras, London, and attested for the Medical Staff Corps at Aldershot on 8 January 1897, his papers noting previous service with the Militia Medical Staff Corps. A milkman by trade, he was appointed 3rd Class Orderly on 17 June 1897 at Netley, before serving in South Africa from 24 October 1899 to 2 January 1903. Whilst stationed at Wynberg he came down with a mild infection of scarlet fever and required 44 days in hospital to recover. Returning home and posted to the military hospital at Netley, he passed a course of instruction as a Cook in July 1904 and gained a Certificate in High Class Cookery shortly thereafter.

Following a further five-year period of service in South Africa, Nunn served with the British Expeditionary Force in France from 20 August 1914. He briefly returned home and married Margaret Crowther, a widow with 4 children, at Eltham on 6 August 1915. Awarded the L.S. & G.C. Medal in April 1917, Nunn was considered for discharge at Blackpool in September 1918 suffering from neurasthenia; sold with copied service record and *MIC*.

x811 Four: Sergeant J. Killarney, Royal Scots Fusiliers, late King's Own Scottish Borderers

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Johannesburg (6783 Pte. J. Killarney. K.O. Scot: Bord:); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (6783 Pte. J. Killarney. K.O. Scot: Bord:); British War and Victory Medals (15090 Sjt. J. Killarney. R.S. Fus.), *the second worn with replacement clasp, this loose, good fine* (4)

£100-140

James Killarney served in France from 20 September 1915, being later discharged and awarded a Silver War Badge; sold with copied *MIC*.

- 812 Five: **Acting Corporal R. Baxter, Military Mounted Police, late 14th (King's) Hussars**
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (2918 Pte. R. Baxter. 14th Hussars.); King's South Africa 1901-1902, 2 clasps, South Africa 1901, South Africa 1902 (2918 Pte. R. Baxter. 14th Hussars.); 1914-15 Star (P.152. L-Cpl. R. Baxter. M.M.P.); British War and Victory Medals 1914-19 (P-152 A.Cpl. R. Baxter. M.M.P.), *good very fine* (5) £300-400
- R. Baxter** served as a Private with the 14th Hussars during the Second Boer War, attesting for the Military Mounted Police in 1914. He arrived in France on 20 July 1915, and rose to Staff Corporal by the war's end.
- 813 Four: **Private A. Mills, Hampshire Regiment**
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (5505 Pte. A. Mills, 2: Hampshire Regt.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (5505 Pte. A. Mills. Hampshire Regt.); Africa General Service 1902-56, 2 clasps, Somaliland 1902-04, Jidballi (5505 Pte. A. Mills. 1st. Hamp: Regt.); 1914-15 Star (15599 Pte. A. Mills. Hamps:R.), *light contact marks, nearly very fine* (4) £240-280
- Alfred Mills** was born in 1881 at Kilburn, the son of William Burgess Mills of 122 Fortune Gate Road, Harlesden, London. He attested for the Hampshire Regiment on 11 January 1899 and witnessed extensive service in South Africa, India, Aden and Somaliland. In June 1900, whilst serving during the Second Boer War, he was sentenced to one year's imprisonment with hard labour for quitting his post when on sentry duty without being relieved - this was later reduced to three months by Lord Roberts. Discharged upon the termination of his first period of engagement on 10 January 1911, Mills returned to his former regiment during the Great War, serving with the 12th Battalion in France and Flanders from 21 September 1915. Transferred to the Reserve in March 1919, he was discharged the following year and likely returned to his civilian career as an electric tram driver. He died on 15 April 1943.
- 814 Pair: **Private A. Easterby, 4th Hussars**
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (2783 Pte. A. Easterby. 4th. Hussars); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (2783 Pte. A. Easterby. 4th. Hussars.), *minor edge bruise to second, nearly very fine* (2) £140-180
- Alfred Easterby** was born in October 1870 at Leeds, Yorkshire, at attested at Dublin for the Hussars on 15 November 1889. Serving in South Africa from 28 February 1900-24 July 1902, Easterby was discharged not long thereafter and returned home to his wife Jane Agnes and young sons Alfred and Joseph; sold with copied service record and research.
- 815 Pair: **Private E. Hewitt, Scots Guards**
 Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Wittebergen, Transvaal (113 Pte. E. Hewitt. Scots Gds.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (113 Pte. E. Hewitt. Scots Guards.), *file marks to rivets between second and third clasps of first, otherwise good very fine* (2) £120-150
- Ernest Hewitt** was born in 1872 at Chichester, the son of James Hewitt of Chichester, West Sussex. He attested at London for the Scots Guards on 7 July 1893 and served in South Africa from 15 March 1900-4 August 1902, being discharged on 6 January 1905; sold with copied service papers confirming clasp entitlement.
- x816 Four: **Constable T. Haier, 4th South African Mounted Rifles, late Natal Police**
 Queen's South Africa 1899-1902, 3 clasps, Tugela Heights, Relief of Ladysmith, Laing's Nek (2333 Tpr: T. Haier. Natal Police); 1914-15 Star (Const. T. Haier 4th. S.A.M.R.); British War and bilingual Victory Medals (Const. T. Haier. 4th S.A.M.R.), *very fine* (4) £140-180
- Thomas Haier** attested for the 4th South African Mounted Rifles on 6 August 1914 and was posted to 'A' Squadron shortly thereafter. Thrice fined for being in possession of a dirty pistol and being absent from station, he was admitted to Wynberg Hospital in April 1915 suffering from boils and an abrasion to the forearm; sold with copied service record which notes his next of kin as 'Mr. Haier, Kilbaka, Carriga Holt, County Clare, Ireland.'

x817 Pair: **Bombardier O. A. Mewett, Royal Garrison Artillery**

Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (48598 A.Br: O. A. Mewett, 14th. Coy. W.D., R.G.A.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (48598 Bomb: O. A. Mewett. R.G.A.), *official corrections to number and rank of first, very fine* (2)

£100-140

Oliver A. Mewett served with No. 14 Company, 'W' Division, Royal Garrison Artillery; sold with copied rolls confirming clasp entitlement.

818 *'Sir: I am sure that many of your readers will have learnt with sorrow of the death of our old friend, Morel. To his widow and family we offer our heartfelt sympathy.*

In Morel we found the finest characteristics of an Englishman: Brave as a lion, generous to a degree, and that unselfish and unflinching virtue of always being able to smile, and above all to encourage others to smile, in the face of serious adversity.

His glorious record of service to his King and Country is known to all Wiltshiremen. In our hearts may we store the one consolation - that we are indeed the richer for his friendship, and the poorer for his passing.'

A touching tribute in *The Parade (Trowbridge) Newspaper*

An outstanding and extremely rare 'double long service' group of three awarded to **Regimental Sergeant-Major E. Morel, Royal Wiltshire Imperial Yeomanry, late Life Guards, who served both Regiments with distinction and later became a much admired civil 'mover and shaker' in Trowbridge, Wiltshire**



Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Transvaal, Wittebergen, South Africa 1901 (100 Q.M.Sgt. E. Morel. 1st. Impl: Yeo:); Army L.S. & G.C., V.R. (714. Tp. Cpl. Maj: E. Morel. 2nd. Life Gds.); Imperial Yeomanry L.S. & G.C., E.VII.R. (232 R.S. Maj: E. Morel. R. Wilts: I.Y.), *nearly extremely fine* (3)

£600-800

38 Imperial Yeomanry L.S. & G.C. Medals awarded to Royal Wiltshire Imperial Yeomanry.

Edward Morel was born in 1854 at East Grinstead, West Sussex, the son of Alfred Morel and Ellen Tate. By family repute his father was the illegitimate child of the union between a Madame Morel of France and William, 3rd Baron de Blaquiere, of Ardkill in the County of Londonderry, who later committed suicide at Norwood in consequence of failing health associated with lithropic disease and smallpox.

The 1881 England Census records Morel as married to Sarah Ann and living at the barracks of the Life Guards in Regents Park whilst serving as Corporal of Horse in the 2nd Battalion. A decade later he is noted as R.M. of 'G' Troop at Rood Ashton (*The Annals of the Yeomanry of Wiltshire*, refers) and the 1911 Census records the couple living at West Ashton, near Trowbridge, Wiltshire, his occupation described as 'Army pensioner and storage agent'. He is also father to a 20 year old daughter named Nora. Affectionately known as 'The Sergeant Major' in his village and known for his bluff and hearty manner and burly structure and build, Morel died in 1933 having struggled with failing health for two years. His obituary which was published in *The Parade (Trowbridge) Newspaper*, adds a little more detail regarding his career:

'His was an interesting and varied career. As a young man he served for two years in the St. George's Volunteers, London - for he was a Londoner and in all his years in Wilts never quite lost the accent of the Metropolis. After this he joined the Life Guards, and served in this famous Regiment for 15 years, qualifying for the Long Service Medal. On leaving the Regular Army at the expiration of this period he became attached to the permanent staff of the Royal Wiltshire Imperial Yeomanry, with the rank of Sergeant-Major, and served the county's cavalry regiment for twenty-two years, qualifying for another long service medal - a very rare distinction - and retiring with the rank of Regimental Sergeant Major in 1908. He was made the recipient at the annual camp, of a handsome cheque and piece of plate from his comrades of the Yeomanry, Colonel (now Brigadier-General) Palmer making the presentation.

When the two companies of the Royal Wilts Imperial Yeomanry were raised at Trowbridge in 1900 for service in the South African War, Sergt.-Major Morel did splendid work in recruiting and training the men, and himself went to the front with them, with the rank of Quartermaster Sergeant. Though when the Great War came in 1914 he had long passed the age for active service, his heart was always with the Forces, and many were the ways in which he served the country's cause at home. It will be recalled that it was Mr. Morel who provided Trowbridge with its first "Roll of Honour" board, which hung outside the Town Hall until the list became too long to be shown thereon, and a larger one became necessary.

After his military service had concluded he settled at West Ashton, carrying on the business as a forge merchant, but finding time for many public duties.'

Sold with copied research including an extremely detailed obituary and two large group photographs of the Sergeants of the Royal Wiltshire Yeomanry, including Morel.

x819

Pair: **Private W. Morrison, Scottish Rifles**

Queen's South Africa 1899-1902, 4 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek (6130 Pte. W. Morrison, Scottish Rifles.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (6130 Pte. W. Morrison. Scot: Rifles.), *good fine* (2)

£140-180

William Morrison was born around 1870 at Dundee and attested at Glasgow for the Scottish Rifles on 21 April 1898. Posted to the 2nd Battalion, The Cameronians (Scottish Rifles), he served in South Africa from 23 October 1899-27 May 1904. Morrison was later discharged on 22 July 1908 having been found medically unfit for further service; sold with copied service record.

x820

Pair: **Sapper J. Mantell, Royal Engineers**

Queen's South Africa 1899-1902, 4 clasps, Laing's Nek, Belfast, Cape Colony, Orange Free State (3327 Sapr. J. Mantell. R.E.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3327 Sapr. J. Mantell. R.E.), *the third and fourth clasps to QSA late claims issued on 12 September 1910, with corresponding unofficial rivets, wear to naming, edge nicks to second, otherwise good fine* (2)

£70-90

Sold with copied roll entries confirming entitlement and noting transfer to No. 5 Company, Royal Engineers in November 1902.

x821 *Family group:*

Pair: **Band-Sergeant W. P. Graves, Royal Scots**

Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901, South Africa 1902 (5548 Cpl. W. P. Graves, Royal Scots), the last two clasps loose on riband; Army L.S. & G.C., G.V.R., 2nd type (5548 Band-Sjt: W. P. Graves. R. Scots.), mounted swing-style as worn, with a Royal Dublin Fusiliers regimental 'Old Toughs' Medal, 34mm, bronze, featuring the emblems of the tiger and elephant to obverse and reverse respectively, fitted with a clasp engraved '7075459 Bandmaster W. P. Graves 22.6.17 to 1.6.1922', in *Carrington & Co., 130 Regent Street* fitted leather case of issue, *the first with contact marks, overall very fine*

Three: **Musician S. W. Graves, Royal Horse Guards**

Defence and War Medals 1939-45 (400633 C. of H. S. W. Graves R.H.G.); Regular Army L.S. & G.C., G.V.I.R., 1st type (400633 Musician S. W. Graves. R.H.G.), mounted swing-style as worn, with two related riband bars, *nearly very fine* (5)

£300-400

Walter Parrimore Graves was born at Dover in 1882. Enlisting into the Royal Dublin Fusiliers at Chatham on 18 January 1896, he served as a Lance-Corporal with the 1st Battalion, Royal Scots during the Second Boer War and the Great War (no medal entitlement). In 1915 he passed his examination for Bandmaster at Kneller Hall (*Middlesex Chronicle*, 20 November 1915) By 1922 he had returned to the Royal Dublin Fusiliers, becoming Bandmaster of the 2nd Battalion.

Sydney Walter Graves was the son of the above. Born at Ranikhet, India in 1910, he attended Sunar Boarding School before joining the 2nd Dragoon Guards in 1926. He served with the Royal Horse Guards during the Second World War, and emigrated to Australia in 1973; sold with copied research.

822 Pair: **Sergeant B. J. V. Lathey, Army Service Corps**



Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Tugela Heights, Orange Free State, Relief of Ladysmith, Transvaal (11689. Cpl. B. J. V. Lathey. A.S.C.), officially engraved naming; King's South Africa 1901-02, 2 clasps (11689 Serjt: B. J. V. Lathey. A.S.C.), *good very fine* (2)

£140-180

823 Four: **Staff Sergeant J. Keen, Army Ordnance Corps**

Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Transvaal, South Africa 1901, South Africa 1902, Orange Free State (26625 Tpr: J. Keen. 38th Coy. Imp: Yeo:), unofficial rivets between fourth and fifth clasps; 1914-15 Star (02939 Sjt. J. Keen. A.O.C.); British War and Victory Medals (02939 S. Sjt. J. Keen. A.O.C.), all with original ribands, *good very fine* (4)

£140-180

Jabez Keen was born at Bledlow, Buckinghamshire in 1877, the son of Robert Keen. Trained as a wheelwright, he volunteered for the 2nd Boer War, attesting for the 38th (High Wycombe) Company, 10th Battalion, Imperial Yeomanry on 18 February 1901. He served in South Africa from 16 March 1901 to 1 August 1902. Discharged on 9 August, he again volunteered his services in the Great War, arriving in France on 3 June 1915 as a Sergeant with the Army Ordnance Corps. He was later promoted to Staff Sergeant. Surviving the conflict, he died in 1947; sold with copied service papers, clasp confirmation and *MIC*.

x824 A rare **Anglo-Boer War D.T.D. pair awarded to Lieutenant and Adjutant H. Hilhorst, Swaziland Commando**

Anglo-Boer War Dekoratie voor Trouwe Dienst 1899-1902 (Luit. en Adj. H. Hilhorst.); Anglo-Boer Oorlog Medal 1899-1902 (Luit. en. Adj. H. Hilhorst.), *very fine and better* (2)

£200-300

Henri Hilhorst served as Adjutant on the staff of General Christiaan Botha, the former commander of the Swaziland Police in 1898 and brother of General Louis Botha; sold with copied service record.

825 Three: **1st Class Engineer G. Gray, British Mercantile Marine**



Transport 1899-1902, 1 clasp, S. Africa 1899-1902 (G. Gray.); British War Medal 1914-20 (George Gray); Mercantile Marine War Medal (George Gray), *nearly extremely fine* (3)

£600-800

George Gray was born at Holytown, Lanark, in 1864, the son of George Gray of 1 Houldsworth Street, Lanarkshire. Recorded in the 1881 Scotland Census as a 17 year old Engineer Apprentice living with his stepmother, Jane Cairns, Gray was awarded his Engineers Certificate at Glasgow on 15 May 1896. He went on to witness service during the Second Boer War and the Great War, his ribbons being sent in 1925 to White Lodge, 1 Station Road, Craigandoran; sold with copied research.

x826 An unusual group of four awarded to Private R. Green, Royal Marine Light Infantry, who was present at the early morning capture of Illig in Italian Somaliland where over 800 men successfully stormed a strongly held cliff-top fortification, the Dervishes 'losing heavily'



Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (R. Green, Pte. R.M., H.M.S. *Hyacinth.*); 1914-15 Star (CH.6500, Pte. R. Green, R.M.L.I.); British War and Victory Medals (CH.6500 Pte. R. Green. R.M.L.I.), swing mounted as worn on original ribbons, *toned, very fine* (4)

£300-400

Richard Green was born on 27 October 1874 at Bedworth, Warwick, the son of William Green of 17 Black Yard, Nun's Street, Derby. A labourer by trade, he attested for the Royal Marine Light Infantry at Derby on 27 January 1892 and was posted as Private to the recruit depot at Walmer, followed by a short spell at Chatham. It was whilst at the latter that he was discovered to be under age on 26 October 1892 after 273 days' service, but having forfeited this time towards his pension Green then began a long and successful career with the R.M.L.I.

Transferred between *Pembroke*, *Chatham* and *Ganges*, Green was posted to the cruiser *Hyacinth* and landed in Italian Somaliland on 21 April 1904, being present at the capture of Illig. The landing is described in a contemporary account published in the *Lancet* *Examiner*:

'Capture of Illig'

Bluejackets, Marines and Hampshires - Landing through the surf - Gallantly storming the position - An obstinate defence - Dervishes expelled with heavy losses

The place could not be assailed from the front, so at dawn on the 21st inst. a force was landed for the purpose of storming the position. In the presence of Commander Vuturno (the Italian representative), Rear Admiral George L. Atkinson Willes, at the head of 700 bluejackets and marines from H.M.S.'s *Hyacinth*, *Fox*, and *Mohawk*, and 125 men of the first battalion of the Hampshire Regiment, landed in Gallule River through the surf.

They attacked the towers of Illig on the flank and rear, storming them gallantly and fighting a hard action at close quarters, the defence being obstinate. Ultimately the Dervishes were expelled, losing heavily, and the British and Italian flags were hoisted over Illig.'

The advance landing by 100 seamen under Captain the Honourable H. L. A. Hood, R.N., went largely without a hitch and was unopposed by the enemy. Four seamen lost their rifles in the swell, but the party successfully landed a Maxim gun and secured an area of plateau above the beach. By the next morning, on 21 April 1904, a further 650 officers and men had landed ashore although 'surf was high and all men were wet at least up to the waist and often up to the neck'. Advancing over open ground, at 0800hrs the Illig cliff-top fortifications came into sight. Double stone walls up to 2 metres thick and 3 metres high protected two stone towers that had three floors of firing slits. On seeing the British troops, the Dervishes in the towers blew conch horns and shouted defiance whilst their womenfolk and children ran to safety further along the cliff.

Surging in rushes and supported by three Maxim guns, the seamen scrambled over the walls and entered via the embrasures. Fighting hand to hand, a fellow seaman from *Hyacinth*, Petty Officer 1st Class John Murphy, was awarded a Conspicuous Gallantry Medal for axing a door down under heavy fire, the enemy being gradually forced to withdraw. The fight for Illig cost the British 3 seamen killed, 3 seamen and 1 marine severely wounded, and 7 seamen with light wounds. The dead were buried the following day 16km out to sea, work parties remaining behind to destroy the Illig fortifications.

Having survived the encounter, Green returned home to Chatham and then spent a time serving on Ascension. He spent the majority of the Great War aboard the armed merchant cruiser H.M.S. *Orama* which was station off the south-east coast of America and participated in the search for the SMS *Dresden*. Transferred to *Duncan* on 1 January 1918, Green briefly transferred to the Royal Fleet Reserve. He was discharged on 24 October 1924, his character consistently graded 'very good' despite a number of visits to the cells; sold with copied service record and lid of card box of issue for 1914-15 Star.

For details relating to the capture of Illig, please see:
<http://www.kaiserscross.com/188001/487401.html>

827 Five: **Able Seaman G. Pratt, Royal Navy**

Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (235186 G. Pratt, Ord, H.M.S. Fox.); Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (235186. G. Pratt, A.B. H.M.S. Fox.); 1914-15 Star (235186, G. Pratt. A.B., R.N.); British War and Victory Medals (235136 G. Pratt. A.B. R.N.), *good very fine* (5)

£200-240

George Pratt was born on 23 October 1886 at Kettering, the son of George W. Pratt, a boot factory worker, of 52 Upper Field Street, Kettering, Northampton. He served as Boy 2nd Class in the Royal Navy from 23 October 1906, being promoted Ordinary Seaman aboard the battleship *Vengeance* on 23 October 1906. Over the next year *Vengeance* underwent a refit at Queensferry, and in was around this time that Pratt took the opportunity to go absent without leave; recovered on 13 May 1908, he was sentenced to 21 days of hard labour.

Pratt returned to service on 6 June 1908, being sent to shore barracks at Devonport. He served aboard a wide variety of ships, including North Sea Patrols aboard the light cruiser *Cordelia* from 5 January 1915-3 December 1915. Transferred to *Bonaventure* and the monitor *M27*, Pratt was promoted Leading Seaman on 10 September 1917. Not long thereafter he was in trouble with authorities for a second time, his service record noting '30 days detention, insolence & contempt to superior officer'. He was demobilised on 7 June 1919; sold with copied service record and census details which note that he returned to Kettering and worked for a pig breeding business in the late 1930's.



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828 Six: **Captain A. J. Jeanes, Natal Telegraph Corps**

Natal 1906, 1 clasp, 1906 (L.Sgt: A. J. Jeanes, Natal Telegraph. Corps.); 1914-15 Star (Lt. A. J. Jeanes S.A.F.T. & P.O.); British War and Victory Medals (Capt. A. J. Jeanes.); Coronation 1911 (Sergt. A. J. Jeanes, Natal Tel. Corps.); Colonial Auxiliary Forces L.S. & G.C., G.V.R. (Capt: A. J. Jeanes U.R. Officers.), *edge wear and contact marks to first, good fine, otherwise nearly very fine and better* (6)

£200-240

Arthur John Jeanes was born on 14 June 1880 and worked as a clerk at Pietermaritzburg before serving with the Newcastle Town Guard during the Anglo-Boer War. Appointed Trooper with the Natal Telegraph Corps on 14 October 1903, he was promoted Sergeant on 1 June 1905, Warrant Officer on 30 March 1908 and commissioned 2nd Lieutenant on 1 October 1911. According to his service record, Jeanes was present at the arrest of Dinuzulu in 1907, the eldest son of the last King of an independent Zululand, Cetshwayo, being implicated in the previous year's Bambata Rebellion and charged with treason.

On 15 February 1915, Jeanes was promoted Captain in the S.A. Field Post and Telegraph Corps. He was seconded to Headquarters of the 3rd South African Infantry Brigade as Brigade Signalling Officer on 26 January 1916, and appointed Officer Commanding, 2nd Division, Divisional Signalling Section, East Africa, in April 1916, being 'mentioned' (*London Gazette* 30 June 1916, refers). A little over a year later, Jeanes was granted an indefinite leave of absence to proceed to Europe for military service, being made a temporary Captain in the Royal Engineers from 25 January 1918. He subsequently served in France and Flanders with the B.E.F. and American Expeditionary Force from 1 April 1918-18 May 1919, before relinquishing his temporary Imperial Commission on 13 July 1919.

Transferred to the Union Reserve of Officers on 11 May 1920, Jeanes returned home to 22 Lathom Road, Scottsville, Pietermaritzburg; sold with copied service papers and group photographs, with extensive correspondence regarding the award of the Colonial Auxiliary Forces L.S. & G.C. Medal.

x829 Five: **Corporal J. B. Jaffray, 1st Mounted Rifles, late Natal Carbineers**

Natal 1906, 1 clasp, 1906 (Tpr: J. B. Jaffray, Natal Carbineers.); 1914-15 Star (Pte. J. B. Jaffray 1st M.R.); British War and Victory Medals 1914-19 (Pte. J. B. Jaffray. 1st M.R.); Colonial Auxiliary Forces Long Service Medal, E.VII.R. (NO 37100 Cpl. J. B. Jaffray. 1st M. R. (N. Carbs)), *good very fine* (5)

£200-300



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'I cannot tell you how I miss Tony, both as a great personal friend and on account of the enormous assistance he gave me in running the Battalion. He had unbounded energy, and I am certain he is the most popular officer in the Battalion with his brother officers and with the men, as he always has their interests very much at heart.'

'Tony' Markham's commanding officer, Lieutenant-Colonel C. E. Pereira, reflects on his brilliant qualities just hours before his death.

The outstanding and highly emotive 'Old Contemptible's' group of six to Major R. A. 'Tony' Markham, 2nd Battalion, Coldstream Guards, a great character who was twice mentioned in Sir John French's Dispatches for his role in stemming the German advance

On 23 October, having bravely repulsed the Germans from Wietye, Markham's Battalion was shelled severely and a spent bullet lodged in his temple; taken to hospital at Boulogne alongside Lieutenant-Colonel Pereira, also hit, Markham succumbed to his wounds two days later

Earlier in his career, Markham acted as A.D.C. to the Sirdar at Khartoum following the 1899 Nile Expedition; adventures on a gunboat in Abyssinia followed, earning him the Order of the Medjidie, while his participation in the Bahr-el-Ghazal Expedition was recognised with a rare clasp to his Khedive's Sudan Medal

1914 Star (Major R. A. Markham. C.Gds.), with clasp; British War and Victory Medals 1914-19, with M.I.D. emblem (Major R. A. Markham.); Coronation 1911, unnamed as issued; Ottoman Empire, Order of the Medjidie, 4th Class breast Badge, gold centre, silver and enamel, with rosette upon riband, the reverse centre engraved in serif capitals: 'CAPT. R. A. MARKHAM. COLDSTREAM GDS.'; Khedive's Sudan 1896-1908, 2 clasps, Sudan 1899, Bahr-el-Ghazal 1900-02 (Capt: R. A. Markham. Coldstream Gds.), officially engraved naming, the first three loose as issued in original named card boxes, with a glazed leather display case for 1914 Star, the last three mounted court-style as worn, *good very fine, scarce* (6)

£3,000-4,000

Ronald Anthony Markham was born at Cowes on the Isle of Wight on 15 October 1870, the only surviving son of the late Colonel W. T. Markham, Coldstream Guards, who fought in the Crimean War, and the cousin of Sir Clements Markham K.C.B., F.R.S., a prominent geographer who organised Scott's polar expeditions. He was also the grandson of Sir Francis Grant P.R.A., the Scottish royal portrait painter. The family lived at Becca Hall, Yorkshire. Educated at Charterhouse, Markham joined the 2nd Battalion, Coldstream Guards from the Militia in December 1890.

Markham became Lieutenant in August 1896 and Captain on 12 December 1899, taking part in the first advance against the Khalifa during the 1899 Nile Expedition. From April 1900 to December 1902, he was employed with the Egyptian Army as A.D.C. to the Sirdar. The Sudan Intelligence Report (No. 84) reveals that he was charged with carrying the Sirdar's dispatches from Khartoum to the commanders of the Abyssinian posts at Gore, a dangerous task which involved sailing up the Nile aboard the gunboat *Sheikh*. For these services Markham was awarded the Insignia of the Order of the Medjidie (4th Class). In November 1900 he took part in Sparkes' exploration of the remote Bahr-el-Ghazal region, receiving the extremely rare 'Bahr-el-Ghazal 1900-02' clasp to his Khedive's Sudan Medal. As part of this expedition, 100 men and women enslaved by the Mahdists were escorted and returned to their native tribes. Markham was promoted to Major in 1907.

The 2nd Battalion started to mobilise at Windsor on 5 August 1914, in response to the 'European Crisis'. As second-in-command of the Battalion, Markham gave invaluable service to its commanding officer, Lieutenant-Colonel C. E. Pereira. Both men kept day-by-day journals of the Battalion's activities. From these, we learn that the Battalion caught the 4.12 a.m. train to Southampton on Tuesday 11 August. Split across two ships, the *Novaro* and *Olympia*, it sailed at 5.45 p.m. after the officers' horses had been swung aboard. It disembarked at Le Havre at 5 a.m. the next day, to a rapturous crowd. It took part in the Battle of Mons on 23 August, and held Landrecies against the advancing Germans to cover the British retreat.

On 1 September, Markham was almost captured by a German patrol north of Rond de la Reine while carrying a message to the Irish Guards. A sharp firefight unfolded. By the next day the Battalion had withdrawn to Villenoy, just 25 miles north of Paris. Markham goes on to describe the actions along the River Marne, and the British counter-attack, which drove the Germans back across the Aisne. On 14 September, the Battalion staged a magnificent defence of the ridge at Les Grinons, earning the admiration of Sir John French in a special telegram. Markham was mentioned in French's Dispatches of 8 October 1914, and 14 January 1915.





At 5 a.m. on 20 October, the Battalion moved from its billets at Boescheppe to trenches at Wieltje, north-west of Ypres. It advanced three quarters of a mile the next day, pushing the Germans back to Passchendaele. The night was remembered for its heavy German shelling and nerve-wracking false alarms. Refusing its right flank, the Battalion repulsed a heavy German counter-attack on 22 October. It had now dug deep entrenchments, but was shelled severely on 23 October, Markham noting in his diary: 'Was hit by a high explosive to-day. Haversack mackintosh riddled and end of my jacket, but self not touched.' He spoke too soon. At 3 p.m. that day, a spent bullet hit him in the temple, lodging in his head. Lieutenant-Colonel Pereira was also wounded, and both men were taken to the Base Hospital at Christol, Boulogne. Markham had by now lost consciousness, and in a subsequent letter of condolence to his sister, Mrs. A. Smith, Pereira wrote: 'he never recognised me and did not answer questions. I don't think he realised anything.' Lady Sarah Wilson served as a nurse at the hospital, and described the scene:

'Dear Mrs. Smith, - I write to tell you that your brother Tony was brought in here late last night with a bullet wound in his head, quite unconscious. There was no hope from the first. An operation was performed, but it was unavailing as the bone was splintered all to atoms. He died at 10.40 last night, the 25th October.'

As head of the Markham family, his death caused Sir Clements Markham unimaginable grief, possibly contributing to the geographer's demise the following year. A stalwart of the Coldstream 'Nulli Secundus' Club and The Turf Club, he was also a keen cricketer, often to be found at Marylebone and I Zingari cricket clubs. An outstanding horseman, he often rode to hounds and was photographed hunting at Melton Mowbray (illustrated). His 1914 Star and British War & Victory Medals were sent to his sister, on 21 January 1919 and 30 May 1921 respectively. This sister, Mrs. A. Smith, dutifully typed up and printed his war diary. Markham is buried at Sysonby Churchyard, Melton Mowbray.

Sold with an exceptional archive, comprising:

(i) A contemporary printed copy of *The Diary of Major R. A. Markham, 2nd Battn. Coldstream Guards*, commencing with the 2nd Battalion's mobilisation at Windsor on 5 August 1914, and ending on 23 October that year, just hours before his death; Markham's (copied) handwritten account of his exploits aboard the gunboat *Sheikh*, of which the original is held by Durham University; two original photographs of Markham, one in tropical uniform and the other in hunting dress (illustrated).

(ii) An original typed transcript of the Private Diary of Lieutenant-Colonel C. E. Pereira, commanding officer of the 2nd Battalion, Coldstream Guards, describing each day from 12 August to 29 November 1914, with an accompanying letter from Pereira, addressed to Markham's sister, relating the circumstances of Markham's death.

(iii) The recipient's two M.I.D. certificates in their original envelope addressed to Mrs. A. Smith, 64 Ennesmore Gardens, S.W.; a copied letter from H.Q. Egyptian Army, Khartoum, confirming Markham's entitlement to the 'Bahr del Ghazal 1900-02' clasp; bestowal letters for his Great War Medals, addressed to his sister; copied *MIC*; CWGC Certificate; the recipient's Will and Codicil, dated 28 September 1908.



831 *I have seen him lying flat on his face in a tiny dug-out no bigger or higher than the underneath of a small dinner-table, in the front line, dashing off the first half of one of his articles for Punch. He would have to stop in the middle and crawl out on a patrol up to the German wire, have a scrap out there with a Bosch patrol at a few yards' range, stay out there for two or three hours, and crawl back, soaked to the skin and covered with mud, to finish his article in time for the post.'*

A posthumous tribute to Lieutenant Johnston by Captain T. Ingram, D.S.O., M.C., published in *Punch*

The fascinating and deeply moving Great War trio to Lieutenant A. Johnston, King's Shropshire Light Infantry, whose witty and candid accounts of life in the Ypres Salient earned him universal esteem; with courage equal to his intellect, Johnston's career as a *Punch* journalist was cut short in April 1916, when he was killed by a sniper while leading a successful attack

1914 Star (1638 Pte. A. Johnston. 28-Lond.R.); British War and Victory Medals 1914-19 (Lieut. A. Johnson.), with the recipient's cap badge, *good very fine* (3)

£400-500



Alec Johnston was born in 1890, the son of George F. Johnston, M.D. of 23 Seymour Street, Portman Square, London. Educated at St. Paul's School, he studied Classics at Oxford and briefly worked as a schoolmaster before the outbreak of the Great War. Two days after war was declared, he enlisted into the 28th (1st Artists Rifles) Battalion, London Regiment, arriving in France in October 1914. In February 1915 he received a commission in the 1st Battalion, King's Shropshire Light Infantry, which moved from Armentières to the Ypres Salient. A talented linguist, he taught himself German during his spare time in the trenches.

Johnston also began writing for *Punch* magazine, contributing a series of light and satirical sketches called *At the Front*. His friend and brother officer Captain T. Ingram, R.A.M.C. recalled how he would write articles anywhere, using ‘any odd scrap of paper.’ Crawling up to the German lines and scribbling in shell-holes, Johnston brought a rare authenticity to his work, Ingram remarking: ‘Work done like that could not fail to ring true.’ Johnston’s articles were edited after his death and published in 1917, the editor reflecting: ‘They are typical of that spirit of brave humour, essentially English, that makes light of the worst that fate can send.’ Extracts include:

‘The land must be spied out; the country which we are - for some obscure reason - fighting for is one-half lake and one-half swamp. Accordingly, as the attack has to have clean boots on parade next day, scouts go forward to select the most land-like portions of the morass. Then at last we advance, and with only an occasional halt for coffee - this depending on the number of farms *en route* - we sweep on to the rallying position, where we sit down nonchalantly in a hail of bullets and discuss a haversack ration while a real officer tells us how. His telling is competence itself, except in one respect; he never makes sufficient allowance for coffee. No one has told him that the arms of our service battalion are an estaminet couchant in a field sodden.’

Johnston showed great personal bravery during an attack at Hooge in August 1915, when his platoon lost direction due to the smoke and missed their objective. He sat calmly in a shell hole with his compass, and resumed the attack. He was then the only officer left in his Company. Despite being wounded in both legs, he saw his men to safety before being hospitalised for several weeks. He was promoted to Lieutenant in September 1915. His friend Ingram wrote the final chapter of his story:

‘Lt. Alec Johnston, 1st King’s Shropshire Light Infantry, was shot through the heart by a German sniper at dawn on April 22nd, 1916. In a sense his work was done and certainly well done. At shortest notice, the battalion had been called upon to retake a vitally important salient that had been captured and consolidated by the enemy for forty-eight hours. After his captain had been severely wounded, he led the centre company of the attack, and in inky darkness, through driving rain, over shell-torn ground in waist-deep mud they made good. For that night’s work the battalion was personally thanked by the Corps Commander, and mentioned by name in despatches.

All that night Johnston was indefatigable; he was everywhere, strengthening the captured position, beating off counter-attacks, and, to save time, always moving about in the open. As dawn was breaking he refused to go into the safest part of the trench, saying, that when it was too light to stay “on top” he would go into “the first old crump hole handy.” Utterly gallant always, the hotter the show the cooler he got; yet in no sense was he reckless, and he used his head at all times.’

Johnston’s grave was marked with a simple cross bearing a silver plaque with the moving epitaph ‘WELL DONE’, likely sent by his father. He was later re-buried at Essex Farm Cemetery (Grave Reference II.Q.19). Ingram’s tribute to Johnson appeared in *Punch* on 17 May 1916. Johnston’s Great War Medals were sent to his father at 23 Seymour Street, Portman Square on 11 December 1920.

Sold with a hard-back 1st edition copy of the recipient’s collected *Punch* articles entitled *At the Front* (1917), and a silver locket of 32mm x 21mm dimensions worn by the recipient’s next of kin, containing his black-and-white portrait photograph alongside the engraved words: ‘ABOVE AND STRONGER THAN HIS WISH FOR LIFE, WAS THE WISH TO DO HIS DUTY.’

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832

A notable Great War trio and Memorial Plaque awarded to Captain A. G. Kirby, London Rifle Brigade; as Captain of the Leander eight at the 1912 Stockholm Olympics, Kirby led the British rowing team to a Gold Medal victory, only to die of sickness on the Western Front in 1917



1914 Star, erased naming; British War and Victory Medals (Capt. A. G. Kirby), Bronze Memorial Plaque (Alister Graham Kirby), in card case of issue, *very fine* (4)

£300-400





Alister Graham Kirby was born at Brompton in London on 14 April 1886, son of the Lincoln's Inn Bencher Arthur Raymond Kirby and his South African wife Gertrude Fleming. Educated at Eton, he showed early prowess for rowing, becoming an Oxford Blue during his studies at Magdalen College. He rowed for Oxford in the 1906, 1907, 1908 and 1909 Boat Races, but was only on the winning team in 1909, when he was President. That same year he was appointed President of Vincent's Club. Joining the Leander Club, he captained the Leander eight to victory in the 1912 Stockholm Olympics, winning a Gold Medal for Great Britain. He was photographed with his victorious rowers.

Kirby served during the Great War as a Captain in the 5th Battalion, London Regiment (London Rifle Brigade). Wounded in November 1914, he died of sickness on 29 March 1917, aged 30. He was buried at Mazargues War Cemetery, Marseilles; sold with copied research.

833 **Four: Flight Sergeant G. E. Franklin, Royal Naval Air Service**

1914 Star, *copy* clasp (239138. G. E. Franklin, A.M. IGR. R.N.A.S.); British War and Victory Medals, with M.I.D. oak leaf (239138 G. E. Franklin. C.P.O.M. 3 R.N.); Royal Air Force L.S. & G.C., G.V.R. (314955 F/Sjt. G. E. Franklin. R.A.F.), *good very fine, scarce* (4)

£200-300

George Edward Franklin was born at High Wycombe, Buckinghamshire on 20 May 1887. Following civilian employment as a 'Hotel Page', he joined the Royal Navy as a Rating on 24 May 1905. Just prior to the Great War his address is given as 33 Richmond Park Road, Bournemouth. From 1 July 1914 he was stationed at R.N.A.S. Kingsworth as an Air Mechanic. He advanced to Leading Mechanic on 1 January 1915, and Chief Petty Officer Mechanic on 1 October 1917. He was mentioned in dispatches 'for services on patrol duties and submarine searching in Home Waters' (*London Gazette* 1 October 1917). He became an R.A.F. Mechanic on 1 April 1918. After the Great War he served with Nos. 47 and 30 Squadrons as an Airship Rigger, receiving three Good Conduct Badges on 1 August 1919. Franklin was still serving when he died at Newbury Hospital on 20 October 1924; sold with copied service records.

- x834 Four: **Private A. Finch, Royal Marine Light Infantry**
 1914 Star (Ch.12671. Pte. A. Finch, R.M. Brigade.); British War and Victory Medals (Ch.12671 Pte. A. Finch. R.M.L.I.); Defence Medal 1939-45, *the first polished, otherwise good very fine* (4) £70-90
- Arthur Finch** was born on 30 January 1881 at Sevenoaks, Kent, and attested at Chatham for the Royal Marine Light Infantry on 27 February 1899. A rubber worker by occupation, Finch witnessed extensive service but was twice noted for desertion upon his record, in 1907 and August 1914 respectively. Having served at Dunkirk from 5-12 October 1914, he survived the war and was demobilised on 27 February 1919, his general character noted as 'good'; sold with copied service record which notes that he returned home to an address in Manchester.
- 835 Four: **Lieutenant J. Todd, Highland Light Infantry**
 1914 Star (2192 Pte. J. Todd. 9/High: L.I.); British War and Victory Medals (Lieut. J. Todd); Great War Bronze Memorial Plaque (John Todd), *good very fine* (4) £160-200
- John Todd** was born at 'Ferbank', Cambuslang, Glasgow in 1889. Educated at Glasgow High School and Trinity College, Glenalmond, he entered his father's business *J. Todd & Sons Ltd.*, renowned for manufacturing rope and twine. On 6 August 1914, he enlisted in the 9th Battalion, Highland Light Infantry, arriving in France on 21 September 1914. He was gazetted a 2nd Lieutenant in his own regiment in June 1915, continuing to serve in France until he was severely wounded on 15 July 1916 during the Battle of the Somme. After his recovery he was assigned to the 2nd Battalion in Palestine. In December he was promoted to Lieutenant. Returning to the Western Front in April 1918, he was mortally wounded on 3 July whilst seeing his men, who formed a working party, to a place of safety; sold with copied research.
- 836 A 1914 casualty group of three awarded to **Lance Corporal J. Skinner, Queen's Own Royal West Kent Regiment, who was killed during the historic stand at Neuve Chapelle on 28 October 1914 - around that time the enemy utilised chemical weapons for the first time**



- 1914 Star (L-7785 Pte. J. Skinner. 1/R.W. Kent R.); British War and Victory Medals (L-7785 Pte. J. Skinner. R.W. Kent R.), *nearly extremely fine* (3) £140-180
- James Skinner** was born around 1890 at Sevenoaks, the son of James Skinner of Ivy Cottage, Durton Green, and husband to May Ellen Skinner of 2 Crampton Road, Sevenoaks. Posted to the 1st Battalion, Queen's Own Royal West Kent Regiment, he served in France from 15 August 1914 and was likely killed during the morning of 28 October 1914, when the Germans made a 9am counter-attack against his Battalion, the 47th Sikhs and the 9th Bombay Infantry. Approximately 300 Germans broke through the rudimentary defensive line and successfully attacked 'B' and 'C' Companies from the rear and flank. The events are further described in *Deeds that Thrilled the Empire*:

'During the fierce fighting at Neuve Chapelle on the last days of October 1914, the 1st Battalion suffered most severe losses. All its officers with 2 exceptions, and more than half of its N.C.O.'s and

men were either killed or wounded. But it gained great honour and added yet another glorious page to the splendid records of the old 50th.'

According to the Regimental Histories of No. 16 I.R. and 43rd F.A.R., the Germans first employed dianisidine shells in the commune of Neuve Chapelle from 26-27 October 1914. The effect was minimal, the howitzer-fired shells being effectively filled with non-lethal sneezing powder, later given the name 'stinkgranaten' by German regimental historians. British historians such as Conan-Doyle and Hamilton barely mention the event, likely in consequence of its failure and irrelevance on the battlefield at that time, but the firing of some 3000 shells set a precedent for this type of warfare which would plague the evolving trenches for years to come. Aged just 24 years, Skinner is commemorated upon the Le Touret Memorial; sold with copied *MIC* and CWGC entry.

x837

A Great War group of three awarded to Private G. A. White, Rifle Brigade, who witnessed considerable service with the Colours before being captured on the first day of Operation Michael, the opening gambit of the German Spring Offensive



1914 Star (3691 Pte. A. White. 2/Rif. Brig.); British War and Victory Medals (3691 Pte. A. G. White. Rif. Brig.), *good very fine* (3)

£120-150

Arthur George White was born in October 1894 at Chichester, the son of William and Mary White of 18 Basin Road, Chichester, West Sussex. He served in France with the 2nd Battalion, Rifle Brigade, from 7 November 1914 and was twice wounded in action. Transferring to the 12th and 7th Battalions respectively, he was captured at St Quentin on 21 March 1918 and reported missing on 5 June 1918. He was transferred soon thereafter to the Giessen Camp for Allied Prisoners of War near Frankfurt which had a reputation for being well-ordered and sanitary, before being released on 16 December 1918 and repatriated home; sold with copied research and *MIC* which notes entitlement to clasp and roses.



838 Four: **Battery Quartermaster-Sergeant A. St. J. Chadwick, Royal Artillery**

1914 Star (72025 Gnr: A. St J. Chadwick. R.H.A.); British War and Victory Medals (72025 Cpl. A. St. J. Chadwick. R.A.); Army L.S. & G.C., G.V.R., Regular Army (1031200 B.Q.M.Sjt. A. St. J. Chadwick. R.A.), *nearly very fine* (4)

£60-80

Arthur St. John Chadwick was born in April 1889 at Derby, the son of Charles John Chadwick of Kineton, Warwickshire. He served in France from 15 August 1914 with the 3rd Brigade, Royal Horse Artillery, and was later appointed Transport Sergeant. Chadwick married Aileen Marina Wakefield at Colchester in March 1921 and died at Colchester, Essex, in September 1963.

839 *'As a personality he was irreplaceable'*

Sir Sydney Castle Roberts on Attwater

The remarkable Great War trio to Captain A. L. 'Brains' Attwater, Royal Welch Fusiliers, a prize-winning Cambridge classicist who served alongside Siegfried Sassoon and Robert Graves, convalescing with them at Craiglockhart Hospital after a severe gun-shot wound to the hip

Mentioned repeatedly in *Goodbye To All That*, Attwater went on to become a renowned Cambridge professor, bequeathing a vast library to Pembroke College and founding its English scholarships



1914-15 Star (2. Lieut. A. L. Attwater. R.W.Fus.); British War and Victory Medals (Lieut. A. L. Attwater.), *good very fine* (3)

£400-500

Aubrey Leonard Attwater was born on 6 September 1892, the son of Thomas Henry Attwater of 4 Percival Terrace, Brighton. Reading Classics at Pembroke College, Cambridge, he became President of the Cambridge Union Society and won the Charles Oldham Shakespeare Prize, receiving a First in his Tripos in 1914. A member of the university's Officer Training Corps, he forwent his promising career as a barrister to commission as a 2nd Lieutenant in the 3rd Battalion, Royal Welch Fusiliers on 15 August 1914. He transferred to the 2nd Battalion for service in France, arriving there on New Year's Day 1915.

Advancing to Lieutenant on 2 February, Attwater served alongside the soldier-poet Robert Graves in trenches near the strategic Bois-Grenier crossroads. When out of the trenches, he joined brother officers at the Armentières Riding School. His activities are recorded in *The War The Infantry Knew*, the authoritative journal written by Captain J. C. Dunn of the 2nd Battalion. Dunn recalled that during one riding exercise, Attwater's horse 'jumped a ditch on the rue de Biez, unseated him in a ploughed field, and was recaptured by a peasant' (Dunn, 111). Famous throughout the Regiment for his intellect, Attwater was affectionately nicknamed 'Brains'. In *Good-Bye to All That*, Robert Graves fondly recalled:

‘The militia majors, who were for the most part country gentlemen with estates in Wales, and had no thoughts in peace-time beyond hunting, shooting, fishing, and the control of their tenantry, were delighted with Attwater’s informative talk over the port at mess. Sergeant Malley, the mess-sergeant, would go round with his “Light or vintage, sir?” and the old majors would say to Attwater: “Now, Brains! Tell us about Shakespeare. Is it true that Bacon wrote him?” Or, “Well, Brains! What do you think about this chap Hilaire Belloc? Does he really know when the war’s going to end?” And Attwater would humorously accept his position as combined encyclopaedia and almanac.’ (Graves, 179).

On 28 March 1915, while fighting in trenches near La Vesée, Attwater received a gun-shot wound to the left thigh (lower groin). His service records paint a terrible picture:

‘Leg shortened by 3 1/2”. Complete destruction of hip joint, with marked wasting. Impaired function of limb. Permanent injury, equivalent to the loss of a limb.’

Attwater departed Boulogne aboard the steamer *St. Patrick* on 19 May 1915, and was taken to Craiglockhart Hospital for specialist treatment by the brilliant Dr. W. H. R. Rivers. There he convalesced with the famous war poets Robert Graves, Siegfried Sassoon and Wilfred Owen. He read avidly about the progress of the war; though bed-bound, few Battalion details escaped his notice. On 4 September, his promotion to Captain appeared in the *London Gazette*.

On 25 July 1916, Attwater was judged fit for ‘light duty’. He was appointed Adjutant of the 3rd Battalion at Litherland camp near Liverpool, where he oversaw some 3,000 recruits destined for the front line. The camp was perilously close to Brotherton’s munitions factory, which manufactured highly sensitive detonators. Graves recalled that Attwater saw smoke rising from Brotherton’s one afternoon. Ordering the camp bugler to sound the alarm, Attwater directed the fire-brigade to the scene, despite his limp, and managed to smother the fire before it reached the explosives. He undoubtedly saved hundreds of lives (Graves, 180-181). The 3rd Battalion moved to Limerick in November 1917. Attwater was discharged in February 1919; due to his wound he received an Army Pension of £50 per annum from 28 March 1921. He resided at 4 Percival Terrace, Brighton.

The Vulcan of Pembroke

After the war Attwater returned to Pembroke College, enthusiastically teaching the new English Tripos. It was largely thanks to him that Pembroke began offering scholarships in English. He was described as an ‘exceptional’ teacher who created an ‘intimate atmosphere of private supervisions, where an infectious enthusiasm and singularly wide learning were directed always to help, not to overwhelm’ (*Pembroke Gazette* 1936, p. 16). Appointed Assistant Tutor, he held the same lodgings in the Hitcham Building, Ivy Court once occupied by Pitt the Younger and the poet Thomas Gray. Attwater organised plays for the Perse Society and compiled the *Domestica Pembrochiana*, a record of the College’s domestic life. He was Director of Studies to Humphrey Jennings, the future filmmaker. Jennings’ biographer, Kevin Jackson, describes him as:

‘a solitary high Tory in a discipline taught mainly by those of Liberal or ‘progressive’ views, who nonetheless, thanks to his generous and convivial nature, managed to be friends with everyone regardless of their political or intellectual allegiances.’

Attwater enabled so many students to have a happy experience of Pembroke, but his war wound resurfaced, causing him considerable pain. As he hobbled around the quad, ever cheerful, he reminded E. M. W. Tillyard of the figure of lame Vulcan in Homer’s *Iliad* (Jackson, 62). Unable to walk to Cambridge’s libraries, he amassed a magnificent personal collection in his lodgings which was bequeathed to Pembroke after his death. Attwater filled the cupboards with sherry and spirits, and had a constant stream of visitors day and night. He founded The Spenser Society, a play-reading group. A regular spectator at Henley, Twickenham and Lord’s, he visited Stratford-upon-Avon each year to see the latest productions of Shakespeare. He began writing the official history of Pembroke College.

Unfortunately, in 1934 Attwater was fined after a court summons found him guilty of obstructing a police investigation (*Dundee Evening Standard*, 23 July 1934). Alongside the Dean, the Rev. H. E. Wynn, he denied the Police access to students’ lodgings and was fined 20 shillings plus 25 guineas in policing costs. This incident was widely reported (see *Daily Herald*, 27 July 1934). The stress of this debacle simply added to Attwater’s physical pain, resulting in his premature death in 1935 aged just forty-three. Heartfelt obituaries flooded in, and 1935 was described in the *Pembroke Gazette* as a ‘tragic’ year. Attwater’s history of Pembroke College was finished by his friend S. C. Roberts, and his name is engraved on a tile in the College Chapel. His book collection and English scholarships continue to inspire students; sold with copied *MIC*.

Recommended reading:

Attwater, A. L., *Pembroke College: A Short History*, edited with an Introduction by S. C. Roberts (Cambridge, 1936).

Dunn, Capt. J. C., *The War The Infantry Knew 1914-1919*, edited by K. Simpson (London, 1987).

Graves, R., *Good-Bye to All That: An Autobiography* (London, 1929).

Jackson, K., *Humphrey Jennings: The Definitive Biography of one of Britain's most important Film-makers* (London, 2004).

<https://www.pem.cam.ac.uk/kit-smarts-blog/aubrey-attwater's-lexicon-guide-college-life-modern-valencian>

840

A poignant and well-documented campaign group of three awarded to 2nd Lieutenant (Pilot) H. C. Farnes, No. 48 Squadron, Royal Flying Corps, late Royal Naval Air Service and King's Royal Rifle Corps

Having racked up an impressive account which included combats against Baron von Richthofen's Flying Circus during 'Bloody April' - Farnes could account for the loss of eleven enemy aircraft

Having endured a fractious tour his health began to fail, but Farnes returned to his post a few days later, being killed in an aerial combat on 6 July 1917, the first victim of the German ace, Fritz Jacobsen, aged just twenty two

1914-15 Star (F.2972 P.O.M. H. C. Farnes. R.N.A.S.); British War and Victory Medals (2. Lieut. H. C. Farnes.), together with the Bronze Memorial Plaque (Henry Charles Farnes), *nearly extremely fine* (4)

£1,800-2,200



Henry Charles Farnes was born at Leyton, Essex, on 27 May 1893. The son of a Henry D. Farnes, a stockbroker, who lived at 2Cophall Buildings, Throgmorton Street, young Farnes was educated at Merchant Taylors School. Upon the outbreak of war he worked as a clerk on the London Stock Exchange before enlisting into the Royal Naval Air Service, serving as a Petty Officer in 1915. Commissioned 2nd Lieutenant in the 11th Battalion, King's Royal Rifle Corps In February 1916, he transferred to the Royal Flying Corps and in August of the same year gained his wings. Assigned to Scout pilot duties, he crossed to France with No. 48 Squadron (Bristol F2B's) on 17 March 1917 and fought his first aerial combat on 5 April. The unit were commanded by Major K. R. Park (later Air Chief Marshal, G.C.B., K.B.E., M.C. & Bar, D.F.C.). His Log Book refers:

'11.15 a.m. F2A 3318, Lt Davis, 13,000 ft, O/Patrol over Douai to Cambrai, attacked and drove down two Huns, drove off two others.'

His diary added:

'On O.P. at 4.15...no Huns & little Archie. Four machines are missing from 'A' Flight ...' [all victims of the Richthofen Flying Circus].

Operating from the squadron base at Belle View airfield, he flew on regular offensive patrols and notably was involved in a large scale dogfight on 8 April. His diary for Easter Day 1917 records:

'On O.P. again at 2 p.m. Plenty of H.A. Attacked a formation of 5 H.A. & sent down 1 & dispersed the others unfortunately other H.A. came on the scene & they were about 3 to 1 [against us], but all manoeuvred them off until we reached the lines but as luck would have it poor old Berry was sent to land in Hun land.'

On the evening of St. George's Day, he flew a patrol with Halliday and '...had 3 scraps & brought 1 down in flames'. Next day he wrote:

'Had a scrap whilst on patrol at 8.40 & brought 1 Hun down. Went to the trenches in the afternoon ... & I brought back one or two souvenirs.'

Further pocket diary entries for early May continued to add to his impressive mounting record:

1 May

'Drove 1 H.A. down.'

2 May

'Led a formation. Brought down a two seater Albatros and drove another down to land. Davis and I went up to have a look at the Hun machine I sent down in the morning. There were 19 holes in my prop.'

4 May

'Brought back from St Omer a new machine. It was so nose heavy that Davis [Observer] had to climb along the fuselage to enable me to land it. On C.O.P. during afternoon & drove 1 H.A. east & another down by Letts & self. My rudder was shot away by Archie. I managed to get back to aerodrome. Went to dine with the Oxford Hussars in the evening ... had to walk back about 4 miles.'

6 May

'Visited trenches during evening. Spent night in a upturned German officers' dugout.'

7 May

'Saw a BE2 brought down also 1 Hun'

8 May

Motored back to Belle View in afternoon.'

10 May

'Cowling came off as I was taking off for the evening patrol. Nearly erased.'

11 May

'Patrol [6.10 p.m.]. Cull went down in flames, Winchler shot down in Hun land. Binney had his observer shot. I tackled 4 H.A. on 2FE2b's. A bloody awful day.'

Further official Log Book entries for the same month make interesting reading and include:

19 May

'Shot 1 Albatros 2 seater off Middleton's tail & 2 Albatros Scouts off Middleton's tail.'

23 May

'7 H.A. engaged 1 downed by self.'

13 June

'9 H.A. seen 3 engaged 1 driven down.'

24 June

'9 E.A., 3 engaged, 1 sent down out of control.'

At the end of June Farnes was suffering from a broken tooth and soon afterwards a throat infection. The strain of his tour was starting to show, as seen with so many of the young airmen who took to the skies with the Royal Flying Corps. Perhaps not fully recovered from his illness but bent on fulfilling his duties to King and Country, he resumed flying duties on 2 July. Just four short days later in Bristol F2B A7109, WF, Farnes was killed in action with his observer Corporal J. T. Park over Sailly by the German ace Vizefeldwebel Fritz John Jacobsen of *Jasta 31*, the first of his eight victories. Farnes was just 22 years of age and was buried by the Germans with full Military Honours in the Vis-en-Artois British Cemetery, Hautcourt. His Aero Certificate was returned to his family whilst his gravestone bears the simple, yet heartbreaking inscription:

'Au Revoir.'



Vizefeldwebel Fritz John Jacobsen

Sold together with the following original and important archive comprising:

- (i) Pilot's Flying log Book, in the name of '2nd Lieut. H. C. Farnes', covering period 14 September 1916-3 July 1917, giving a fine account of his combats and victories.
- (ii) International Aeronautical Federation British Empire Aviator's Certificate, No. 3985, issued on 24 November 1916.



- (iii) 1917 'Gossamer' pocket diary by *Straker & Crane's Diary Co.*, with daily entries from beginning of year (excepting period 7 February to 14 March) giving brief and informative summaries of his movements throughout each day, offering a unique insight into his actions and exploits, together with a file of copied research.

FRIDAY, May 4, 1917. [121-241]

Up at 4:30 & Motored to
Omer & Brought Back
a new machine. It
was so nose heavy that
Davis had to climb
along the fuselage to
enable me to land it.
On COP during afternoon
& wore 1 HA East & went
down by field & self.
my Release was shot
away by avia. I
managed to get back
to camp.

went to mine with
the Oxford Russians in
evening. was invited
by Lt. Holford & I
found he was a
friend of Stavinski
of shipper manner, Brighton.
had to walk back about
4 miles

THURSDAY, May 10, 1917. [130-235]

up at 4:30.

led a formation
saw 12 HA seen
not attack.

also led another
formation during
evening saw 1 HA.

Pace & Clay brought
down & wounded.

Coaly came off as I was
taking off for the evening
patrol. very close.

FRIDAY, May 11, 1917. [131-234]

up at 4:30

Patrol. Met 9 HA.
bull went down in
flames, winkler
shot down in Ham Lane.
Binny had his Observer
shot. I tackled 4 HA.
on D1-E 26's.

a bloody awful day

841 *Family group:*

*'Tis midnight, and above the hollow trench,
Seen through a gaunt wood's battle-blasted trunks
And the stark rafters of a shattered grange,
The quiet sky hangs huge and thick with stars.
And through the vast gloom, murdering its peace
Guns bellow and their shells rush swishing ere
They burst in death and thunder, or they fling
Wild jangling spirals round the screaming air.'*

Extract from Walter Lyon's *Lines Written in a Fire-Trench* (1915).

The important and highly emotive 'War Poet's' 1914-15 trio to Captain W. S. S. Lyon, Royal Scots, whose haunting lines encapsulate the horrors of the Ypres Salient; killed in action at Potijze Wood on 8 May 1915, Lyon lives on through his war poetry



1914-15 Star (Lieut. W. S. S. Lyon. R.Scots.); British War and Victory Medals 1914-19 (Lieut. W. S. S. Lyon.), *good very fine* (3)

The poignant British War Medal to Lieutenant C. J. Lyon, Royal Scots Fusiliers, who was mentioned in dispatches and killed in action while leading his men in a gallant bayonet charge which re-captured Herenthage Château, near Ypres

British War Medal 1914-19 (Lieut. C. J. Lyon.), *light scratches, very fine*

£1,200-1,600



Walter Scott Stuart Lyon was born in Scotland on 12 October 1886, the son of Walter and Isabella Lyon of Tantallon Lodge, North Berwick. Like his four brothers, Lyon was educated at Haileybury (Trevelyan). He appears alongside them in a ‘Lyon’ group photograph, taken in the quadrangle of Trevelyan House between 1905 and 1907 (illustrated). Of the five boys in the photograph, one (John, front row, left) tragically died at Haileybury, while three (Pat, standing, Charles, middle row, right and Walter, middle row, left) were to be killed in action during the Great War. Only Percy (front row, right) survived. Young Walter went up to Oxford in 1905, reading Classics at Balliol College. The *Balliol College War Memorial Book* says of him: ‘In College he was extremely silent and reserved, and probably suffered a good deal from solitude: Oxford is sometimes unconsciously cruel to some of her sons.’ Lyon wrote poems as a form of escapism, his mind wandering to the palaces and basilicas of Renaissance Italy. In 1909 he began professional training as a Scottish Advocate, graduating in law in 1912. He devoted his free time to The Edinburgh University Settlement, of which he became Sub-Warden.

Lyon commissioned as a 2nd Lieutenant with the 9th (Territorial) Battalion, Royal Scots in 1909 and rose to Lieutenant in 1912. When the Great War began he was appointed Staff Captain to the Lothian Brigade, overseeing Scotland’s coastal defences. He then returned to the 9th Battalion, landing in France on 31 March 1915. By that time, his brothers Pat and Charles had already been killed. Pat, serving with the Gordon Highlanders, fell at Clary on 26 August 1914, just five days after the first British shots of the Great War had been fired. Charles, Adjutant of the 1st Battalion, Royal Scots Fusiliers, was killed while bravely leading in his men in a bayonet charge which saved the British position at Herenthage Château. Without this strong-point, Ypres may well have fallen. In the subsequent fighting, Charles’s grave was destroyed, denying Walter the opportunity of seeing it. The 9th Battalion, Royal Scots arrived at trenches near ‘Glencorse Wood’ outside Ypres on 8 April 1915. This feature was named after the Royal Scots’ barracks in Edinburgh. During this posting, Lyon wrote two poems entitled *Easter at Ypres* and *Lines Written in a Fire Trench* (quoted above). *Easter at Ypres* evokes the shattered Belgian city, conjuring an eerie scene not unlike the war-ravaged township in Sam Mendes’s film *1917*:

‘The sacred Head was bound and diapered,
 The sacred Body wrapped in charnel shroud,
 And hearts were breaking, hopes that towered were bowed,
 And life died quite when died the living Word.
 So lies this ruined city. She hath heard
 The rush of foes brutal and strong and proud,
 And felt their bolted fury. She is ploughed
 With fire and steel, and all her grace is blurred.

But with the third sun rose the Light indeed,
 Calm and victorious through with brows yet marred
 By Hell’s red flame so lately visited.
 Nor less for thee, sweet city, better starred
 Than this grim hour portends, new times succeed;
 And thou shalt re-awake, though aye be scarred.’

The 9th Battalion took part in an attack north of St. Jean on 23 April, losing 4 officers and 120 other ranks killed and wounded. A few days later, while the Second Battle of Ypres was at its fiercest, Lyon wrote his third poem, *On a Grave in a Trench*. No longer able to disguise his bitterness towards the war, he inscribed this grave with the words: ‘English killed for Patrie’. On 4 May, Lyon and the Royal Scots moved forward into dugouts in Potijze Wood near the Menin Road, just 200 yards from the firing line. It was then that he wrote his last and most haunting poem, *I Tracked a Dead Man Down a Trench*:

‘I tracked a dead man down a trench,
 I knew not he was dead.
 They told me he had gone that way,
 And there his foot-marks led.

The trench was long and close and curved,
 It seemed without an end;
 And as I threaded each new bay
 I thought to see my friend.

At last I saw his back. He crouched
 As still as still could be,
 And when I called his name aloud
 He did not answer me.

The floor-way of the trench was wet
 Where he was crouching dead;
 The water of the pool was brown,
 And round him it was red.

I stole up softly where he stayed
 With head hung down all slack,
 And on his shoulders laid my hands
 And drew him gently back.

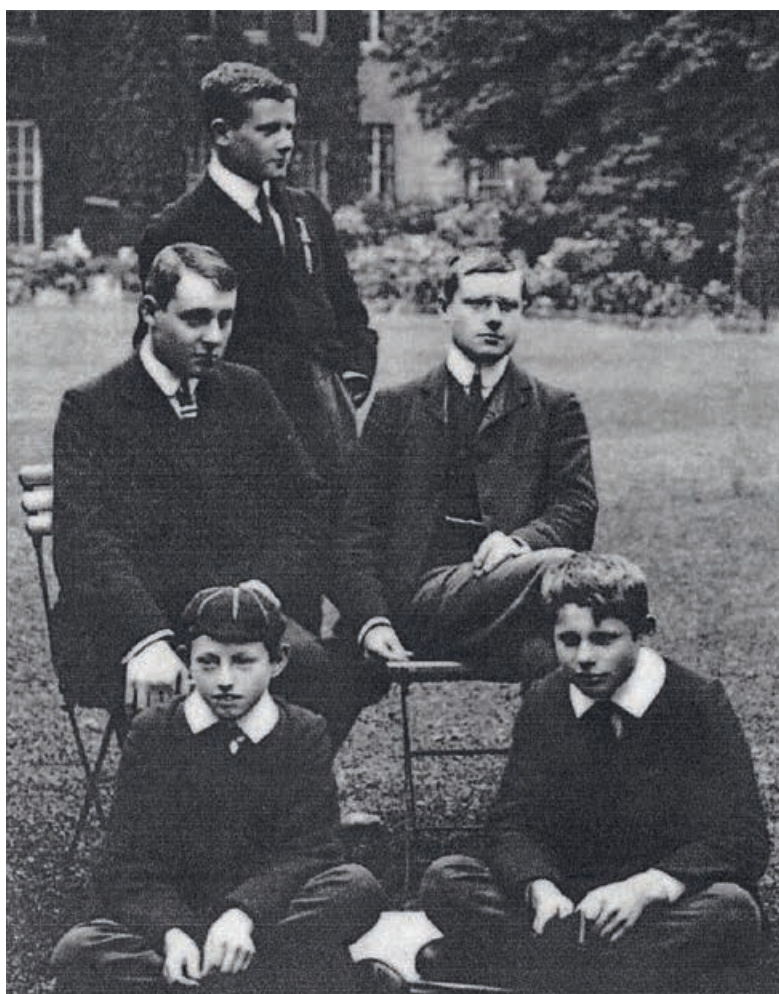
And then, as I had guessed, I saw
 His head, and how the crown -
 I saw then why he crouched so still,
 And why his head hung down.’

On 8 May, just hours after he penned these tragic lines, the 9th Battalion came under a fierce German bombardment which tore up trees by the roots. Lyon was among the dead, joining not only the ‘friend’ of his final poem, but also his brothers Pat and Charles. The altar rails inside Haileybury School Chapel were dedicated to the fallen Lyon boys.

Walter Lyon was reputedly the first member of the Scottish Bar to be killed in the Great War. A collection of his poems was published under the title *Easter at Ypres* in 1916, and two are included in an anthology of Public School War Poetry called *A Deep Cry* (1993). Lyon has no known grave, though his name appears on Panel 11 of the Menin Gate. It also appears on the Cloister Memorial at Haileybury, and in the Memorial Book of Balliol College, Oxford. Sold with copied *MIC*, birth certificate, archival research, London Gazette entries, and a copy of Dan Lyon’s article ‘Some Great War Lyon Toffs and Toughs’, *O.M.R.S. Journal* (June 2009) which describes the wartime services of Pat and Charles Lyon.

Charles James Lyon, younger brother of Walter Scott Stuart Lyon, was born on 28 March 1890. Educated at Haileybury (Trevelyan) from 1905 to 1908, he followed his older brother Pat into the Army, and was gazetted 2nd Lieutenant in the Royal Scots Fusiliers in 1909. He served with the Mounted Infantry in Harrismith, South Africa, rising to Lieutenant in 1911. Present at the Battle of the Aisne, he was mentioned in Sir John French's famous Dispatch (*London Gazette*, 30 October 1914). On 18 October, following heavy losses south of Herlies, he became acting Adjutant of the 1st Battalion. He went forward under heavy fire with the order for Captain Boyle's 'C' Company to retire from Herlies. After Boyle was killed, Lyon took command of 'C' Company and led it to successfully capture a German trench.

In November the 1st Battalion was positioned in the Ypres Salient, west of Geluvelde. It held the vital Herenthage Château, which had a clear field of fire over enemy lines. The Germans managed to capture this strong-point on 14 November, but Lyon led a party of the Royal Scots Fusiliers in a daring counter-attack which evicted the Germans from the building. This example of bravery and initiative was to cost Lyon his life. Buried behind the British lines, his grave was destroyed by the subsequent German bombardment. He is commemorated on the Menin Gate Memorial, alongside his older brother Walter; sold with copied *MIC*.



842 The Great War trio awarded to Chief Engineer Officer A. R. Nicol, D.S.C., who was decorated for his services aboard M.V. *Brisbane Star* during Operation Pedestal



1914-15 Star (Eng.S.Lt. A. R. Nicol, R.N.R.); British War and Victory Medals (Eng. Lt. A. R. Nicol, R.N.R.), *good very fine*

£100-140

[D.S.C.] *London Gazette* 10 November 1942:

‘For services during Operation Pedestal when the ship was torpedoed and damaged, but reached Malta on 14th August 1942.’

Allan Ramsay Nicol, a native of the Isle of Aran, served with the Royal Naval Reserve during the Great War. In 1940 he became Chief Engineer aboard M.V. *Brisbane Star*, a Blue Star Line refrigerated cargo liner used to take frozen meat from Australia and New Zealand to Britain. She supplied the Allied landings at Souda Bay, Crete in November 1940. On 31 July 1942, in the Firth of Clyde, she joined the convoy *WS 21S* for Operation ‘Pedestal’, aimed at relieving the siege of Malta. The convoy passed Gibraltar on 10 August. Two days later, *Brisbane Star* was torpedoed by the Luftwaffe at Cap Bon, losing part of her bow. She stayed afloat, but her speed was reduced to 3 knots. The harbour master at Sousse, in Vichy French Tunisia, declared her unseaworthy and ordered her to enter port, thus denying her supplies to the Allies. Captain Frederick Riley of *Brisbane Star* refused. The stricken vessel covered the 200 miles to Malta, escorted by Spitfires from the garrison, reaching Valetta’s Grand Harbour on 14 August. Captain Riley was awarded the D.S.O. “for fortitude, seamanship and endurance... in the face of relentless attacks... from enemy submarines, aircraft and surface forces.” Nicol, as Chief Engineer, received the D.S.C. for his vital part in the action. He died on 17 April 1944, and is buried on the Isle of Aran in Grave 411, Kilbride Old Churchyard. His D.S.C. and Second World War medals were sold at auction in December 2000; sold with CWGC certificate.

- 843 **Six: Major W. C. Butler, Western Ontario Regiment, late 1st Canadian Infantry**
 Colonial Auxiliary Forces Officer's Decoration, G.V.R., silver and silver-gilt, the reverse impressed 'Major W. C. Butler W.O. Regt.', with top riband bar; 1914-15 Star (Lieut: W. C. Butler. I/Can: Inf.); British War and Victory Medals (T. Capt. W. C. Butler.); Coronation 1911 (Col. Sgt. W. C. Butler. 7th. Fusiliers.); Colonial Auxiliary Force L.S. & G.C., G.V.R. (Major. W. C. Butler. W.O. Regt.), *the Star gilded, the third and fourth lacquered, very fine* (6) £200-300
- 844 **The campaign group of three awarded to Lieutenant T. S. U. de Guerin, Royal Field Artillery, who was wounded by shellfire during the Battle of the Somme in August 1916, and later suffered a broken leg when his horse was spooked and crushed him**
 1914-15 Star (2. Lieut: T. S. U. De Guerin. R.F.A.); British War and Victory Medals (Lieut. T. S. U. De Guerin.), mounted as worn, *good very fine* (3) £140-180
- Thomas Shuldham Ussher de Guerin** was born on 21 December 1883, the son of Elizabeth de Guerin of 14 Barclay Road, Fulham, London. Educated from 1896-1901 at Hurstpierpoint College in West Sussex, de Guerin won a place at Cambridge University in February 1901, a contemporary article in the local paper noting 'distinguished in German' (*The Mid-Sussex Times*, refers). It appears however that de Guerin never took up the opportunity the study at Cambridge, preferring instead to travel to South Africa and work for the Cape and Transvaal Civil Service. In November 1901 he passed the Civil Service Examination in the Second Class, scoring 1158/2000 available marks, with French and German in addition. De Guerin returned home to England in 1907 and took work as a surveyor, before attesting at Shepherd's Bush for the Royal Field Artillery as Gunner on 16 December 1914.
- Commissioned 2nd Lieutenant on 18 May 1915, de Guerin was posted to the 1st Divisional Ammunition Column, attached 39th Brigade. He served in France from 12 September 1915 and was soon amongst the thick of the action around the Bois des Foureaux, known to the British infantry as High Wood, on the Somme battlefield. July 1916 witnessed intense hand-to-hand fighting as the British attempted to capture and consolidate the wood and surrounding trenches - most notably the Switch Line - and on 11 August two large flame-throwers, pipe-pushers and thirty oil drums thrown by Livens Projectors were brought forward. As tensions escalated the Germans retaliated with artillery fire, de Guerin being likely caught by shellfire:
- 'At Bazentin-le-Petit on Aug. 13th 1916 he received GSW's of the l. thumb & l. leg & severe contusion of the r. hip & r. shoulder. He was admitted here on Aug. 18th 1916. The proximal phalanx of the left thumb is fractured. The other wounds were small & are all healed' (*The Proceedings of a Medical Board* held at the 3rd London General Hospital, refer).
- Recovered after seven weeks, de Guerin returned to the Western Front where he served with No. 2 Section of the 1st D.A.C., Royal Field Artillery. On 17 September 1918 he was injured for a second time when his horse was apparently spooked by artillery fire. His service record includes two accounts, one briefly noting, 'accident whilst in action', the second as follows:
- 'On the 17-9-1918. Lt. T. S. U. de Guerin, R.F.A., in company with No. 44976, L/Bdr. Morley, was returning mounted from H.Q. 1st. D.A. when his horse stumbled and fell to the near-side, pinning the officer's foot beneath.'
- With the assistance of Morley, de Guerin made it back to camp and was then evacuated back to hospital in London via Le Havre suffering from a fractured left fibula. Sent to a second Medical Board at Plymouth on 22 November 1918, de Guerin recovered and was finally demobilised on 8 April 1920. He spent the final years of his life living at Pen Cottage, Box, near Stroud, Gloucestershire and died on 24 March 1977; sold with copied *MIC*, service papers and research.

- 845 Three: 2nd Lieutenant J. H. Edwards, 6th Battalion, Royal Welch Fusiliers, attached 25th (Montgomeryshire & Welsh Horse) Battalion, who was killed in action in France in September 1917
- 1914-15 Star (18839 Pte. J. H. Edwards, R.W. Fus.); British War and Victory Medals (2 Lieut. J. H. Edwards), *the last with officially re-impressed naming, good very fine* (3) £160-200
- John Henry Edwards** first saw action in France, where he landed as a Private in the 6th Battalion, Royal Welch Fusiliers on 2 December 1915. Subsequently commissioned 2nd Lieutenant, he was attached to the 25th (Montgomeryshire & Welsh Horse) Battalion and was killed in action in France on 21 September 1918.
- Aged 25, he was the son of Henry Lewis and Agnes Edwards of 54 Park Avenue, Longsight, Manchester, and is buried in Cabaret-Rouge British War cemetery, Souchez.

- 846 A campaign group of three awarded to Sergeant G. Jackson, Royal Irish Fusiliers, killed in action on 1 July 1916



- 1914-15 Star (14361 Sjt. G. Jackson. R. Ir. Fus.); British War and Victory Medals (14361 Sjt. G. Jackson. R. Ir. Fus.), *good very fine* (3) £400-500
- George Wesley Jackson** was born in 1895 at Tandragee, County Armagh, Northern Ireland. Enlisting in September 1914 for the 4th (Portadown) Battalion, Armagh Regiment, Ulster Volunteer Force, Jackson served in one of thirteen infantry battalions raised in Ireland for the 36th (Ulster) Division. Sent to France on 4 October 1915, he was appointed Platoon Sergeant to No. 5 Platoon, 'B' Company, and was killed in action during the attack on the heavily fortified village of Beaumont Hamel on 1 July 1916 (*Blacker's Boys*, refers). The attack was beaten off by the German defenders and 223 officers and 5,017 other ranks from the 29th Division were killed or wounded (The National Army Museum, refers).

The attack commenced ten minutes after the British fired a huge mine beneath the Hawthorn Ridge - one of 19 mines detonated that day and famously filmed by Arthur 'Geoffrey' Herbert Malins. This was later used in his film *The Battle of the Somme* which combined documentary and propaganda, and reached audiences of over 20 million viewers. The son of Thomas Scott Jackson of 36 Stranmillis Gardens, Belfast, Jackson is commemorated at Thiepval Memorial on the Somme; sold with copied MIC and CWGC entry.

847 Three: **Private V. R. Clear, Royal West Kent Regiment, killed in action during the Battle of the Somme**

1914-15 Star (3433 Pte. V. R. Clear. Suff. Yeo.); British War and Victory Medals (3433 Pte. V. R. Clear. Suff. Yeo:), together with the Great War Bronze Memorial Plaque (Vernon Raymond Clear), *extremely fine* (4)

£180-220

Vernon Raymond Clear, a native of Cambridge, enlisted in the Suffolk Yeomanry on 16 February 1914 and served in the Balkans theatre from 7 October 1915. Catching dysentery, he embarked H.M.H.S. *Nevasa* at Mudros and was admitted to hospital at Alexandria, before being invalided to England on 30 November. Transferring to the 7th Battalion, Royal West Kent Regiment, he arrived in France on 27 August 1916 and took part in the closing phases of the Battle of the Somme. The son of William and Jane Clear of 17 Hardwick Street, Newnham Croft, Cambridge, he was killed in action on 30 September 1916, aged 21. He is buried at Mill Road Cemetery, Thiepval; sold with copied service papers, *MIC*, and the original condolence photograph and slip sent to Clear's mother by the Imperial War Graves Commission.

For the awards of the recipient's brother, see Lot 899.

†848 *Family Group:*

Three: **Rifleman J. W. Fitter, King's Royal Rifle Corps, who was killed in action in March 1915**

1914-15 Star (60653 Pte. J. W. Fitter, K. R. Rif. C.); British War and Victory Medals (6-653 Pte. J. W. Fitter. K. R. Rif. C.), *good very fine*

Pair: **Private E. C. Fitter, Labour Corps, late The King's (Liverpool) Regiment**

British War and Victory Medals (82873 Pte. E. C. Fitter. L'Pool R.), *nearly extremely fine* (5)

£70-90

John William Fitter was born at Hackney, London in 1892, the son of Charlotte and Thomas Fitter. He served in France from 24 November 1914 with the 1st Battalion, King's Royal Rifle Corps, and was posted missing, presumed dead while serving with 'A' Company on 10 March 1915. He is commemorated on the Le Touret Memorial.

Edward Charles Fitter was born on 22 November 1889 at Hackney, London. He married Alice Bridge at Hackney in the final quarter of 1915, before joining the 25th Battalion, The King's (Liverpool) Regiment. After he had transferred to the Labour Corps, his wife died in childbirth in September 1917. He died in 1977 at South Ockendon, Essex, while his daughter Alice died at Watford in 2002.

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x849

A fine group of three and Memorial Plaque awarded to Private F. L. West, Essex Regiment, late Norfolk Regiment, who was killed in action when the Battalion were heavily repulsed on 6 August 1915 during the Battle of Krithia Vineyard



1914-15 Star (20455 Pte. F. L. West. Essex R.); British War and Victory Medals (20455 Pte. F. L. West. Essex R.), with bronze Memorial Plaque to 'Frederick Lionel West', *minor verdigris to third, very fine* (4)

£240-280

Frederick Lionel West was born in 1884 at Fakenham, Norfolk, the son of Laura West. Raised by his aunt, Blanche Lane, the 1901 census records him living at Lawn View Terrace in Fakenham, and working as a mineral water factory worker. Enlisting at Norwich for the Norfolk Regiment, West transferred to the 1st Battalion, Essex Regiment, and served on the Gallipoli peninsula from 17 June 1915.

On 6 August 1915 the Battalion launched one final offensive at Cape Helles which was intended to be a minor action to divert attention from the imminent Allied landing to the north of Suvla Bay. Supported by the 2nd Battalion, Royal Fusiliers, the men performed well and successfully took the first two lines of Turkish trenches recorded as 'H12' and 'H12a', but the Allied artillery barrage was met by a fierce counter barrage of shrapnel and high explosive shells which created heavy casualties, the hardships faced in the trenches exacerbated by a desperate lack of water which eventually reached them later that evening in petrol tins. Despite orders to 'hold on at all costs', a counter attack by bomb and bayonet forced the survivors to surrender their gains and later withdraw out of the line to Gully Beach:

‘By cruel luck the Turks had more men than normal in this area as they were planning an assault of their own later in the day. There was a very heavy toll for the gains with 50 men killed, 202 wounded and 180 missing’ (*The First Essex at Gallipoli*, refers).

West was killed in action during this attack whilst serving with ‘Z’ Company of the 1st Battalion, Essex Regiment. He is remembered with honour at Twelve Tree Copse Cemetery; sold with copied *MIC*, census details and research.



x850 A poignant group of three and Memorial Plaque awarded to Private S. J. Bright, Manchester Regiment, who was killed in action attempting to advance inland from Suvla Bay along a highly exposed ridge line subject to intense Turkish artillery and rifle fire



1914-15 Star (3696 Pte. S. J. Bright. Manch: R.); British War and Victory Medals (3696 Pte. S. J. Bright. Manch. R.), with bronze memorial plaque to 'Simeon James Bright', *minor contact marks, good very fine* (4)

£240-280

Simeon James Bright was born in October 1880 at Barley, Royston, the son of Richard T. Bright and husband to Mary Bright of Eden Grove Lodge, Crosby-on-Eden, Carlisle. The father of three young children, he served with the 11th (Service) Battalion of the Manchester Regiment in the Balkan theatre of operations from 14 July 1915.

The 11th Battalion landed at Suvla Bay, Gallipoli, under heavy fire from Lala Baba on 6 August 1915. Capturing the trenches at Ghazi Baba and a signal-post at Biyuk Kemikli, the Manchesters moved against the trenches north and east of Ghazi Baba at the point of the bayonet, the Turks retiring on Karakol Dag. The ground traversed was very rough and difficult, and several men including the medical officer and stretcher-bearers, lost touch with their comrades, and were either killed or fell into the hands of the enemy (*The Manchester Regiment 1758-1958, The Eleventh Battalion*, refers).

When day broke on 7 August 1915 the Battalion was astride the ridge of Karakol Dagh, about half a mile inland, facing the Turks who had massed overnight in considerable strength. The British vulnerability was heightened further by the fact that 300 rifles were out of action for several hours owing to their having become clogged with sand and salt water on landing. Commencing an attack towards Hill 10, the Manchester's succeeded in advancing along the ridge about three miles inland, but their initial success was brought to a standstill by enfilade fire on both sides.

Unable to communicate with Brigade Headquarters, the men began to suffer from enemy artillery and small arms fire, together with the oppressive heat and a lack of water on such an exposed location. The survivors were relieved at 2am the next day and were sent back into reserve, leaving the 9th Battalion of the West Yorkshire Regiment to storm Lala Baba from the south.

Bright was killed in action at around this time, his *MIC* noting 'death assumed 7.8.15'. He is commemorated on the Helles Memorial; sold with copied *MIC*, roll entries and research.



x851 A Gallipoli casualty group of three and Memorial Plaque awarded to Private A. R. Coleman, Essex Regiment, who survived the initial landing on 'W' Beach, but was killed on the opening day of the First Battle of Krithia on 28 April 1915



1914-15 Star (8668 Pte. A. R. Coleman. Essex R.); British War and Victory Medals (8668 Pte. A. R. Coleman. Essex R.), with bronze Memorial Plaque 'Albert Robert Coleman', *good very fine* (4)

£240-280

Albert Robert Coleman was born in March 1890 at West Ham, Essex, the son of John William Coleman of 96 Hooper Road, West Ham. His father served as an Able Seaman in the Royal Navy and his mother Ellen (nee Young) died during childbirth in September 1892. Rather than follow in his father's footsteps, Coleman attested for the 1st Battalion, Essex Regiment, and landed with his Battalion at 'W' Beach on the morning of 24 April 1915. Arguably the most famous of the five beaches allocated to 29th Division, it was here that the 1st Battalion, Lancashire Fusiliers, came ashore and won 'six VC's before breakfast'.

Moving forward off the sandy beach as part of the second landing, Coleman likely took part in the attack on Hill 138 which lay to the south-east of the bay and half mile further along the coast. Within this feature lay two redoubts which had wrought havoc upon the Lancashire Fusiliers all morning and threatened to create a crisis. The first attempt by the 1st Battalion, Essex Regiment, failed, and it was only when the Worcesters moved up at 2pm that a combined attack on the feature succeeded, the 40 or 50 Turkish defenders retreating to Guezji Baba (*Gallipoli: The End of the Myth*, by Robert Prior, refers).

The defence of Hills 114 and 138 proved an epic of Turkish tenacity; they were only ever defended by a few platoons from No. 10 Company, reinforced by men from the reserve, and yet it took the best part of three British battalions some seven hours to capture them. Certainly the British were hampered by a lack of accurate covering fire, but the defending force led by Sergeant Enizeli Yahya fought with skill and endurance, their dogged defence costing the Allies time which they could ill afford. The Essex Regiment attempted to advance inland towards Krithia, but continued strong Turkish opposition on the 28th forced a withdrawal and 123 casualties - including Coleman- who is commemorated on the Helles Memorial. In summing up the first few days of the landings, historian Robin Prior is quick to attribute the high casualty rates to two factors; weak leadership and a lack of initiative and dash:

‘The higher command cast a baleful light on the battle. Hamilton’s plan contained the germ of a good idea (the flank landings), but this opportunity was missed because he seemed determined to hit the Turks where they were strongest, at ‘V’ and ‘W’ beaches’.



x852

Three: Corporal H. G. Carpenter, Royal Fusiliers, who was killed in action on the first day of the Gallipoli landings attempting to capture Hill 114 and consolidate 'X' Beach



1914-15 Star (L-11944 Cpl. H. Carpenter R.Fus.); British War and Victory Medals (L-11944 Cpl. H. G. Carpenter. R. Fus.), *good very fine* (3)

£180-220

Herbert George Carpenter was born on 31 May 1887 at St Lawrence, Ventnor, the son of William Carpenter, an agricultural labourer and cowman of Vestry Cottage, St Lawrence, Ventnor, Isle of Wight. Enlisting at Sandown, Carpenter served as a Corporal in the 2nd Battalion, Royal Fusiliers, and was killed in action sometime during the landing on 'X' Beach, Cape Helles, and the attack on Hill 114 on 25 April 1915.

'X' Beach: The Implacable landing

The landing place of the 2nd Battalion was a small natural amphitheatre with a narrow floor of sand about 200 yards long, lying on the north-west face of the peninsula. The men rowed in as rapidly as possible until their boats grounded, whereupon they jumped into the sea and waded ashore, often up to their necks in the water. Having reached the shore the troops scrambled up a crumbling 100 foot high cliff largely unopposed, Turkish resistance being quashed by the skilful covering fire of *Implacable* and *Dublin*. After successfully directing naval fire upon a half-battery of Turkish guns, the Fusiliers attempted to carry Tekke Hill (Hill 114) at the point of the bayonet. They reached the summit and took 60 prisoners, but by 3pm a series of ferocious Turkish counter-attacks had all but cut off the men of the 2nd on the peak. A lack of planning and briefing on the part of local commanders meant that the initial success was not exploited and the single battalion was now stretched to full capacity.

At this critical juncture, the Commanding Officer, Colonel H. E. B. Newenham - himself wounded - called in reinforcements and the dangerously extended line was consolidated by men of the Border Regiment and 1st Battalion, Royal Inniskilling Fusiliers. By nightfall, the surviving Royal Fusiliers lay exhausted and scattered around the edge of the clifftop, the Battalion being reduced to half strength.

For his leadership in capturing Hill 114, H. E. B. Newenham was granted a well-deserved C.B. The capture of the hill turned the tide on 'W' Beach, and, with the linking of 'X' and 'W' Beaches created a feasible, if precarious, foothold on the peninsula. Colonel Newenham was evacuated soon thereafter and had a leg amputated. Carpenter is commemorated upon the Helles Memorial.

x853 A Gallipoli Casualty group of three awarded to Private E. Allan, Northumberland Fusiliers, who died of wounds aged 18 years



1914-15 Star (22112 Pte. E. Allan. North'd Fus.); British War and Victory Medals (22112 Pte. E. Allan. North'd. Fus.), *good very fine* (3)

£140-180

Edward Allan was born in 1897 at Edlingham, Northumberland, the son of George and Jane Allan of Whittingham Railway Crossing. His father worked as a railway platelayer and his mother attended the crossing gate. A mill worked by occupation, Allan enlisted into the Northumberland Fusiliers at Newcastle upon Tyne, initially being sent to the 15th Battalion before transferring to the 8th Battalion and serving at Suvla Bay, Gallipoli, from 22 September 1915.

On 7 October 1915 the Battalion moved into the fire trenches to the south of Karakel and relieved the 11th Battalion, Manchester Regiment. The 8th and 9th of October were spent in the firing line, improving trenches and constructing a new forward line, whilst on the 10th the Battalion was swelled by a draft of 100 men from 11th Divisional Base at Mudros. Between the 11th and 17th of October the *War Diary* for the 8th Battalion, Northumberland Fusiliers, notes:

'In trenches, hostile sniping bad at first, now got under control, a few shells fired at our trenches, no damage, few casualties'.

Allan is recorded as having died of wounds on 15 October 1915, his name being commemorated upon the Helles Memorial. Sadly, the family would later experience the loss of his elder brother, Private Thomas Dixon Allan of the 1/4th (Hallamshire) Battalion, York & Lancaster Regiment, who was killed in action on the Western Front on 26 April 1918 and is buried at Tyne Cot cemetery; sold with copied War Diary entries, research and *MIC*.

x854

A Gallipoli Casualty group of three awarded to Private R. Davie, King's Own Scottish Borderers, late Highland Light Infantry, who was killed attempting to advance up Gully Ravine and capture Turkish-held trenches



1914-15 Star (19027 Pte. R. Davie. K.O. Sco: Bord.); British War and Victory Medals (19027 Pte. R. Davie. K.O. Sco. Bord.), *good very fine* (3)

£160-200

Robert Davie was born around 1884 in Glasgow, the son of James Davie of 25 Kelvinside Ter South, Glasgow, Scotland. A grocer's clerk, he initially served with the Highland Light Infantry before transferring to the 1st Battalion, King's Own Scottish Borderers. The Battalion landed at 'Y' Beach at 4.45am on 25 April 1915 - one of three beaches allocated to the 29th Division during the Gallipoli landings and the most northerly on the Cape Helles Peninsula. Under Lieutenant-Colonel Archibald Koe, the 1st Battalion, K.O.S.B. advanced inland trouble-free, only four Turks being encountered, the sheer scale of surprise being exhibited in the *War Diary* entry for the Battalion:

'During the night the enemy brought up a machine gun on a pony, almost into our lines - this gun however was almost immediately put out of action.'

However the relative lack of opposition did not last long. An attack in strength by the Turkish 9th Division, coupled with conflicting orders, a lack of clear command and the death of Koe at sea from wounds received in action, resulted in the evacuation of positions and return to the landing trawlers; Casualties amounted to 296 officers, N.C.O.s and men (*The War Diary of the 1st Battalion, K.O.S.B.*, refers).

Following this debacle, Davie joined the 1st Battalion on 25 May 1915 in time for the Third Battle of Krithia. A nine o'clock on the night of 3 June 1915 the Borderers paraded near 'W' Beach, received a benediction from their padre and prepared for a move up Gully Ravine. The next day, at 11.55am, following a tot of brandy, 'A' and 'B' Companies mounted their ladders and leapt over the parapet at the sound of whistles. The futility of the attack was recorded by Captain Paterson, who focussed upon George Calderon who commanded Platoon No. 8: as a Turkish machine gun opened fire along his parapet, he 'vanished in the smoke of battle'. He added with grisly detail:

'nearly all the corpses we got [back to our lines for burial] were hit six or seven times'.



Hemmed in at Gully Beach, the 1st Battalion, K.O.S.B., spent 25 June 1915 terracing the cliff. At 10am on 27 June they conducted a church service, before again moving up the Gully and massing in the trenches so hard-fought-over previously. At 11am the next day, following a two hour bombardment by Allied forces, the Battalion pushed forward and captured the trench J10. From here 'A' and 'B' Companies continued the advance capturing J11 and turning it into a fire trench, with one platoon advancing up the ravine. Despite the gains and relative success, casualties were high.

The *War Diary* records 8 officers and 223 other ranks killed, wounded or missing.

It was during this assault that Davie was killed in action, his name being commemorated upon the Helles Memorial; sold with copied War Diary entries, research and MIC.

Source

<http://www.patrickmileswriter.co.uk/calderonia/?p=2937>

855 Three: **Corporal A. Hannah, 1/5th Battalion, Argyll & Sutherland Highlanders, who was killed in action in Palestine in November 1917**

1914-15 Star (3502 L. Cpl. A. Hannah, A. & S. Highrs.); British War and Victory Medals (10050 Cpl. A. Hannah, A. & S.H.), *the last two with officially re-impressed naming, good very fine* (3)

£60-80

Andrew Hannah likely first saw action in Gallipoli, the 1/5th (Renfrewshire) Battalion landing at Cape Helles on 3 July 1915.

Subsequently embarked for Egypt, the 5th Argylls formed part of 157th Brigade and participated in the capture and defence of Outpost Hill on 19 April during the Second Battle of Gaza. The Brigade was in reserve for the final assault on Gaza in November but was not committed.

Hannah was killed in action in Palestine on 24 November 1917, during the further advance on Jerusalem; he is buried in Jerusalem War Cemetery.

856 Three: **Sapper C. E. Bennett, 486th Field Company, Royal Engineers, who was killed in action at the First Battle of Gaza in March 1917**

1914-15 Star (1253 Spr. C. E. Bennett, R.E.); British War and Victory Medals (1253 Spr. C. E. Bennett, R.E.), together with the recipient's Memorial Plaque 1914-18 (Charles Edwin Bennett), *extremely fine* (4)

£100-120

Charles Edwin Bennett was killed in action at the First Battle of Gaza on 27 March 1917. The 486th Company was attached to the 54th (East Anglian) Division which attacked the south-eastern defences of Gaza. Following withdrawal on 26 March, an advance on 27 March was made by 160 & 161 Brigades to recapture ground abandoned day before, and it was during this action that Sapper Bennett was killed, being one of few R.E. casualties.

Aged 29, he was the son of Charles and Ruth Bennett of Lesters Cottages, Goldington, Bedford, and is commemorated on the Jerusalem Memorial.

- 857 Three: **Private A. Turner, 1/4th Essex Regiment, who was killed in action at the First Battle of Gaza on 26 March 1917**
 1914-15 Star (2193 Pte. A. Turner, Essex R.); British War and Victory Medals (2193 Pte. A. Turner, Essex R.), *the last with officially re-impressed naming, good very fine or better* (3) £80-100
Alfred Turner, a native of Shenfield, Essex, first saw action in the 1/4th Battalion in Gallipoli, where he landed at 'C' Beach in Suvla Bay during the evening of 12 August 1915; by the end of the month the Battalion had suffered losses of 157 killed or wounded, with another 217 sick.
 Turner subsequently fought in Egypt and Palestine and was killed in action at the First Battle of Gaza on 26 March 1917.
 Aged 21, he was the son of Mr. and Mrs. J. Turner of 10 Railway Cottages, Shenfield, Essex, and is buried in Gaza War Cemetery.
- 858 Three: **Private T. W. Smith, 1/5th Battalion, Essex Regiment, who was killed in action at the First Battle of Gaza in March 1917**
 1914-15 Star (8653 Pte. T. W. Smith, Essex R.); British War and Victory Medals (8653 Pte. T. W. Smith, Essex R.), *good very fine* (3) £100-140
Thomas William Smith likely first saw action in Gallipoli, where the 1/5th Battalion landed in August 1915. He subsequently fought in the Egypt and Palestine operations and was killed in action at the First Battle of Gaza on 26 March 1917. In the supporting attack against Green Hill the Battalion was on the left of the 1/4th Essex and sustained nine officers and 125 men killed with a further nine officers and 157 men wounded.
 Aged 24, he was the son of Thomas and Eliza Jane Smith of Green Lance, Crockleford, Elmstead, Essex. He has no known grave and is commemorated on the Jerusalem Memorial.
- 859 Three: **Private A. Rishman, 1/4th Battalion, Royal Sussex Regiment, who was 'found dead' following the First Battle of Gaza on 27 March 1917**
 1914-15 Star (4-1758 Pte. A. Rishman, R. Suss. R.); British War and Victory Medals (1758 Pte. A. Rishman, R. Suss. R.), *edge cut to second, nearly very fine* (3) £80-120
Albert Rishman, a native of South Bearstead, Sussex, enlisted at Bognor Regis and first saw action with the 1/4th Battalion in Gallipoli, landing at 'C' Beach, Suvla Bay at midnight on 8 August 1915; the following day, Rishman and his comrades supported a costly attack on Scimitar Hill. By early October, the Battalion's strength had been reduced to about 200 officers and men, as a result of which it was temporarily amalgamated with the 2/4th Queen's.
 He subsequently served in the Egypt and Palestine operations and was 'found dead' at the First Battle of Gaza on 27 March 1917 (his *MIC* refers), one of just two fatalities suffered by the Battalion on that date. Having fought a valiant battle the day before, the 4/Sussex were not actively engaged on the 27th, but the lines were heavily shelled and Rishman may have been killed at this time.
 Aged 23, he was the grandson of Mrs. E. Rishman of 170 London Road, Bognor, Sussex. He has no known grave and is commemorated on the Jerusalem Memorial; sold with two original photographic postcards, depicting soldiers of the recipient's Battalion parading at Arundel in August 1914.
- 860 Pair: **Corporal A. E. Johnston, 1/1st County of London Yeomanry (Middlesex Hussars), who was killed in action - a V.C. action - in Palestine in October 1917**
 1914-15 Star (1914 Pte. A. E. Johnston, 1st Co. of Lond. Y.); British War Medal 1914-20 (1914 Pte. A. E. Johnston, 1-Co. of Lond. Y.), *good very fine* (2) £100-140
Albert Edward Johnston was embarked with the 1/1st County of London Yeomanry for Egypt in April 1915; it was a beastly voyage, 32 of the regiment's horses dying in the process.
 The regiment landed in Gallipoli on 18 August and saw action at Chocolate Hill two days later, when it witnessed the 2nd Mounted Division being decimated by enemy artillery fire; after the war, a Turkish officer recalled, 'the Division presented a target such as artillerymen thought impossible outside the world of dreams'. Johnston's unit suffered casualties of 10 killed and 46 wounded on the same occasion. Owing to such losses, the Regiment was amalgamated with other Yeomanry units in September.
 The Middlesex Hussars afterwards saw action in Palestine, Johnston being killed in action at Hill 720 on 27 October 1917. On that date, a large Turkish force attacked the unit's positions in the early hours but no assistance was forthcoming. The Hussars were overwhelmed after seven hours of severe

fighting. The last message received from Major Alexander Lafone stated: 'I am surrounded, unable to get wounded away, send six stretchers. Will hold on to last.' He was awarded a posthumous V.C., the citation stating:

'For most conspicuous bravery, leadership and self-sacrifice when holding a position for over seven hours against vastly superior enemy forces. All this time the enemy were shelling his position heavily, making it very difficult to see. In one attack, when the enemy cavalry charged his flank, he drove them back with heavy losses. In another charge they left fifteen casualties within twenty yards of his trench, one man, who reached the trench, being bayoneted by Major Lafone himself.

When all his men, with the exception of three, had been hit and the trench which he was holding was so full of wounded that it was difficult to move and fire, he ordered those who could walk to move to a trench slightly in the rear, and from his own position maintained a most heroic resistance. When finally surrounded and charged by the enemy, he stepped into the open and continued the fight until he was mortally wounded and fell unconscious. His cheerfulness and courage were a splendid inspiration to his men, and by his leadership and devotion he was enabled to maintain his position, which he had been ordered to hold at all costs.'

Casualties for the 1/1st County of London Yeomanry included two officers and 16 men killed in action with a further 19 men wounded; the majority of these must surely have been sustained in the defence of Hill 720.

Scenes partly - or even entirely - witnessed by Albert Johnston. Aged 33, he was the son of James and Margaret Johnston of 128 Hartfield Road, Wimbledon, London, and is buried in Beersheba War Cemetery.

861 **Three: Private J. F. Filbey, 2/10th Battalion, Middlesex Regiment, who was killed in action in Palestine in December 1917**

1914-15 Star (PW-2471 Pte. J. F. Filbey, Middx. R.); British War and Victory Medals (PW. 2471 Pte. J. F. Filbey, Middx. R.), *lovingly polished by next of kin, thus good fine* (3)

£80-100

John Francis Filbey first saw action in France, which theatre of operations he entered on 14 November 1915. Subsequently embarked for Egypt, he was killed in action in Palestine on 27 December 1917. He is buried in the Jerusalem War Cemetery.

862 **Four: Sergeant H. A. Smyrk, Royal Engineers, who lost his life in a tragic accident in Palestine**

1914-15 Star (58017. Spr. H. A. Smyrk, R.E.); British War and Victory Medals (58017 A.Cpl. H. A. Smyrk. R.E.); Great War Bronze Memorial Plaque (Henry Alfred Smyrk), with the recipient's cap badge, *very fine* (4)

£160-200

Henry Alfred Smyrk was born at 32 Henry Street, Pentonville on 29 January 1893, the son of Joseph and Jane Smyrk. His older brother was William Joseph Smyrk, the renowned technician of No. 60 Squadron, Royal Flying Corps. He attested for the Royal Engineers on 24 November 1914, arriving in France on 11 August 1915 as a Sapper with the 38th Signal Company. After the war he served in Palestine as a Sergeant with 'A.G.' Cable Section, arriving in that theatre on 16 April 1919. He was accidentally killed near Haifa on 21 May that year. A Court of Enquiry was convened at H.Q. Haifa Area on 25 June to examine the circumstances of his death. Several witnesses gave testimony. Private Williams, a driver in the Royal Army Service Corps, stated the following:

'To fetch Lt. Harvey and Lt. Yates to their billets, I left the Section billet in the car at 1700 hrs, and as Sgt. Smyrk wished to visit the Signal Office, he came with me. When about seventy yards from the junction of the Acre and Tiberias roads, where the road bends slightly to the left, I attempted to turn the steering wheel but found it jammed. I immediately applied the brakes but could not stop the car, which was running straight towards the side of the road into a deep rut... both Sgt. Smyrk and I were thrown out of the car.'

Having survived the Great War, Smyrk lost his life in a car accident, aged 26. He is buried in Haifa British Cemetery, Israel, with the epitaph 'Thy Work is Done' ; sold with the recipient's original bestowal documents for the 1914-15 Star and British War and Victory Medals, his condolence slip, birth certificate, and a file of research containing testimonies from the trial.

For the awards of the recipient's brother, see Lot 737.

863 *Family group:*

Three: Private H. Fluin, Queen's Own Royal West Kent Regiment, who was wounded in action



1914-15 Star (G-2811. Pte. H. Fluin. R.W. Kent. R.); British War and Victory Medals (GS-2811 Pte. H. Fluin. R.W. Kent R.), *lightly polished, nearly very fine*

Three: Private H. Fluin, The Queen's Own Royal West Kent Regiment, wounded in action in the Daraj Quarter of Gaza's Old City in November 1938



General Service 1918-62, 1 clasp, Palestine (6343764 Pte. H. Fluin. R.W. Kent. R.); 1939-45 Star; War Medal 1939-45, *the first polished, nearly very fine* (6)

£240-280

Henry Fluin was born in 1881 at St. Pancras, the son of Alice Fluin of Harrison Street, Gray's Inn, London. A labourer by occupation, he attested at Finsbury Park for the Royal West Kent Regiment on 9 September 1914 and served in France from 21 January 1915. His service record makes interesting reading with numerous entries for hesitating to obey orders, slackness whilst on sentry duty, drunkenness whilst returning to billets, using insubordinate language, smoking whilst standing to arms, disobeying an order and breaking out of barracks, to name but a few. Wounded in action on 3 September 1916, he continued to be a thorn in the side of his superiors, regularly forfeiting pay and rank on account of indiscipline. His apparently low mood was likely exacerbated by trench fever which required evacuation across the Channel aboard the Hospital Ship *Princess Elizabeth* in March 1917.

Upon recovery Fluin married Alice Elizabeth Lilley at Croydon on 21 April 1917. Hoping to remain at home, it took the local police to effect his posting to the Middle East in May 1917. Time spent absent without leave led to a loss of stripe and forfeiture of 6 days' pay. Transferred to depot at Baghdad on 5 November 1918, Fluin was later admitted to hospital in Basrah suffering from malaria before returning home via Suez aboard the Army Transport *Syria* on 23 February 1919. Demobilised on 28 May 1919, he joined his wife who was at that time living at 88 Median Road, Clapton; sold with copied service record.

Henry Fluin was born in 1920 at Hackney, London, the son of Henry and Alice Elizabeth Fluin. Following in his father's footsteps he attested for the Queen's Own Royal West Kent Regiment and was sent to the Middle East, being present in the British Mandate of Palestine during the Arab Revolt from 19 April 1936-3 September 1939. On 28 November 1938 he was wounded in action in the densely populated north-western quarter of Gaza's Old City, variously known as Al-Daraj or Haraat al-Daraj. He died on 17 August 1991; sold with copied research and cap Badge.

864 **Three: Private E. Henry, Gloucestershire Regiment, who was killed in action during the advance on the Hindenburg Line in September 1918**

1914-15 Star (15646 Pte. E. Henry, Glouc. R.); British War and Victory Medals (15646 Pte. E. Henry. Glouc. R.), *good very fine* (3)

£80-100

Ernest Henry was born at Dell Cottage, Wooburn Common, Buckinghamshire in 1896. He served as a Private with the 12th (Bristol Pals') Battalion, Gloucestershire Regiment, arriving in France on 9 August 1915. On 29 September 1918 he took part in the advance on the fortified village of Gonnelleu, part of the Hindenburg Line. The Gloucesters did well, taking 120 prisoners and seizing most of their objectives, but Henry was killed in action, along with ten other men of the 12th Battalion. He is commemorated on Panel 6 of the Vis-en-Artois Memorial, the Soho Mill Memorial, and the Wooburn Common Memorial; sold with copied research and *MIC*.

865 **Of Masonic and H.A.C. interest - the Great War group of five to Major H. G. S. Bishop, who served on attachment to the County of London Yeomanry in Egypt, before joining the 41st Dogras on the North-West Frontier; a career soldier who rose from the ranks, Bishop advanced to Major in the H.A.C. during the Second World War**

1914-15 Star (1055 Pte. H. Bishop. 3-Co. of Lond. Y.); British War Medal 1914-20 (2.Lieut. H. G. S. Bishop.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Lieut. H. G. S. Bishop, 1-41 Dogras.); Territorial Force Efficiency Medal, G.V.R. (1396211 Gnr. H. G. S. Bishop. H.A.C.), on 'H.A.C.' riband, mounted court-style by *Raymond D. Holdich*, with two related riband bars, and a loose Royal Masonic Hospital Permanent Steward's Jewel, silver, hallmarks for *Robert Jay*, London 1929, the reverse engraved 'Bro. C. W. Cooper. No. 2343.', *the fourth with scratches to obverse field, overall good very fine* (6)

£400-500

Henry George Stokes Bishop was born in Lewisham in 1896. Living at 55 Clarendon Road, he was an Orderly Room Sergeant to the 1st Battalion, Honourable Artillery Company at the start of the Great War. Attached to the 3rd County of London Yeomanry, Bishop served in Egypt from April 1915, and was commissioned 2nd Lieutenant on 15 June 1918. From 10 September 1918 he was attached to the 1st Battalion, 41st Dogras in India. The Indian Army Lists show that he advanced to Lieutenant on 15 June 1919, while serving on the North-West Frontier. 'Released' from active service in April 1920, he continued as a reservist with the Honourable Artillery Company, earning the Territorial Force Efficiency Medal in 1922. On 26 April 1929 he was raised to the Fitz-Roy Masonic Lodge (Member No. 569), becoming an active contributor to the Royal Masonic Hospital fund. His jewel was awarded in recognition of a donation of at least 10 guineas to the fund. Having risen from the ranks, Bishop was promoted to Captain on 1 April 1939 and Major on 2 April 1941. He retired to 62 Laudown Road, St. John's Wood, and died on 28 November 1977; sold with copied *MIC* and medal confirmation.

x866

An interesting group of three awarded to Lieutenant J. B. Perring, Royal Air Force, late Royal Flying Corps and South African Infantry, whose broke both legs in a severe aviation accident in 1919 but later gained considerable acclaim as a sporting manager in South Africa

1914-15 Star (Pte. J. B. Perring 8th. Infantry.); British War and Victory Medals (Lieut. J. B. Perring. R.A.F.), *nearly extremely fine* (3)

£80-120



John Baxter Perring was born on 19 June 1893 at Johannesburg, the eldest son of Charles Cambert Perring. Educated at Marists College, he attested for the 8th Infantry (1st Battalion, Transvaal Scottish) on 21 August 1914 and was, by family repute, selected as a bodyguard to General Jan Christian Smuts. Serving for seven months in German South West Africa until the capitulation of Erich Victor Franke near Khorab on 9 July 1915, he transferred at Cape Town to the South African Heavy Artillery on 23 August 1915 and spent the next two years training and serving as a Gunner on the Western Front.

Discharged to a commission with the Royal Flying Corps on 4 November 1917, Perring survived the war but was seriously injured in May 1919 when he was involved in a serious air accident. Breaking both legs, he was admitted to Swanage Hospital and was discharged from the R.F.C. on account of medical grounds on 11 October 1919.

The smashing of both of his legs ended a solid sporting career, but unperturbed, he placed his energies for the next 40 years into the administrative side of sport. Once described as 'an extremely useful bowler and batsman' with the Transvaal Wanderers, Perring was later feted by ex-Springbok Eric Rowan as 'One of the best managers it was ever my good fortune to play under.' (*The Staff Reporter*, obituary of J. B. Perring, refers)

Perring also served as Secretary on the first Executive Board of the Transvaal Association for the Control of Professional Boxing. He died on 15 September 1965; sold with copied service papers and research, together with small silver fob, engraved 'J. Perring, Marist Brothers. Johannesburg Inter Schools Third League 1904', by *Croonen, New Brompton*, 9ct. gold and enamel fob, engraved to reverse 'Transvaal, Cadet Bisley - 1906 - The Ligenwood Cup - won by J. B. Perring', by *Heydenrych, Johannesburg*, and two silver fobs engraved to reverse 'M.B.S. 1. C.G.C. 1905' and 'M.B.S. 1 C.G.C. 1906'.

867 1914-15 Star (**Mid. L. M. S. Thomson, R.N.**); British War and Victory Medals (**S.Lt. L. Mc S. Thomson. R.N.**), *very fine* (3) £140-180

Lindsay McClure Slade Thomson was born on 12 February 1897. A Midshipman aboard H.M.S. *Juno* in August 1914, he transferred to H.M.S. *Collingwood* on 25 January 1915, becoming an Acting Sub-Lieutenant on 15 July that year. From 11 February 1917 he served as a Sub-Lieutenant aboard H.M.S. *Torrent*, an R-Class destroyer. Assigned to Harwich Force, *Torrent* took part in the bombardment of German-held Ostend on 4-5 June 1917. During this action she helped sink the German torpedo boat *S15*. On 22 December that year, she was part of a Netherlands-bound convoy known as a 'The Beef Run'. At 2 a.m. the next day, the convoy ran into a German minefield off the Hook of Holland. struck a German mine. Two other destroyers, *Surprise* and *Tornado*, went back to try and rescue *Torrent's* crew, but ended up hitting mines themselves. *Torrent* then struck a second mine and quickly sank. Only the destroyer *Radiant* remained undamaged, and she returned to pick up survivors. Just three men of *Torrent's* crew survived, with 68 killed (including Thomson). Thomson is commemorated on the Portsmouth Naval Memorial; sold with copied CWGC Certificate.

x868 Five: **Battery Quarter-Master Sergeant H. Barham, Royal Garrison Artillery**
 1914-15 Star (38 B.Q.M. Sjt. H. Barham. R.G.A.); British War and Victory Medals (312005 B.Q.M.Sjt. H. Barham. R.A.); Territorial Force Efficiency Medal, G.V.R. (38 Cpl. H. Barham. W.Rid:R.G.A.); Defence Medal 1939-45, mounted as worn, *nearly very fine* (5) £120-160

Harold Barham was awarded the Territorial Force Efficiency Medal in 1913. He served on the Western Front as a Corporal with the Royal Garrison Artillery, arriving in France on 17 April 1915. He rose to Battery Quarter-Master Sergeant by war's end; sold with copied *MIC*.

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x869 Four: Private S. A. Clarke, Royal Army Medical Corps



France, Croix de Guerre 1914-18, with silver star emblem; 1914-15 Star (2035, Pte. S. A. Clarke, R.A.M.C.); British War and Victory Medals (2035 Pte. S. A. Clarke. R.A.M.C.), swing mounted as worn in this order, *very fine* (4)

£70-100

Sydney Arthur Clarke served with the Royal Army Medical Corps in the Balkan theatre of Operations from 10 August 1915. He was discharged on 6 March 1917 and awarded a silver war badge; sold with copied *MIC*.

Although the French Croix de Guerre remains unconfirmed, the 24th (1st Wessex) Field Ambulance became one of only twelve units in the British Army - and the sole unit from the Royal Army Medical Corps - to be awarded this award by the French Government. According to Lieutenant-Colonel Ransom Pickard, M.D., Commanding Officer of the 24th F.A., the presentation of this medal represented the 'crowning episode for the 24th' and was recognition of the medical treatment and evacuation of around 2000 French civilians from the town of St. Amand in October 1918 whilst it was under German artillery bombardment. At this time however, Clarke was likely home in the United Kingdom.

For details of the 24th F.A., R.A.M.C., please see:
<https://www.keepmilitarymuseum.org/history/first+world+war/the+25th+1st+wessex+field+ambulance>

Sold by Order of a Direct Descendant

870 *Family group:*

Three: **Private J. Williamson, Royal Irish Rifles**

1914-15 Star (11-19824 Pte. J. Williamson. R.Ir.Rif.); British War and Victory Medals 1914-19 (19824 Pte. J. Williamson. R.Ir.Rif.), *lightly polished, nearly very fine*

Four: **Flight Sergeant R. Williamson, Royal Air Force**

1939-45 Star; Italy Star; Defence and War Medals 1939-45, mounted court-style as worn, with a spare War Medal 1939-45 in a *Gieves & Hawkes, No. 1 Savile Row* felt slip, *very fine*

Pair: **Sergeant A. K. Williamson, Army Catering Corps**

General Service 1962-2007, 1 clasp, Northern Ireland (24071317 Sgt. A. K. Williamson ACC.); Regular Army L.S. & G.C. (24071317 Sgt A K Williamson ACC), mounted court-style as worn, with related dress miniatures, an Army Catering Corps cap badge and the recipient's three metal identity tags, *nearly very fine* (12)

£220-260

*Sold with the following:*

(i) A Worcestershire Regiment Senior N.C.O.'s Mess Dress uniform, by *Gieves & Hawkes, No. 1 Savile Row*, comprising a scarlet cutaway 'cavalry style' mess jacket with a dark blue stand collar featuring the regimental badge, with a broad layer of gold piping on the collar extending down the front of the jacket; dark blue trousers (32" waist) with a thin red stripe; a dark green waistcoat with 57 non-functional brass 'stud' buttons down the front, *in overall good condition*, known by family repute to have been worn by Sergeant A. K. Williamson.

(ii) The recipient's Army Catering Corps stable belt with original buckle and fittings; an Army Catering Corps brass wall plaque badge, 125mm x 85mm; a metal statuette by Charles C. Stadden depicting a soldier of the Army Catering Corps, standing with rifle, mounted on a wooden plinth, 125mm including plinth.

(iii) A framed group photograph of the Sergeants' Mess of the 1st Battalion, Cheshire Regiment at the Meeanee Parade in February 1983, A. K. Williamson appearing front row, extreme right (seated, wearing medals).

- 871 Five: **Driver C. Rogers, Royal Engineers**
1914-15 Star (1691. Dvr. C. Rogers. R.E.); British War and Victory Medals (1691 Dvr. C. Rogers. R.E.); Special Constabulary Long Service Medal, G.VI.R., 2 clasps, Long Service 1950, Long Service 1960 (Charles Rogers); Order of the Buffaloes Medal, Excelsior Lodge No. 3951, silver-gilt (Presented to C. Rogers. Raised to 2nd Deg. Feb.12. 1925.), all mounted together as worn, *Great War awards worn, good fine, the remainder good very fine* (5) £60-80
Charles Rogers served in France from 6 August 1915 and was discharged Class 'Z' on 1 May 1919; sold with copied *MIC*.
- 872 Four: **Private W. Morford, 5th Lancers**
1914-15 Star (L-6021. Pte. W. Morford. 5th. Lrs.); British War and Victory Medals (L-6021 Pte. W. Morford. 5-Lrs.); Special Constabulary Long Service Medal, G.V.R., with three additional Award Bars (Walter Morford), mounted on original ribands in swing style, with the recipient's separate Defence Medal 1939-45, as well as his Beaconsfield Rifle Club and South Buckinghamshire Civilian Rifle League enamel lapel badges and Buckinghamshire County Rifle Association cloth badge, *good very fine* (4) £70-90
Walter Morford was born at Beaconsfield, Buckinghamshire on 21 April 1896, the son of a local grocer. Prior to the Great War he served a grocery apprenticeship in London at Waitrose - at that time a chain comprising a mere three small shops. He attested for the 5th (Royal Irish) Lancers, arriving in France on 21 September 1915. Morford died on 6 October 1960; sold with copied research and *MIC*.
- x873 Three: **Corporal M. Cook, Durham Light Infantry**
1914-15 Star (2688 L.Cpl. M. Cook. Durh. L.I.); British War and Victory Medals (2688. Cpl. M. Cook. Durh. L.I.), *very fine* (3) £40-60
Maurice Cook served in France from 19 April 1915; sold with copied *MIC*.
- 874 Three: **Pte. H. Bain, 2nd Rhodesia Regiment**
1914-15 Star (592 Pte. H. Bain, 2-Rhodesia Regt.); British War and Victory Medals (592 Pte. H. Bain. 2-Rhodesia Regt.), *good very fine* (3) £60-80
Herbert Bain was born at Salisbury, Rhodesia in 1893, the fourth son of Alexander Stewart Bain, who is listed in his Death Notice of 1931 as a 'Transport Rider and Farmer'. Interestingly Alexander appears to have served as a Trooper during the Matabele Wars (British South Africa Company Medal & clasp).
Educated at Prince Edward School from 1905-10 after which he attested for the Southern Rhodesia Volunteers (Eastern Division), being assigned to the Cyclists' Troop of 'A' Squadron. Resigning two years later, he swiftly re-enlisted in November 1914.
He appears to have seen service in British East Africa as, on 11 June 1917, he was discharged 'No longer physically fit for war service' with his character assessed as 'Very Good'; sold together with a small file of copied research, including *MIC* and two copy photographs: one of the Bain family and another annotated 'Herbert Bain in East Africa, 1914' to reverse.
- x875 Three: **Private R. Hutton, Scottish Rifles**
1914-15 Star (1035 Pte. R. Hutton. Sco. Rif.); British War and Victory Medals (1035 Pte. R. Hutton. Sco. Rif.), *good fine* (3) £30-50
Ross Hutton served in the Balkans from 14 June 1915, being later discharged; sold with copied *MIC*.

- x876 Three: **Private W. H. Brown, Suffolk Regiment**
 1914-15 Star (3517 Pte. W. H. Brown. Suff: R.); British War and Victory Medals (3517 Pte. W. H. Brown. Suff. R.), *good very fine* (3) £40-60
William H. Brown served in France from 27 October 1915 with the 4th Battalion, Suffolk Regiment, and was discharged on 20 December 1918; sold with copied *MIC*.
- x877 Three: **Private F. Morris, Worcestershire Regiment**
 1914-15 Star (18582 Pte. F. Morris. Worc: R.); British War and Victory Medals (18582 Pte. F. Morris. Worc. R.), *good very fine* (3) £100-140
Frank Morris was born around 1895 at Tewkesbury, Gloucestershire, and enlisted at Cleobury Mortimer for the 4th Battalion, Worcestershire Regiment at the outbreak of the Great War. He served in the Balkan theatre of operations from 25 April 1915 and was killed in action at Gallipoli on 28 June 1915. The son of William and Mary Jane Morris, of Dog House, Earls Croome, Worcester, he is commemorated on the Helles Memorial; sold with copied *MIC* and entry from *Soldiers Died in the Great War* which lists his first name as Frederick.
- x878 Three: **Sergeant S. Howard, Northamptonshire Regiment**
 1914-15 Star (3-11087 Sjt. S. Howard. North'n R.); British War and Victory Medals (3-11087 Sjt. S. Howard. North'n. R.), *good very fine* (3) £40-60
Stephen Howard served in France from 26 July 1915 and was discharged Class 'Z' on 25 March 1919; sold with copied *MIC* and corresponding riband bar with wearing pin.
- 879 Three: **Private H. Horne, 1/1st West Kent Yeomanry (Queen's Own)**
 1914-15 Star (1162 Pte. H. Horne, W. Kent Yeo.); British War and Victory Medals (1162 Pte. H. Horne, W. Kent Yeo.), *the first with traces of abrasive cleaning, otherwise very fine* (3) £50-70
Herbert Horne was first saw action with the 1/1st West Kent Yeomanry in Gallipoli, in which theatre of operations he landed on 7 October 1915; Sir Ian Hamilton noted in his diary that the regiment 'made a brave showing' at Gully Ravine in the same month.
 He was discharged as no longer physically fit for military service in July 1916 and was awarded the Silver War Badge.
- 880 *Family group:*
 Pair: **Private F. Bassnett, Liverpool Regiment**
 1914-15 Star (18952 Pte. F. Bassnett. L'Pool R.); British War Medal 1914-20 (18952 Pte. F. Bassnett. L'Pool R.), *good very fine*
 Victory Medal 1914-19 (**14895 Pte. T. W. Bassnett. Yorks. L.I.**), *minor staining, very fine* (4) £40-60
Frederick Bassnett was born around 1881 at Liverpool and served in France from 16 March 1915 with the 1st Battalion, Liverpool Regiment. He was killed in action on 19 May 1915 and is commemorated on the Le Touret Memorial; sold with copied *MIC* and CWGC entry.
Thomas W. Bassnett was born around 1894 at Everton, Liverpool, the son of wharfinger Thomas William Bassnett, who was responsible for taking the custody of goods delivered at the Liverpool Docks. Serving with the 8th Battalion, King's Own Yorkshire Light Infantry, Bassnett died of wounds received in action on the Western Front on 5 July 1916. He is buried in the Heilly Station Cemetery, Amiens; sold with copied *MIC* and CWGC entry.

881 A rare Great War 'Thames Estuary' casualty group of three awarded to Stoker 2nd Class T. E. Griffiths, Royal Navy, who perished when the destroyer H.M.S. *Recruit* was struck by a torpedo launched by the German submarine *U-6* which virtually cut her in two. The enemy submarine then rose to the surface and began shooting at survivors from its deck gun

This led to significant soul-searching amongst the crews of four British destroyers after they successfully destroyed two German torpedo boats in the vicinity later that afternoon and were faced with a similar scene of survivors struggling in the murky and choppy waters

1914-15 Star (SS.116020 T. E. Griffiths, Sto.2., R.N.); British War and Victory Medals (S.S.116020 T. E. Griffiths. Sto.2 R.N.), with three original paper packets, in named boxes of issue, *extremely fine* (3)

£150-200

Thomas Edward Griffiths was born on 19 May 1891 at Stratford-on-Avon, Warwickshire, the second of nine children to Edward and Jane Griffiths of Howletts Hall, Freyerning, Essex. Thomas followed in his father's footsteps and worked locally as a cowman and farm labourer before enlisting into the Royal Navy on 17 September 1914. Sent to *Pembroke II* for training, he was posted to the ageing destroyer H.M.S. *Recruit* as Stoker 2nd Class on 30 December 1914.

An Unlucky Ship

A '30 knotter', *Recruit* was launched on 22 August 1896 and was armed with one 12-pounder gun, five 6-pounder guns and two 18-inch torpedo tubes. Her past was extremely chequered; during a steam trial on 3 April 1900 she collided with *Wizard* and had her propeller guard wrenched out. A short while later she ran into the Brambles Shoal, off Calshot Light, and suffered extensive damage during the 1901 naval exercises, and on 27 May 1902 she nearly foundered after running aground in heavy fog on the Verick Rock, a mile off Cape Cornwall. On this last occasion her crew were fortunate to reach the safety of Falmouth harbour, the holed destroyer being carefully brought into the Carrick Roads by tugs.

In April 1914, *Recruit* served as one of twelve destroyers of the Nore Local Defence Flotilla which guarded the mouth of the Thames Estuary, marking the point where the Thames meets the North Sea. Once again, misfortune was not far away; on 4 August 1914 she was struck by the German steamship *Occident* of Flensburg while on patrol. The collier made a hole level with the wardroom and only a rapid turn to starboard ordered by her Captain, Commander Charles. A. Wrightson, R.N., prevented the *Recruit* being cut in two.

A Running Fight - The Loss of H.M.S. Recruit

For four months, Griffiths was engaged aboard *Recruit* on repeated patrols against German U-Boats and torpedo boats as the Royal Navy attempted to safeguard the inshore merchant navy vessels which plied the east coast of England. The end of April 1915 witnessed a series of 'small affairs' in the southern reaches of the North Sea, when several steamers were attacked between the Galloper and North Hinder lightships (*The Portsmouth Evening News*, refers). On 1 May 1915, *Recruit's* luck finally ran out:



‘The fight took place on Saturday and began at 11.30, when the old Recruit was on patrol duty. The weather was fine, the sea choppy, and a smart breeze was blowing. The Recruit was between two lightships when she spotted a periscope. It was quite near. Immediately the white trail of a torpedo darted across the water. The Recruit at first steered straight for the submarine, but the torpedo caught her and dealt her a mortal wound. She heeled and began to sink fast. At a signal from her, the trawler Daisy approached, lowered boats, and sent them to the rescue. The officers and crew in the Recruit waited calmly for the Daisy’s boats. The boats picked up many of the destroyer’s crew, when the German seamen fired at the Daisy and at one of her boats which was filled with survivors. The Daisy managed to escape, but one of her boats was repeatedly fired on by the submarine, and one of the survivors in it was wounded’ (The *Portsmouth Evening News*, 3 May 1915, refers).

Joined at the scene in the nick of time by the destroyers *Laforey*, *Leonidas*, *Lawford* and *Lark*, there followed a particularly vicious engagement which resulted in the sinking of two enemy torpedo boats:

‘The fight was over at five o’clock. As the German boats went down the crews were rescued by the British seamen. Forty of the enemy were pulled out of the water alive and brought back to harbour early this morning. It is the old story. Our men were too humane to allow their enemies to perish. But there was bitter talk to-day as to what the Germans really deserved, especially when it became known how the submarine crew had treated the survivors of the Recruit’ (The *Portsmouth Evening News*, continues).

Returning home with the survivors from *Recruit* and 41 enemy prisoners, the destroyers were cheered from the quayside. However, with tensions running high, one of the two German officers rescued from the sunken torpedo boats ‘blew his brains out’ with a revolver whilst aboard one of the British destroyers. In total, 39 men died aboard *Recruit*, either as a result of the initial explosion or by drowning, including Stoker 2nd Class Thomas Edward Griffiths. Four officers and 21 men were saved by the trawler *Daisy* (The *Hampshire Telegraph and Post*, 7 May 1915, refers).

The submarine *UB-6* which fired the fatal torpedo went on to account for 14 additional ships sunk, two ships damaged and one seized as a prize, and it was only a navigational error by her commander, Erich Haecker, which led to her final demise after running aground near the Maas River in the Netherlands. Likely trapped within the iron coffin of a rapidly-sinking destroyer, Griffiths’s body was never recovered and he is commemorated at Chatham Naval Memorial; sold with copied service record, extensive newspaper articles and research.

x882 **Five: Leading Stoker 1st Class E. C. Terry, Royal Navy**

1914-15 Star (K.18713, E. C. Terry, Sto.1, R.N.); British War and Victory Medals (K.18713 E. C. Terry, Sto.1 R.N.); 1939-45 Star; War Medal 1939-45, mounted as worn, *the Great War awards heavily polished, fine to good fine* (5)

£60-80

Edward Charles Terry was born on 1 September 1892 at Edmonton, London. A butcher by profession, he enlisted into the Royal Navy on 21 April 1913 and witnessed extensive service during the Great War aboard the battleship *Zealandia*. Promoted Acting Leading Stoker aboard *Barham* on 14 April 1927, he saw further advancement to Leading Stoker aboard *Fisgard* on 1 November 1928. However his career progression was slow - largely as a result of ‘indifferent’ character and ability which resulted in numerous detentions and periods in the cells. Pensioned on 16 May 1936, Terry returned to serve at Portsmouth during the Second World War but was invalided on 6 November 1940 in consequence of valvular disease of the heart; sold with copied service record.

883 **Four: Leading Seaman J. F. Cloke, Royal Naval Reserve**

1914-15 Star (C.1970, J. F. Cloke, Smn., R.N.R.); British War and Victory Medals (1970C. J. F. Cloke, L.S. R.N.R.); Royal Naval Reserve L.S. & G.C., G.V.R. (C. 1970. J. F. Cloke, Ldg. Sea. R.N.R.), *very fine and better* (4)

£50-70

James Francis Cloke was born on 15 December 1880 at Mevagissey, the son of Thomas Cloke, a fisherman of Mevagissey, Cornwall. A former St Austell china clay worker and Fowey fisherman himself, Cloke enrolled for the Royal Naval Reserve on 15 March 1911 and was appointed Leading Seaman at Devonport on 15 August 1916. Having served aboard *Illustrious*, *Vengeance* and the hired trawler *Norse*, Cloke was demobilised at Holyhead on 22 January 1919 and was later awarded a disability pension on account of a septic right leg.

884 An exceptional Terrier CO's group of nine awarded to Brigadier-General Sir W. R. Ludlow, K.C.B., C.B., Royal Warwickshire Regiment

Explorer and author of the famous work *Zululand and Cetawayo* which charted his travels and gave a fine account of the Zulu wars, Ludlow was a fine officer who 'held with almost passionate fervour it to be the duty of every man to give military service'

He set himself the job of raising a new Battalion for the Royal Warwickshire Regiment - he commanded it on the Western Front aged 61 and received his richly-deserved K.C.B. from King Edward VIII in 1936



British War and Victory Medals with M.I.D. oakleaves (Brig. Gen. W. R. Ludlow.); Territorial Force War Medal 1914-19 (Col. W. R. Ludlow. C.B.); Coronation 1911; Jubilee 1935; Coronation 1937; Volunteer Officer's Decoration, E.VII.R., unnamed as issued, hallmarks for 1907, with top bar riband; Volunteer Force Long Service Medal, V.R. (Major W. R. Ludlow. 1894.); Territorial Decoration, G.V.R., unnamed as issued, hallmarks for 1919, with top riband bar, mounted for wear, *lacquered, very fine* (9)

£1,200-1,500

[K.C.B.] *London Gazette* 23 June 1936.

[C.B.] (Civil Division) *London Gazette* 19 June 1911.

[C.B.] (Military Division) *London Gazette* 1 January 1918.

Walter Robert Ludlow was born on 18 July 1857 at Erdington, the eldest son of Joseph Ludlow, Company Director, of Sutton Lodge, Solihull, Warwickshire. Educated at Solihull Grammar School and a boarder in the Reverend C. McDowall's House, Malvern College, from 1870-73, Ludlow spent the next four years travelling across the globe, often with his father in tow. In 1871 the pair travelled to Paris and found themselves passing through the Prussian lines as they attempted to reach the City. Two years later, the young man travelled 1000 miles on horse-back through Uruguay, and in 1879 took a 14ft. canoe down the River Thames, crossing to Calais from Ramsgate; the adventure took him thirty hours. A year later, Ludlow travelled through Zululand and Togoland, and he wrote a book about his travels titled *Zululand and Cetawayo* which was successfully published in 1882 by Messrs. Simpkin, Marshall & Co., of Birmingham. Well received, it contained an enlightening account of Zulu customs, manner and habits, at a time when tensions remained high following the events of Isandlwana and Rorke's Drift, and the heavy defeat inflicted upon the Zulus at Gingindlovu, where more than 1000 warriors were killed by a British column under Lord Chelmsford, G.C.B., G.C.V.O.



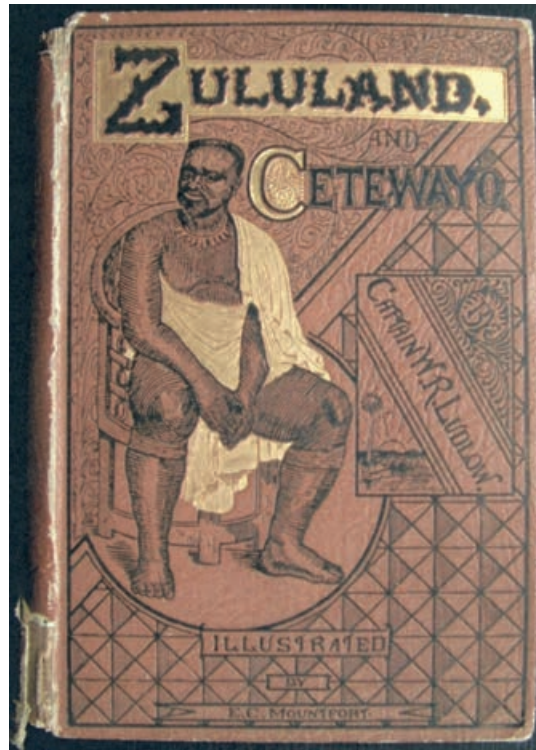
In 1887, Ludlow succeeded to his father's business. He became a Senior Partner in the firm of Ludlow, Briscoe and Hughes of Birmingham, which specialised in auctioneering, surveying and valuations. In 1895 he was appointed Surveyor to the Board of Trade (Railway Department) and in 1890 Ludlow became a Fellow of the Surveyor's Institution. He was also a devoted Unionist, though 'his ambitions never quite carried him into the firing line of politics.' (*The Birmingham Post*, 15 October 1941, refers)

"Father" of the Birmingham Terriers

Ludlow enlisted into the corps his father had helped to establish, becoming a 'Citizen Soldier' of the 1st (Birmingham) Corps, Warwickshire Rifle Volunteers, at Bingley Hall in 1874. Granted a commission as Supernumerary Sub-Lieutenant, he was promoted Lieutenant on 1 December 1876, Captain on 4 March 1882 and Major on 1 April 1891. He was also appointed Honorary Secretary of the Midland Volunteer Officers' Association for two years from its formation in February 1887. In 1895 he was presented the Volunteer Long Service Medal, the medal being awarded by Major-General J. H. Hall, commanding the North-Western District. Promoted Lieutenant-Colonel on 12 October 1901, he was awarded the Volunteer Officers' Decoration on 23 September 1904 and granted the honorary rank of Colonel on 22 November 1906. On the formation of the Territorial Force in 1908, Ludlow was appointed to the Command of the newly created 8th Battalion, the Royal Warwickshire Regiment; headquartered at Aston Manor, Witton, Birmingham, its inception was largely due to his ability to raise and recruit. Appointed C.B. (Civil Division) in 1911, Ludlow transferred to the T.F. Reserve of his Battalion as Lieutenant-Colonel on 17 May 1913, becoming a co-opted Member of the Warwickshire T.F. Association. He also became Colonel-Commandant of Cadets for the County of Warwickshire, and remained such until 1926.

The Great War

Recalled to serve at the outbreak of the hostilities, Ludlow became Chief Recruiting Officer in Birmingham at the age of 57. He was thus heavily involved in raising the three infantry battalions of the Royal Warwickshire Regiment in September 1914, affectionately known as the 'Birmingham Pals'. Appointed Brigade Commander on 9 January 1915, Ludlow was promoted temporary Colonel from the same date, being placed in Command of the 184th Infantry Brigade for a little over a year until 22 February 1916. The Brigade remained in England during this period and formed part of the 61st (2nd South Midland) Division.



Granted the honorary rank of Brigadier-General on relinquishing command, on 16 May 1917 he was graded Staff Lieutenant 1st Class and posted to France. He became an Area Commandant in Ypres, Flanders, and held this appointment during 1917-18. His diary - which was compiled during his time at Ypres - was gifted to the Imperial War Museum in 1975. The Ludlow family were not left unscathed by the war; his younger son, Captain Stratford Walter Ludlow, was killed in action on the first day of the Battle of the Somme whilst serving with 'C' Company, 1/8th Battalion, Royal Warwickshire Regiment.

Appointed C.B. (Military) in 1918 Ludlow was also mentioned in despatches for 'valuable services rendered in connection with the War to 31 December 1917' (*London Gazette* 12 February 1918, refers). He was awarded the T.D. in 1920 (*London Gazette* 14 January 1920, refers), and was appointed Honorary Colonel of the 8th Battalion, Royal Warwickshire Regiment, on 12 August 1922, being made K.C.B. in 1936. The *Birmingham Daily Gazette*, 15 July 1936, refers:

'His three daughters surround him and kissed him affectionately, while the waiting crown looked on at the happy family incident. About 200 men and women received the insignia of decorations and honours conferred on them in the recent Birthday Honours List. It was the first Investiture at which King Edward has given honours conferred by himself.'

Further exploits

Having married Helen Florence in 1883, the third daughter of Charles Hart of Harborne Hall, Staffordshire, Ludlow devoted his time helping to raise four daughters and two sons. He was made J.P. for the City of Birmingham in 1892 and for the County of Warwickshire in 1923, and served as D.L. for Warwickshire from 1921. Ever a keen sportsman, he enjoyed riding to hounds, shooting, fishing and boating. With his friend Lord Leigh - a former President of the Warwickshire T.A. and Air Force Association - he spent a week each year fishing for pike:

'During four expeditions in Devonshire, I which I accompanied him (Lord Leigh), we bagged 313 fish, with a total weight of 3,236lbs.' (*The Coventry Evening Telegraph*, refers)

In the autumn of 1940, Ludlow was often in the field with the Springfield Beagles, and occasionally - even after he had reached "the eighties" - he went otter hunting. (*The Birmingham Post*, 15 October 1941, refers)

The Brigadier-General died at Lovelace Hall on 14 October 1941 aged 84 years. His funeral took place on 18 October at Solihull Parish Church, followed by interment in the family grave at Knowle Parish Churchyard. His wife predeceased him by a year; sold with copied *MIC*, extensive research including entries from *Who's Who* and numerous contemporary newspaper articles.

x885 Pair: **Captain F. W. Royle, Manchester Regiment, who was killed in action on the Somme in July 1916**

British War and Victory Medals (Capt. F. W. Royle.), *nearly extremely fine* (2)

£120-160

Frederick William Royle was killed in action on the Somme on 8 July 1916, while serving in the 19th Battalion, Manchester Regiment. His entry on Manchester University's Roll of Honour states:

'Frederick was the only son of William Royle of Rusholme. His father was a shippers' merchant, the chairman of the Executive Committee of the Manchester Liberal Federation and he wrote a history of Rusholme which was published in 1905. Frederick was employed by Allen Harrison and Co. (Engineers), Cambridge Works, Knott Mill, Manchester. He lived at 44 Exeter Street, Ardwick, Manchester, and as a 16-year-old Coppersmith in 1908-09 enrolled on Technological Courses (City & Guilds). At the outbreak of war he was with the firm N.P. Nathan and Sons. He took a great interest in Sunday School work and was secretary to the Rusholme Wesleyan School.

On the outbreak of war Frederick enrolled as a Private with the 6th Battalion, Manchester Regiment. He received a commission in November 1914 and by May 1915 had reached the rank of Captain. In June 1916 his mother died. He was killed during the Battle of the Somme in July 1916. Shortly before his death he wrote to his father "The Manchesters have done splendidly, and all the city should be proud of them". Effects worth £507 18s 15d were left to his father.'

The same source adds:

'Commemorated on:

Manchester Municipal College of Technology Memorial in the Sackville Building, University of Manchester.

Acknowledgements/Sources:

Researched by Prof. Harold Hankins and Pen Richardson.

The Manchester Guardian, 13th July 1916.

<http://rusholmearchive.org/william-royle-his-1905-history-of-rusholme>'

He has no known grave and his name is commemorated on the Thiepval Memorial; his photograph appeared in *The Sphere* on 26 August 1916.

886 **A rare group of four awarded to Fire Captain V. W. Murdock, Toronto Fire Department, late Corporal, Canadian Expeditionary Force**

British War and Victory Medals (225615 Cpl. V. W. Murdock. 18-Can. Inf.); Canadian Centennial Medal, silver, unnamed as issued; Ontario Fire Service Long Service Medal, unnamed as issued, mounted court-style, *lacquered, very fine*, with corresponding miniature dress medals for the first three (7)

£160-200

Vincent Wilbert Murdock was born on 6 August 1899 at York, Ontario, the son of Robert Murdock of 767 Shaw Street, Toronto, Canada. A clerk by profession, he lied about his age on his attestation documents - recording his date of birth as 6 July 1897 - and joined the Canadian Overseas Expeditionary Force at Toronto on 26 October 1915. Murdock served in France with the 18th Battalion, Canadian Infantry, from 28 September 1916 and was promoted Corporal on 9 April 1917. He was severely wounded on 2 April 1918, suffering a shrapnel wound to the left thigh, left forearm and face. Admitted to No. 51 General Hospital at Etaples, Murdock was evacuated to the Princess Christian Military Hospital at Englefield Green, Surrey, his thigh wound noted as 'large, v. septic'. The wounds took a considerable time to heal and Murdock eventually returned home to Canada on 14 December 1918 aboard the *Olympic*.

Following a period of further recovery, Murdock took employment with the Toronto Fire Department and was serving as Fire Captain on 17 September 1949 when the S.S. *Noronic* caught fire whilst moored at Pier 9 in Toronto Harbour. According to a contemporary newspaper account, Murdock 'almost died during one of the explosions on that ship as he tried to rescue the victims'. The fire spread quickly, fuelled by the lemon-oil-polished wood panelling on the walls (*A Fiery Demise for the Queen of the Lakes*, refers). In total, 119 of the 524 passengers and 171 crew members aboard died in the flames. It remains the worst fire disaster in the history of Toronto Harbour.

Murdock retired in 1958 after 38 years of service with the Fire Department. Two years later he became Director of Camp Maple Leaf, a camp for underprivileged children on Pigeon Lake which was sponsored by the Toronto Firefighters' War Veterans Association. He held the post until 1965 and died on 16 January 1983 at the Scarborough Centenary Hospital; sold with copied research.

For details of his Great War service, please see:

<http://central.bac-lac.gc.ca/.item/?op=pdf&app=CEF&id=B6501-S019>

- x887 **A Great War Pair awarded to 2nd Lieutenant S. W. Foxon, Royal Lancaster Regiment, late Artist's Rifles, who was severely wounded in action he spent the final months of the Great War on the Boulevard Magenta, Paris, acting as Liaison Officer to a French steel manufacturer**
- British War and Victory Medals (2. Lieut. S. W. Foxon.), *very fine* (2) £60-80
- Sidney William Foxon** was born on 20 August 1890 at Sheffield, the son of William Drabble Foxon, who worked as a professor of singing and 'tenor vocalist' in the local area. Educated at Ackworth School, near Pontefract, followed by Wesley College, Sheffield, Foxon joined the Artist's Rifles O.T.C. at Salisbury as a Cadet upon the outbreak of hostilities. Receiving a commission in the 5th Battalion, Royal Lancaster Regiment (later transferring to the 4th Battalion), Foxon served in France from 10 November 1916 and was wounded in action on 19 March 1917 (*Artist's Rifles Regimental Roll of Honour and War Record, 1914-1919*, refers). Suffering from a severe wound to the shoulder and neck, Foxon was evaluated in February 1918 at No. 2 Red Cross Hospital, Rouen:
- 'He is suffering from the after effects of a G.S.W. shoulder and lt. neck involving the upper roots of the bronchial planus. There is atrophy of the celtoid, biceps and especially the brachialis anticus muscles and the movements of flexion of the elbow and supination of the forearms are still much weakened' (*The Proceedings of a Medical Board*, refers).
- Six months later Foxon was posted to Paris and spent the remainder of the war as Liaison Officer to a French steel company, a similar role to that which he held in civilian life prior to the war. He returned home at the cessation of hostilities and died at Ecclesall, Derbyshire, on 20 August 1921; sold with original medal identity disc and contemporary bracelet, 'S.W. Foxon, 2. Lieut, C. of E., 5 K.O.R.L.; a Royal Academy of Music Medal, bronze, 'William D Foxon Singing 1886', awarded to the recipient's father, and a Royal Academy of Music Medal, bronze, 'Mary Moon Singing 1884', awarded to the recipient's mother; a brass Artist's Rifles cap badge with wearing pin; King's Own cap badge with wearing pin, and copied *MIC* with officer's service record.
- 888 **A scarce group of seven awarded to Group Captain the Reverend H. Thomas, who served in both the British Army and Royal Air Force and ended his career as Assistant Chaplain-in-Chief (Overseas Command) from 1939-44**
- British War and Victory Medals (Rev. H. Thomas); General Service 1918-62, 1 clasp, Kurdistan (Rev. H. Thomas. R.A.F.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45 with M.I.D. oak leaf, *very fine* (7) £400-500
- Harold Thomas** was a Late Exhibitioner at the University of Wales in 1911 (2nd Class, Latin), graduating B.A. in 1912. Transferring to St. Michael's College Llandaff, he qualified Deacon 1913, Priest 1914, and was made Curate of Llangynwyd from 1913-16. Serving at Abingdon from 1916-17, Thomas was appointed Temporary Chaplain to The Forces from 1917-23 and is recorded as wounded (*War Services of Officers of the Army*, refers). Posted as Chaplain to the R.A.F. at Baghdad from 1923-24, he served in Egypt from 1925-25, Sealand from 1925-28, Transjordan & Palestine from 1928-31, and at Abu Sueir, Egypt, from 1931-32. He returned home to postings at R.A.F. Halton and R.A.F. Cranwell, before serving in Cairo from 1937-39 and as Assistant Chaplain in Chief for R.A.F. Overseas Command from 1939-44; sold with copied research.
- 889 **A 'Plymouth Blitz' group of five awarded to Inspector G. H. Strathon, Plymouth Special Constabulary, late Royal Horse Artillery, who was awarded a King's Commendation for Brave Conduct for rescue work at Plymouth during the night of 20-21 March 1941**
- British War and Victory Medals (206232 Gnr. G. H. Strathon. R.A.); Defence Medal 1939-45; Coronation 1953; Special Constabulary Faithful Service Medal, G.VI.R., clasp, Long Service 1945 (Inspr. George H. Strathon), swing mounted, *good very fine* (5) £200-250
- The *Western Morning News* of 11 April 1942 describes events which led to the award:
- 'Insp. Strathon who receives belated commendation for his gallantry in the March Blitz, was primarily responsible for saving three women and five men who had been buried under the debris of houses in Leigham Street, and his honour is the first awarded to any of the junior officers of this voluntary force.
- After being on duty practically all day in connection with the visit of the King and Queen, Insp. Strathon was at home when the "Alert" sounded. High-explosives then rained down on Leigham Street and Carlisle Terrace. Houses were destroyed, people were buried and killed. He then proceeded to the Grand Hotel and called for volunteers from the bar...'
- George Henry Strathon** was born in 1899 in the Parish of Charles, Plymouth, the son of Edwin Alonzo Strathon of 3 Radnor Street, Plymouth. Rather than follow in the footsteps of his father who worked as a plumber in the City, Strathon briefly worked as a laboratory assistant at Ilford, Essex,



before attesting for the Royal Horse Artillery at Woolwich on 7 March 1917. Despite suffering from an enlarged thyroid, Strathon served in Mesopotamia and was discharged on 31 March 1920. He returned to Plymouth and took temporary residence at 17 Rednor Street, a few doors down from his parents and two younger sisters.

Strathon moved to the village of Bere Ferrers in the 1930s and worked as an auto engineer. In 1938 he returned home to Plymouth and took employment as a Police Constable whilst living at 4 Leigham Street. It would be on this street three years later that Strathon displayed bravery and devotion to duty which led to his recommendation for a Civil Defence gallantry award by the Chief Constable of the Plymouth City Constabulary.

The Plymouth Blitz

The Plymouth Blitz was a series of bombing raids which largely targeted the Naval Base at Devonport, but which caused severe damage to civilian areas; a case in point being the first Luftwaffe visit on 6 July 1940 which involved a daylight raid by a single aircraft. At around midday, the aircraft dropped a stick of bombs on a block of eight houses on the Corporation Housing Estate in Swilly Road, Devonport, killing three people.

By the winter of 1940/41, the intensity of Luftwaffe attacks had risen considerably - correlating with the ferocity of U-Boat attacks in the North Atlantic and the desperate need for convoy escort vessels. The situation in the city is vividly described by Jean Baldwin, who was just 9 years old at the time:

‘The sight of Plymouth burning was one I will never forget. As we sped past Central Park we looked over the whole city which seemed ablaze from end to end. Searchlights moved through the sky lighting up the barrage balloons and occasional aircraft. And still the guns thundered on. In the morning Plymouth was a smoking ruin’ (*WW2 People’s War*, refers).

It was on a similar evening that Strathon returned home after have been on duty for several hours. Almost immediately incendiary and high explosive bombs fell in large numbers around his home, and ‘without hesitation’ he left the building and extinguished many small fires in the neighbourhood (*A report by the Chief Constable*, refers). With little assistance, he endeavoured to effect rescues from premises which had been completely demolished, the work being made even more hazardous by the fires and the failure of the water supply. In particular, he organised volunteers to remove the beams and heavy furniture which had trapped his neighbours following a direct hit at 17 Leigham Street. The Chief Constable was not sparing of praise for Strathon:

‘He is a man of ability and courage whose coolness, devotion to duty and disregard for his own safety and comfort has made him a most valuable and respected officer of the Special Constabulary.’

For his bravery in rescuing his neighbours that night, Strathon was awarded the King’s Commendation for Brave Conduct (*London Gazette* 10 April 1942, refers). Sadly and inexcusably - just two months after the events which led to his recommendation - Strathon’s home on Leigham Street was broken into whilst he was on duty. Alfred Harvey, 49, unemployed, of no fixed abode, was remanded in custody by P.C. John Ley, who found him in the house laden with a bottle of port and a bottle of sherry to the value of £1 (*The Western Morning News*, 1 May 1941, refers). Despite this setback, Strathon remained in the city for the duration of hostilities and died in Plymouth in 1961; sold with copied *MIC*, recommendations and research, together with a contemporary riband bar with wearing pin, the 1939-45 Defence Medal ribbon bearing an MID oak leaf, as worn by the recipient.

890 **A rare 'Darfur 1916' group of three awarded to Acting Corporal A. Fogden, who survived bouts of fever and malaria in Egypt and the Sudan, but was nearly unstuck by a football at the end of the Great War**

British War and Victory Medals (M2-134504 Pte. A. Fogden. A.S.C.); Khedive's Sudan 1910-21, clasp, Darfur 1916 (M2-134504 A.Cpl. A. Fogden. A.S.C.), officially impressed naming, *good very fine* (3) £300-400

Arthur Fogden was born around 1896 and lived at Hunston Dairy Farm, Chichester, West Sussex. A chauffeur by occupation, he attested at Grove Park for the Army Service Corps (Mechanical Transport) on 28 November 1915, serving as a lorry driver with No. 347 Company, A.S.C., in Egypt from 24 February 1916-12 June 1919. During his time overseas he was punished for not wearing a helmet between the hours of 08.30 and 16.30, and also suffered from a sprained ankle, relapsing fever, and malaria. The ankle injury is explained by an accident report contained within Fogden's service record:

'A witness statement by No. 150788 Pte. J. Anderson, R.A.S.C., 1/5/19:

On the evening of the 21st last, I with seven men of this unit, was playing football. Pte. Fogden was not participating in the game, but was standing in the vicinity. The ball was kicked in the direction of Pte. Fogden who apparently made an attempt to kick the ball back at the players. In doing so he fell to the ground. He appeared to be in considerable pain & I went to pick him up and carried him into the billet. I removed his boot & noticed his ankle was badly swollen. He was then taken in a motor car to the hospital. At the time he kicked the ball, no other person was near him.'

The injury being deemed accidental, Fogden returned home via Port Said and was demobilised shortly thereafter; sold with copied service record and *MIC* confirms entitlement.

891 **The Great War pair, Bronze Memorial Plaque and Royal Humane Society Honorary Testimonial Certificate awarded to Able Seaman W. V. Dee., Mercantile Marine Reserve, who dived overboard attempting to save a drowning sailor**



British War and Victory Medals 1914-18 (W. V. Dee. A.B. M.F.A.); Great War Bronze Memorial Plaque (William Victor Dee), in original card case of issue, with the recipient's Royal Humane Society Honorary Testimonial Certificate on vellum, signed by the Vice-President, Secretary and Chairman, *nearly extremely fine* (3)

£200-240

William Victor Dee was born at Hull on 8 April 1895, the son of Frederick and Florence Dee of 9 Belvoir Street, Prince's Avenue. During the Great War he served aboard H.M.S. *Killingholme*, an old Humber ferry which had been requisitioned by the Admiralty for use as a Fleet Messenger. On 8 April 1915, while *Killingholme* was cruising in the Humber Estuary, Dee spotted a drowning sailor and dived overboard to save him. The sailor, a Humber pilot named J. R. Brown, unfortunately drowned. Dee was awarded an Honorary Testimonial Certificate by the Royal Humane Society on 8 June that year. On 27 April 1916, *Killingholme* struck a German mine off the Humber and was severely damaged, losing 18 crewmen killed. Dee lost his life during this incident. He is commemorated on the Plymouth Naval Memorial and Kingston upon Hull War Memorial. *Killingholme* went on to become an important seaplane carrier; sold with copied CWGC Certificate.

- 892 **The poignant Great War pair and Memorial Plaque issued in remembrance of Private W. Scott, The King's Liverpool Regiment; taken prisoner at the Battle of Cambrai in 1917, Scott died of influenza in a Danish hospital on 13 January 1919, while he was being repatriated to England after the Armistice; Scott was therefore the last Briton to die on Danish soil**

British War and Victory Medals (268347 Pte. W. Scott. L'Pool R.), with Bronze Memorial Plaque 'William Scott', *very fine* (3)

£280-320



William Scott was born at Everton in August 1896. Attesting for the 12th Battalion, King's Liverpool Regiment, Scott served at the Battle of Cambrai in late 1917. At 7.30 a.m. on 30 November that year, his Battalion was subjected to a German creeping barrage while being strafed by low-flying aeroplanes. After several hours, the German infantry advanced *en masse*. The regimental War Diary records 57 casualties and 238 men 'missing'. Scott was taken prisoner.

Detained at Dülmen Camp near Münster, Scott could finally return home after the Armistice. Captain Charles Dix, the British Naval Attaché in Copenhagen, devised the 'Danish Scheme' for repatriating British prisoners of war via Danish ports to Leith, Hull and Dover. Billeted at Greve, Scott was due for embarkation when he contracted Spanish flu. He died in hospital on 13 January 1919 and was buried four days later, making him the last Briton to die on Danish soil. He is commemorated on the memorial at Copenhagen West Cemetery; sold with a file of copied research.

- 893 **The Great War pair and Memorial Plaque to Private T. Swalwell, North Staffordshire (Prince of Wales's) Regiment, who was killed in action at the heroic defence of Baku in August 1918**
 British War and Victory Medals 1914-19 (31881 Pte. T. Swalwell. N.Staff.R.), original ribands; Great War Bronze Memorial Plaque (Thomas Swalwell), *very fine* (3) £200-300
- Thomas Swalwell** served as a Private with the 7th Battalion, North Staffordshire (Prince of Wales's) Regiment at the defence of Baku in 1918. Situated on the Caspian Sea, this Russian port and oil field held matériel vital to the Allied war effort, but was perilously exposed to Turkish armies following the Russian Revolution, which led to the withdrawal of Russian forces from the region. Led by Colonel Robert Keyworth, the under-strength 7th North Staffords (some 280 men) marched from Mesopotamia and arrived at Baku on 5 August 1918. Arriving just in time, they threw back five Turkish assaults that day, despite being outnumbered ten-to-one and subjected to poison gas. The British managed to recruit and train some 10,000 Russian and Armenian levies, but these proved unreliable, melting away in the face of enemy aggression. On 14-15 August the 7th North Staffords held a mud volcano against over 14,000 Turkish troops led by Nuri Pasha, who claimed to be leading an 'Army of Islam'. Four Turkish assaults were repelled, before sheer weight of numbers compelled the 7th North Staffords to withdraw towards the city.
- Major-General Dunsterville arrived at Baku on 16 August with two understrength Battalions, the 9th Warwicks and 9th Worcesters. This brought the British total to around 1,000 men. Following a lengthy bombardment, which killed some 6,000 Armenian civilians, the Turks attacked the city of Baku itself on 26 August. Swalwell was killed in action that day, while vainly attempting to halt the Turkish advance. The situation was hopeless, and on 14 September Dunsterville evacuated the British forces aboard the steamers President Krüger, Abo and Kursk. Some 200 British casualties had been suffered. Following the Armistice of Mudros on 30 October, the defeated Turks left the ruined city of Baku, which was re-occupied by a British delegation. Swalwell is commemorated on the Tehran Memorial (Panel 4, Column 2); sold with copied *MIC*.
- 894 **Pair: Private W. Hilliard, 1/6th Battalion, Essex Regiment, who was killed in action at the Third Battle of Gaza in November 1917**
 British War and Victory Medals (6343 Pte. W. Hilliard, Essex R.), *edge bruise on the first, otherwise good very fine* (2) £50-70
- William Hilliard** first entered a theatre of war in 1916, or after, and was killed in action at the Third Battle of Gaza on 31 October 1917. As the Battalion was not actively involved in offensive operations until the 2 November, this may be the only casualty that day for the 1/6th Essex Regiment.
- Aged 20, he was the son of Ellen Hilliard of 2 Straight Road, Lexden, Colchester, Essex and is buried in Baghdad (North Gate) War Cemetery.
- †895 *Family group:*
- Volunteer Force L.S. & G.C., V.R. (7. **Private E. Lukey, 2nd. London R.V. 14.2.95.**), *good very fine*
- Three: **Private A. E. P. Lukey, Machine Gun Corps**
- British War and Victory Medals (118362 Pte. A. E. P. Lukey, M.G.C.); Defence Medal 1939-45, court mounted, *good very fine*
- Three: **Rifleman A. E. Lukey, The Rifle Brigade, who died on 26 January 1942 as a Prisoner of War aboard an Italian transport sunk in the Mediterranean**
- 1939-45 Star; Africa Star; War Medal 1939-45, court mounted, *good very fine* (7) £70-90
- Edward Stephen Lukey** was born in 1846 at St. James's, Westminster, London. He served with the 2nd (City of London Rifles) Volunteer Rifle Corps, attached 10th Volunteer Battalion, King's Royal Rifle Corps.
- Alfred Edward Philip Lukey** was born on 23 October 1883 at Marylebone, London, the son of E. S. Lukey. He served with 'B' Company, 273rd Battalion, Machine Gun Corps, and is entitled to a Pair only for his Great War service; sold with the box of issue and medal issue slip for Defence Medal, addressed to, 'A. E. P. Lukey, 79 College Place, Camden Town', together with a M.G.C. brass cap badge and an octagonal silver 'Babylonia' medal, engraved to reverse, 'Pte. A. Lukey, 1st Tug of War'.
- Albert Edward Lukey** was born on 25 January 1916 at Marylebone, London, the son of A. E. P. Lukey. He was lost at sea, most likely aboard the Italian steamship *Dalmatia* which was torpedoed by the British submarine *Ultimatum* (P-34) on 25 January 1942 some 30 miles south of Messina, Sicily; sold together with a Rifle Brigade cap badge.

896 Pair: **Gunner J. G. Felton, Honourable Artillery Company**

British War and Victory Medals (932 Gnr. J. G. Felton. H.A.C.-Art.-), in original named box of issue with original silk ribands, *extremely fine* (2)

£30-50

James George Felton was born on 19 October 1889 at Lambeth, London, the son of shoe retailer Ellen Felton of 7 New Park Road, Brixton. A lawyer's clerk by profession, he served during the Great War as Gunner within the Artillery Section of the Honourable Artillery Company before returning home and marrying Grace E. Histed. He married secondly Miss Vera May Kearns at All Souls Church, Marylebone, on 28 April 1928. The marriage certificate interestingly notes the parents of both parties being involved in manufacturing, likely of footwear.

Sadly the marriage did not last, the President of the Divorce Court, Lord Merrivale, granting a decree nisi of nullity to Mrs. Vera May Felton on the grounds of non-consummation of the marriage. The case was undefended (*The Uxbridge & West Drayton Gazette*, 26 May 1933, refers). Returning to Croydon, Felton returned to work as a bank clerk and died in July 1972; sold with copied *MIC* and research.

897 Pair: **Private D. Powell, Army Pay Corps, late Royal Welch Fusiliers and Denbigh Yeomanry**

British War and Victory Medals (1786 Pte. D. Powell. Denbigh. Yeo.), *good very fine* (2)

£30-50

David Powell enlisted into the Denbigh Yeomanry on 7 January 1916 and was discharged from the Army Pay Corps on 10 January 1919, as a result of being no longer physically fit for war service.

x898 A poignant 'Palestine' 1917 Casualty pair and plaque awarded to **Private W. C. Colyer, London Regiment, who was killed during the successful assault on fixed Turkish positions defending the City of Jerusalem**



British War and Victory Medals (4985 Pte. W. C. Colyer. 19-Lond. R.), with bronze Memorial Plaque 'William Colyer', *good very fine* (3)

£120-150

William Charles Colyer was born in 1897 at St Pancras, the son of Arthur and Minnie Colyer of 5 Sidney Street, Somers Town, St Pancras, London. A van guard by occupation, Colyer initially attested for the 18th Battalion, Royal Welsh Fusiliers, but was discharged due to being underage. He returned to London and enlisted into the London Regiment at Camden Town on 30 September 1915, being appointed Private in the 2/19th Battalion and posted to France and Flanders from 24 June 1916 to 24 November 1916.

Transferred to the Balkan theatre of operations on 1 December 1916, Colyer soon found himself in trouble with authority, being disciplined and awarded 14 days' field punishment No. 1 in January 1916. He subsequently sailed from Salonika on 10 June 1917 and disembarked at Alexandria two days later as part of the Egyptian Expeditionary Force, but was sent to hospital two months later suffering from tonsillitis. Having recovered, he received a minor wound whilst on duty on 30 November 1917 and was killed in action soon thereafter on 8 December 1917 when the 60th (London) Division successfully captured the prepared war defences of the City of Jerusalem. That night Turkish forces quietly retreated from the city and the next morning the Mayor reached Allied lines with the Turkish Governor's letter of surrender. Colyer is buried in Jerusalem War Cemetery, Israel, which was begun after the occupation of the City with 270 burials; sold with copied service record and *MIC*.

- 899 Three: **Private B. S. Clear, Royal Army Medical Corps, late Suffolk Yeomanry**
 British War and Victory Medals (3579 Pte. B. S. Clear. Suff. Yeo.), Bronze Memorial Plaque 'Bernard Stanley Clear', *good very fine* (3) £100-140
- Bernard Stanley Clear**, the brother of Vernon Raymond Clear, attested for the Suffolk Yeomanry and saw service in Egypt before transferring to the 15th Battalion, Suffolk Regiment on the Western Front. He died on active service 21 October 1918, and is buried at Arras Road Cemetery, Roclincourt; sold with the original condolence photograph and slip sent to Clear's mother by the Imperial War Graves Commission, and a folder of research on Private William Clear, R.A.M.C., another brother of the recipient.
- For the awards of the recipient's brother, see Lot 847.
- x900 Three: **Lieutenant G. M. Hutton, Royal Engineers, late Scottish Horse and Royal Highlanders**
 British War and Victory Medals 1914-19 (Lieut. G. M. Hutton.); Coronation 1937, *nearly very fine* £40-50
- George Matthews Hutton** first saw action in the ranks of the Scottish Horse at Gallipoli from 11 September 1915 (1914-15 Star). He was commissioned into the Royal Engineers on 28 October 1917.
- x901 Pair: **Private P. J. Matthews, Hampshire Regiment**
 British War Medal 1914-20 (2527 Pte. P. J. Matthews. Hamps. R.); Territorial Force War Medal 1914-18 (2527 Pte. P. J. Matthews. Hamps. R.), mounted as worn, *good very fine* (2) £80-120
- Confirmed as full entitlement for Percy J. Matthews.
- x902 Four: **Sergeant W. H. Merry, Liverpool Regiment**
 British War and Victory Medals (1519 A. Sjt. W. H. Merry. L'Pool R.); Special Constabulary Long Service Medal (William H. Merry); Territorial Force Efficiency Medal (355050 Sjt. W. H. Merry. 10/L'Pool R.), mounted as worn, *very fine* (4) £140-180
- T.F.E.M. *London Gazette* 1 February 1919.
- x903 Pair: **Private P. Watters, Duke of Cornwall's Light Infantry**
 British War and Victory Medals (3143 Pte. P. Watters. D.C.L.I.), *very fine*
 Pair: **Private T. H. Blake, King's Royal Rifle Corps**
 British War and Victory Medals (R-33928 Pte. T. H. Blake. K.R. Rif. C.), *nearly extremely fine* (4) £30-50
- Philip Watters** served with the 1/5th Battalion; sold with copied *MIC*.
- 904 Pair: **Gunner M. H. L. Lockhart, Royal Artillery**
 British War and Victory Medals (194266 Gnr. M. H. L. Lockhart. R.A.), mounted as worn, *good very fine* (2) £20-30
- x905 Pair: **Driver J. H. Mackinnon, British South Africa Police**
 British War and Victory Medals (Mt-104 Dvr. J. H. Mackinnon. B.S.A.P.), *very fine*
 Pair: **Sapper J. B. Mangham, Royal Engineers**
 British War and Victory Medals (521882 Spr. J. B. Mangham. R.E.), *nearly very fine* (4) £30-50

- 906 Pair: **Sepoy T. Singh, 82nd Punjabis**
 British War Medal 1914-20 (3763 Sepoy Thola Singh, 82 Pjbis.); India General Service 1908-35, 3 clasps, Afghanistan N.W.F. 1919, Mahsud 1919-20, Waziristan 1919-21 (3763 Sepoy Thola Singh, 82/Punjabis.), officially re-impressed naming, *polished and toned, nearly very fine* (2) £70-90
- 907 Pair: **Sepoy R. Ullah, 127th Baluch Light Infantry, Indian Army**
 British War Medal 1914-20 (4673 Sepoy Rahmat Ullah, 127 Baluchis.); General Service Medal 1918-62, 1 clasp, S. Persia (4673 Sepoy Rehmat Ullah. 1-127-Baluchis), *the first officially re-impressed, very fine* (2) £60-80
- 908 **An unusual group of eight to Warder Rajwali, India Jail Department, late Rajasthan Rifles and 92nd Punjabis**
 British War and Victory Medals (4630 Sep. Rajwali, 92 Pjbis.); India General Service 1908-35, 2 clasps, Waziristan 1921-24, North West Frontier 1930-31 (5059 R-M. Rajwali, 5-6 Raj. Rif.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (596 Warder Rajwali, Jail Dept.); 1939-45 Star; Burma Star; War Medal 1939-45; India Service Medal 1939-45, *nearly very fine* (8) £200-240
- x909 Pair: **Aircraftman 1st Class A. B. Spencer, Royal Naval Air Service**



British War and Victory Medals (F.31779 A. B. Spencer. A.C.1 R.N.A.S.), *staining and verdigris to second, very fine* (2) £30-50

Arthur Browning Spencer was born on 26 December 1888 at Stoke Newington, London, and worked as a clerk. He attested for the Royal Naval Air Service on 25 June 1917 and served at a wide variety of R.N.A.S. stations including Crystal Palace, Pulham, Lee-on-Solent, Dunkirk and Strathbeg in Aberdeenshire, before transferring to the R.A.F. on 31 March 1918. He later lived with his wife Susan Winifred Spencer at 10 The Vale, Hounslow, dying at the West Middlesex Hospital, Isleworth, on 30 November 1951; sold with a 1915 'On War Service' brass badge, No. 76446, a small, attractive, gold London Rifle Brigade fob, impressed '9 Ct.', and the original named box of issue for the medals, this damaged and flattened, together with copied service record.

- 910 Pair: **Air Mechanic 1st Class J. V. L. Gooch, Royal Naval Air Service**
 British War and Victory Medals (F.33481 J. V. L. Gooch. A.M.1 R.N.A.S.), *very fine* (2) £20-30
James Vernon Lawson Gooch was born on 23 September 1892 at Bermondsey, Surrey, the son of Robert Stephen Gooch, who worked as a Post Office porter. Gooch followed his father and worked as a linesman with the G.P.O., before joining the R.N.A.S. as Air Mechanic 1st Class (Electrical) on 14 July 1917, and serving at Crystal Palace, Roehampton and Furness. He married Doris L. Bray at West Ham in October 1918 and died at Gosport in October 1969; sold with copied service record and research.
- 911 Pair: **Sergeant A. J. Shaw, Royal Air Force and Royal Flying Corps**
 British War and Victory Medals, with M.I.D. oak leaves (26056 A. Sgt. A. J. Shaw. R.A.F.), *good very fine* (2) £40-60
Arthur James Shaw initially served with the Royal Flying Corps and earned a ‘mention’ in the rank of 1st Class Air Mechanic (*London Gazette* 12 January 1918, refers).
- x912 Pair: **H. Cameron, Merchant Navy**
 British War Medal 1914-20 (H. Cameron); Mercantile Marine War Medal (H. Cameron), *nearly very fine* (2) £20-30
- 913 Pair: **Mariner J. English, Merchant Navy**
 Mercantile Marine War Medal (John English); British War Medal 1914-20 (John English), with original packets of issue, silk ribbons, boxes of issue and O.H.M.S. envelope of transmittal addressed to ‘Mr J. English, 43 Church Road, Walton, Liverpool,’ *extremely fine* (2) £30-50
John English was born on 5 April 1856 at Liverpool, the son of Catherine English. The 1901 census records him living at 15 Hale Road in the City, serving as a Mariner in the Merchant Service. Married to Mary, the couple were parents to four children; sold with a Board of Trade Certificate named to John English, noting that his Great War medals were issued on 3 February 1921.
- 914 Six: **G. H. Sage, Merchant Navy**
 British War and Mercantile Marine War Medals (G. H. Sage); 1939-45 Star; Pacific Star; War Medal 1939-45; New Zealand War Service Medal, mounted as worn, the third to fifth privately named ‘G. H. Sage. M.N.’, *very fine* (6) £50-70
- †915 Three: **Seaman H. Rowlands, Merchant Navy**
 British War Medal 1914-20 (Harris Rowlands); Defence and War Medals 1939-45, *very fine* (3) £10-20
Harris Rowlands was born at Holyhead and served with the Merchant Navy during the Great War; sold with five ROSPA safe driving medals by Fattorini and J. R. Gaunt, two named to the recipient on the reverse.
- x916 ‘Sz-z-z-upp! Sz-z-z-upp! Sz-z-z-upp! Sz-z-z-upp!’
 “By Jove! Those were close. Get out quick before the next salvo.”
 “Ikona! We’re as safe here as anywhere.”
 “—— it! I have come out without my pants. And I’ve left my tin hat behind”
Why on earth any one wants any reminiscences of France, I can’t think. I only want to forget it all toute de suite. Just imagine any one retaining pleasant recollections of “All Guns action!” at 04.00 on a winter’s morning, with all that it means - groping, half awake, for hand-spikes; falling over cartridge boxes on a pitch black night; stumbling into shell-holes on the way to the night picket; barking your skins on the trail, and brushing frozen snow off a stack of shells.
Or who would willingly remember an ammunition fatigue on a cold frosty night when, in an endeavour to get up a three-feet bank you come to grief, drop the shell on your pet corn, and then, to cap it all, hear the voice of authority coming out of the inky darkness: “What the —— are you doing? You can’t dump those here.”
Reminiscences of the men of the 71st (Transvaal) Siege Battery, S.A.H.A., refers
 A fascinating ‘Western Front’ group of three awarded to 2nd Lieutenant A. W. Redick, 71st (Transvaal) Siege Battery, South African Heavy Artillery, who initially served as a Gunner and stoically manned a howitzer during the Battle of the Somme, catching the eye of his superiors and leading to his name being put forward for a commission



1914-15 Star (S/Sjt. A. W. Redick. S.A.E.C.); British War and bilingual Victory Medals (2/Lt. A. W. Redick.), *nearly extremely fine* (3)

£180-220

Arthur William Redick was born on 21 March 1886 at Beaufort West, the son of railway guard Jonathan Hargreaves Redick of Touws River, Beaufort West, South Africa. Educated at the Boys High School, Beaufort West, he was employed as an engine cleaner in the local locomotive yards at the age of 15 in order to raise much-needed income for the family. Serving an apprenticeship with the South African Railways, he soon became an expert on steam locomotives and with time became as Associate Member of the Society of Mechanical Engineers.

Early sporting promise

As a young man, Redick displayed considerable talent at rugby union. As a full-back for Orange Free State he was invited to the Springbok rugby trials in Cape Town but did not get selected. He also showed considerable promise as a young cricketer and represented Transvaal in the fourteenth Currie Cup Tournament played at Bloemfontein from 14-16 December 1912. Contributing 29 runs as No. 10 batsman before being caught & bowled, and responsible for 2 wickets in the course of nine overs as a bowler, Redick assisted his team to defeat Orange Free State by 1 wicket. He went on to represent the Transvaal 'A' XI in a match against the M.C.C. played at Vogelfontein from 14-15 January 1914, bowling nine overs at the cost of 55 runs.

Calm before the Storm

Temporarily leaving behind his work as a Fitter with the railways, Redick attested at Cape Town for the South African Field Artillery on 28 August 1915. Posted to the South African Heavy Artillery as Gunner, he embarked for France aboard the converted mail ship Saxon on 8 November 1915 and joined the 71st (Transvaal) Siege Battery on 30 April 1916. This Battery had mobilised at Fareham on 6 April 1916, proceeded to Le Havre on the 16th and had transferred under the command of Major Harrison to billets at Beauquesne not long thereafter. As such, Redick had arrived at a time when the Battery's 6-inch breech loading howitzers had yet to fire a shot in anger. The men were green and the 'cultivated fields, compact houses filled with women and children, the estaminets and village shops, formed a strange setting for a battery position.' (*The Transvaal Siege Battery, S.A.H.A.*, refers)

Baptism of Fire

Attached to VIII Corps, the 71st first came into action on 25 May 1916, but the expenditure of shells was limited until they might be required for the impending Somme push. It is likely that Redick and his fellow Gunners spent their time improving the position, but this proved fruitless as the Battery were suddenly ordered to Ypres on 2 June 1916 to assist in the Canadian counter-attack to recover important trenches lost at Hooge. Arriving on 4 June near the Dixmude Gate, the 71st sustained its first casualties:

'During this baptismal period it was practically continuously in action, for most of the time under heavy hostile shelling, and lost five men killed and twenty-two wounded. Eleven thousand shells were fired in six days, and No. 1 gun on one occasion fired eighty-one rounds in twenty-nine minutes, which probably constitutes a record for this type of artillery.' (*ibid*)

Thanked in person by General Currie, the 71st returned to Mailly-Maillet and contributed to the intense preliminary bombardment of the Somme battlefield from 25 June-1 July 1916. It later participated in the battles for Mametz Wood, Ovillers and Contalmaison. On 5 September 1915, the Battery participated in the attack on Courcellette, Martinpuich and Flers, where tanks were used for the first time with such wonderful advantage. From the middle of July 1916 the rain fell incessantly upon the clay soil of Bazentin, causing it to cling to everything and severely testing the staying power and moral of the 71st Gunners. After assisting with the 'clearing out' of Regina Trench, the 71st were removed to Beauval to rest on 22 December 1916.

The Spring of 1917 witnessed a return to action in operations around Miraimont. Sent to the Albert-Bapaume Road, the 71st went straight into action at Ervillers on 23 March 1917 causing some surprise to the enemy who had not expected heavy guns to be brought up so promptly given the severe weather with frequent blizzards. Redick was promoted Acting Bombardier on 5 April 1917, just in time for the First Battle of Bullecourt which opened on 17 April 1917. The 71st were consequently heavily engaged in attacking enemy emplacements, including the pill boxes of 'Gog' and 'Magog' which proved a thorn in the side of the Allied infantry.

Having continuously proved himself on the Western Front for over 16 months, Redick was sent to Cadet School at Marsfield Park, Uckfield, on 12 September 1917. He attended a course on auto engineering and another at the School of Gunnery at Lydd, before being commissioned 2nd Lieutenant in the S.A.H.A. on 11 February 1918. He successfully applied to return to his former unit, joining the 71st in time for the German Spring Offensive:

'At 4.30 a.m. on the 18th April, amid a very inferno of hostile shells, an S.O.S. was received to repel an attack launched in force against Givenchy, which was supported by an extremely heavy barrage of gas and high explosive shell of every calibre, and covering an area extending well behind the battery positions at Beuvry and La Bourse. The intensity of this barrage was without parallel in the memory of even the oldest members of the battery.' (*ibid*)

The end of April saw the close of what was probably one of the most strenuous periods the 71st had ever experienced, no less than 17,431 rounds being fired between the 9th and 30th of April 1918. Moved to Vermelles in August, and later Hulluch and Lesdain, the men experienced enemy shellfire until the very last moments of the war. In total, the Battery recorded 277 casualties over a period of two and a half years in France and Belgium, 26 of whom died.

Granted indefinite leave to England on 2 February 1919, Redick took the opportunity to represent South African Forces against England in a game of rugby union held at Twickenham. He was subsequently struck off strength from the B.E.F. and returned home to South Africa aboard *Gaika* on 1 June 1919, being demobilised at Maitland three days later. Returning to work as an engineer, Redick represented Transvaal in a cricket match against the Australian touring team held in 1921, before setting down roots and marrying Maude Agnes Perring at Clifton Presbyterian Church, Johannesburg, on 1 October 1924.

Second Innings

Upon the outbreak of the Second World War, Redick served as Lieutenant in the Railways & Harbour Brigade from 29 July 1940. Promoted Acting Captain on 6 October 1941 he was placed in command of 'C' company of the 1st infantry battalion, before transferring to No. 1 Armoured Train as Officer Commanding on 19 January 1942. Affectionately called the 'War Train', he was in charge of regular journeys through Africa up to the copper belt 'showing the Flag'. Placed on the Retired List on 22 March 1946, Redick died on 8 January 1974.

Sold together with the following items and ephemera:

(i) Original Officer's commission certificate, named to 2nd Lieutenant A. W. Redick, South African Heavy Artillery, dated 21 March 1918.

(ii) Two Great War period photographs of 2nd Lieutenant Redick in uniform; a further photograph of the officers and men of the Railways & Harbour Brigade taken at Mapleton Camp, 6 June 1941; two photographs of Redick and the Senior Staff of the Bloemfontein locomotive workshops and yards, 1930's and 1946; a large collection of contemporary photograph postcards focussing heavily upon battery scenes and shelled buildings - approx. 35 postcards, a few briefly annotated in pencil; original Sergeants Mess Honorary Members card, dated 17 April 1917; Leave or Duty Ration Book to A. W. Redick, valid from 8 August 1918-22 August 1918; contemporary brass and enamel badge for the S.A.H.A.

(iii) Copied attestation documents and considerable private research by the vendor, with an original but heavily damaged and worn copy of the Transvaal Siege Battery, S.A.H.A., pages separate, spine perished, but fully legible and a most detailed read.

(iv) An unnamed bronze commemorative medal for the Battle of the Somme, together with Certificate No. 18253 conferred upon Lieutenant Arthur Redick by the President of the 'Ceux de la Somme' Association, on 1 July 1956.

x917 **Seven: Temporary Staff Sergeant C. K. Cowan, Special Signal Service, late South African Field Artillery**

1914-15 Star (Pte. C. K. Cowan 1st Infantry.); British War and bilingual Victory Medals (Bombr. C. K. Cowan. S.A.F.A.); 1939-45 Star; Africa Star; War Medal 1939-45; Africa Service Medal 1939-45, the last four all officially impressed '289543 C. K. Cowan', *very fine* (7)

£80-120

Conley Kenneth Cowan attested for the South African Field Artillery on 3 September 1915 and embarked at Durban for Egypt aboard H.M.T. *Eastern* on 8 July 1917 having witnessed previous service in East Africa. Disembarking at Port Suez, his Great War service record notes a number of indiscretions including drunkenness, creating a disturbance in camp and striking a comrade on 18 January 1919. His woes also included bouts of malaria and a severe contusion to his foot whilst not on duty.

Returning to serve during the Second World War, Cowan was posted to the Special Signal Service from 6 June 1941. Promoted Acting Lance Corporal, he witnessed further service in the Middle East and was advanced Corporal with full pay and allowances on 1 August 1941. His rise through the ranks continued with promotion to Sergeant on 1 October 1942 and Temporary Staff Sergeant at Port Elizabeth on 22 March 1946, before being struck off strength on 8 January 1948, by now a much reformed character.

918 **Five: Sergeant H. R. Coertzen, South Africa Police, late Bethal Commando, South African Forces**

1914-15 Star (Burg. H. R. Coertzen Bethal Kdo.); British War and Victory Medals (Burg. H. R. Coertzen. Bethal Kdo.); South Africa War Service Medal 1939-45; South Africa Police, Faithful Service Medal (7417 'F' 1/Sergeant. H. R. Coertzen), *edge nicks and contact marks to Great War awards, nearly very fine* (5)

£70-90

- x919 Three: **Driver H. Reid, No. 26 South African Squadron, Royal Flying Corps, late South African Irish Regiment**
 1914-15 Star (H. Reid S.A. Irish Rgt.); British War and bilingual Victory Medals (Dvr. H. Reid. S.A.S. R.F.C.), *good very fine* (3) £80-100
Harry Reid attested for the South African Irish Regiment on 6 October 1914 and served with the mechanised transport at Zomba, Malawi, and Kilwa, Tanzania. Suffering variously from blackwater fever, malaria and pneumonia and recorded as 'dangerously ill' at Dar es Salaam on 4 September 1917, Reid returned home to Roberts Heights and soon thereafter applied for a transfer to the Royal Flying Corps. Employed as a Fitter, he embarked for England at Cape Town aboard the troopship *City of Karachi* on 6 June 1918 and witnessed service in the final months of the war with No. 26 S.A.S., Royal Flying Corps; sold with copied service papers and 75th Anniversary First Day Cover commemorating No. 26 (S.A.) Squadron, R.F.C., Operations in East Africa 1916, RSA 4 x 7c stamps, dated 28 June 1991.
- x920 Three: **Corporal A. E. Langley, 8th South African Infantry**
 British War and bilingual Victory Medals (Cpl. A. E. Langley. 8th S.A.I.), with Bronze Memorial Plaque (Alfred Edward Langley), *the last with vertical wearing pin soldered to reverse, good very fine* (3) £60-80
Alfred Edward Langley attested for the 8th South African Infantry on 25 November 1915 and was taken on strength five days later. A postman by occupation, he trained at Potchefstroom before being posted in February 1917 to Mingoyo, Tanzania. It was here that he suffered from measles and a recurrence of malaria, being sent to hospital at Dar-es-Salaam to treat the latter on 23 November 1917. Invalided from the service shortly thereafter, he disembarked at Durban from the hospital ship *Neuralia* and likely returned home to his wife, Catherine Maud Langley, who was then living at African House, Richmond Hill, Port Elizabeth. He died on 14 September 1918 as a result of complications associated with malaria; sold with copied service record.
- x921 Pair: **Private A. A. Penton, 1st South African Infantry**
 British War and bilingual Victory Medals (Pte. A. A. Penton. 1st. S.A.I.), *good very fine* (2) £30-40
A. A. Penton was honourably discharged on 11 November 1918; sold with original Discharge Certificate, *this torn, folded and fragile*.
- x922 Pair: **Private F. Brown, 1st South African Infantry Brigade**
 British War and bilingual Victory Medals, M.I.D. oak leaves (Pte. F. Brown. 1st. S.A.I.), *good very fine and better* (2) £50-70
Fred Brown was born in 1893 at Oudshoorn, Western Cape, the son of Eveline Brown of 102 Mooi Street, Johannesburg. A married bootmaker, he was taken on strength by the 3rd S.A.I. and posted to 'A' Company on 10 September 1916 after spending 42 days beforehand being 'rendered dentally fit'. Posted to Kilindini in June 1916, he returned to Cape Town five months later having repeatedly suffered from malaria and was demobilised at Wynberg on 27 January 1917.
 Unperturbed, Brown determined to return to military service and attested for the 1st South African Infantry on 17 April 1917. He served on the Western Front from 8 January 1918, but was captured on 23 March 1918 and detained as a P.O.W. at Camp No. 1654 Friedrichsfeld. Located sixty miles north of Cologne, the camp held 35,000 prisoners and was known as one of the 'better' P.O.W. camps in Germany with time and space being allocated to physical activity, laundry and shower rooms, and for the growing of vegetables. Repatriated on 2 January 1919, Brown returned home to South Africa and was discharged from the service at Maitland on 8 May 1919; sold with copied service record, his M.I.D. remains unconfirmed.

- x923 Pair: **Private W. F. Fuller, 10th South African Infantry**
British War and bilingual Victory Medals (Pte. W. F. Fuller. 10th S.A.I.), *very fine* (2) £40-60
William Frederick Fuller attested for the 8th South African Infantry and was taken on strength on 11 December 1915. Transferring to 'B' Company of the 10th South African Infantry a few days later, Fuller witnessed brief service in East Africa but was continually admitted to hospital with sore feet and malaria. The latter resulted in a return to Potchefstroom and Roberts Heights, where he was struck off strength on 13 December 1917 having failed to report for duty after recuperation leave; sold with copied service record.
- x924 Pair: **Private A. J. Daly, 6th South African Infantry**
British War and bilingual Victory Medals (Pte. A. J. Daly. 6th S.A.I.), *good very fine* (2) £30-50
Aiden Joseph Daly attested for the 6th South African Infantry on 3 December 1915 and witnessed brief service in British East Africa before being discharged as medically unfit at Durban Hospital on 18 May 1916, the result of corneal disease. Daly likely returned home to his wife who was living at that time at 115 Parliament Street, Port Elizabeth; sold with copied service record.
- x925 Pair: **Private J. J. Labuschagne, 2nd and 7th South African Infantry**
British War Medal 1914-20 (Pte. J. J. Labuschagne. 2nd S.A.I.); bilingual Victory Medal 1914-19 (Pte. J. J. Labuschagne. 7th S.A.I.), *very fine* (2) £30-50
Johannes Jacobus Labuschagne served as Transport Driver with the 7th South African Infantry in East Africa from 20 August 1917-25 December 1917. Disembarking at Durban and granted leave from 23 January 1918-25 February 1918, he returned to service at Potchefstroom where it was discovered that he was under age. Taken on strength on 8 May 1918, he was finally demobilised on 30 January 1919; sold with copied service record which notes that he returned to his mother's address at Indwe, Cape Province.
- x926 Pair: **Gunner R. T. Hewson, South African Field Artillery**
British War and bilingual Victory Medals (Gnr. R. T. Hewson. S.A.F.A.), *very fine and better* (2) £20-30
Robert Thornton Hewson served with the 34th South African Field Artillery at Kilindini, British East Africa, from 10 July 1916-21 December 1916. Discharged permanently unfit at Potchefstroom on 6 August 1917, he was awarded a Silver War Badge and returned home to his wife Eleanor who was living at 41 Lower Main Road, Observatory, Cape Town; sold with copied service record.
- x927 Pair: **Gunner E. H. Robinson, South African Field Artillery**
British War and bilingual Victory Medals (Gnr. E. H. Robinson. S.A.F.A.), *very fine* (2) £30-50
Edmund Herbert Robinson attested for the South African Field Artillery on 25 November 1915 and embarked for Kajiado, British East Africa, aboard *Armada Castle* on 10 January 1916. Discharged medically unfit as a result of chronic orchitis, he returned home to Maitland and was admitted to No. 2 General Hospital where he spent almost a month; sold with copied service record.
- x928 Pair: **Corporal D. J. McLead, South African Heavy Artillery**
British War and bilingual Victory Medals (Cpl. D. J. McLead. S.A.H.A.), *minor stain to obverse of second, otherwise good very fine* (2) £30-50
Daniel Joseph McLead attested for the South African Heavy Artillery on 30 September 1915 and was posted to No. 73 Battery on 5 November 1915. Embarking for France on 17 October 1916, he was admitted to hospital on 19 July 1917 suffering from gas poisoning as a result of shellfire. Sent to Base Depot at Rouen and on to No. 18 General Hospital at Etaples, it took him over a month to recover before being sent back to the front. In March 1918 he returned to hospital at Harfleur suffering from a cyst to the floor of his mouth. This led to regular re-admittance before his final demobilisation at Maitland, South Africa, in May 1919; sold with copied service record.

929

An unusual group of four awarded to Major A. Peebles, Madras and Southern Mahratta Railway Rifles, later Civil Defence Corps



British War Medal 1914-20 (Lieut. Peebles.); Defence Medal 1939-45; Coronation 1953; Indian Volunteer Forces Officers' Decoration, G.V.R., reverse engraved 'Capt. A. Peebles. M. & S. M. Ry. Rif. A.F.I.', mounted as worn, *good very fine* (4)

£180-220



Archibald Peebles was born on 11 August 1888 and was educated at Glasgow Academy, serving in their Officer Training Corps contingent, from which he was commissioned in November 1908. Taking work on the Indian Railways, he would be advanced Lieutenant on 1 April 1917 in the 1/32nd Madras and Southern Mahratta Railway Rifles - being issued a sole British War Medal for his service in India during the Great War.

Having married in India in 1922, Peebles was advanced to Major in his unit by April 1928 and served in the Civil Defence Corps during the Second World War. Being noted upon the 1953 Coronation Medal roll as 'Councillor' in the Civil Defence Corps, he died at Hillingdon, London in 1980; sold with copied research including portrait photograph.

930 Nine: Subadar Major F. S. Khan, Punjab Regiment, Indian Army

Indian Title Badge, G.VI.R., Khan Sahib, silver and enamel (Subadar Major Fateh Sher Khan 2nd June 1943); 1914-15 Star (1347 Nk. Fateh Sher. 67 Pjbs.); British War Medal 1914-20 (1347 Hav. Fateh Sher, 67 Pjb's.); Victory Medal, *erased*; India General Service 1908-35, clasp, Waziristan 1921-24 (Jem. Fateh Sher, 1-2 Punjab R.); War Medal 1939-45; Coronation 1937; Indian Recruiting Medal, G.VI.R., numbered '1042' to reverse; Pakistan Independence Medal, unnamed as issued, *the suspension to third bent, mounted court-style as worn, nearly very fine* (9)

£140-180

931 Nine: Flying Officer A. Johnstone, Royal Air Force



General Service 1918-62, 1 clasp, Southern Desert, Iraq (336800. Cpl. A. Johnstone. R.A.F.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45 with M.I.D. oak leaf; Coronation 1937; Coronation 1953; Royal Air Force L.S. & G.C., G.VI.R. (336800 F/Sgt. A. Johnstone. R.A.F.); Iraq, Kingdom, Active Service Medal, no clasp, mounted as worn, *very fine and better* (9)

£600-800

Alfred Johnstone was awarded his L.S. & G.C. on 2 September 1937 and was granted a commission for the duration of hostilities as Flying Officer on probation within the Administrative and Special Duties Branch from 7 March 1940. His 'mention' remains unconfirmed.

932 Pair: Lance-Naik M. Jan, Tochi Scouts

India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (5556 Sep. Mad Jan, Tochi Scouts.); India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (5556 L-Naik Mad Jan, Tochi Scouts.), officially re-impressed, the second clasp separate to second, *nearly very fine* (2)

£60-80

933 Six: Private H. Colley, Royal East Kent Regiment

India General Service 1908-35, 1 clasp, Burma 1930-32 (6284180 Pte. H. Colley. The Buffs.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Coronation 1953, mounted as worn, *very fine* (6)

£100-140

- 934 **Pair: Private G. Mulholland, Argyll and Sutherland Highlanders, taken a prisoner of war in May 1940**
 India General Service 1908-35, 1 clasp, North West Frontier 1935 (2977391 Pte. G. Mulholland. A. & S.H.); India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (2977391 Pte. G. Mulholland. A.& S.H.), *extremely fine* (2) £240-280
G. Mulholland served initially with the 2nd Battalion on the North West Frontier. Transferred to the 6th Battalion, he was taken prisoner of war on 28 May 1940 in France; sold with copied roll and casualty list extracts.
- 935 **Pair: Compounder F. Haq, Civilian Medical Department and Indian Hospital Corps**
 India General service 1936-39, 1 clasp, North West Frontier 1936-37 (Compounder Fazal Haq. Civ. Med. Dept.); General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (Compounder Fazal Haq Ind Hospt. Cps), engraved naming, *good very fine* (2) £70-90
 The role of a compounder was to create medication. During the Second World War, the lack of nurses in Indian hospitals meant that the care of patients was in practice provided by relatives and semi-trained personnel holding a series of titles, including ward boys, orderlies, sweepers, compounders and ayah. Many of these caregivers were men (*Indian Sisters: A History of Nursing and the State, 1907-2000*, refers), such as Compounder Fazal Haq.
- 936 **Four: Private W. F. Griffiths, South Wales Borderers**
 India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (3907863 Pte. W. F. Griffiths. S. Wales Bord.); 1939-45 Star; France & Germany Star; War Medal 1939-45, *good very fine* (4) £60-80
W. F. Griffiths served with the 1st Battalion on the North West Frontier and subsequently transferred to the 2nd Battalion; sold with copied roll extract.
- 937 **Six: Rifleman J. Hughes, Royal Ulster Rifles**
 India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (7011125 Rfmn. J. Hughes. R. U. Rif.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, mounted as worn, *very fine* (6) £70-90
- 938 **Five: Rifleman Tekbahadur Thapa, 2/1st Gurkha Rifles**
 India General Service 1935-39, 1 clasp, North West Frontier 1937-39 (7439 Rfn. Tekbahadur Thapa, 2-1 G.R.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45, *good very fine* (5) £60-80
- 939 **Pair: Flight Sergeant W. T. Edwards, Royal Air Force**
 India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (560599. L.A.C. W. T. Edwards. R.A.F.); Royal Air Force L.S. & G.C., G.V.I.R. (560599 F/Sgt. W. T. Edwards. R.A.F.), mounted court-style by *Spink & Son Ltd.*, *nearly extremely fine* (2) £100-140
- 940 **Three: Private E. C. Puckett, Hampshire Regiment, taken prisoner of war on Sicily in July 1943**
 General Service 1918-62, 1 clasp, Palestine (5499321 Pte. E. C. Puckett. Hamps. R.); 1939-45 Star; War Medal 1939-45, *good very fine* (3) £120-150
E. C. Puckett served with the 1st Battalion, Hampshire Regiment during the Second World War. He was posted missing on 20 July 1943 and later confirmed as a prisoner of war at Sicily. Puckett was eventually interned at Lamsdorf; sold with copied confirmation.
- 941 **Three: Private G. A. F. Crooknorth, The Buffs, taken prisoner of war at Dunkirk in 1940**
 General Service 1918-62, 1 clasp, Palestine (6284790. Pte. G. A. F. Crooknorth. The Buffs.); 1939-45 Star; War Medal 1939-45, *good very fine* (3) £60-80
G. A. F. Crooknorth served with the 2nd Battalion and was captured at Dunkirk between 10 May - 16 June 1940, having previously served on the Escaut Canal. Crooknorth was interned at Stalag 344, Lamsdorf; sold with copied research.

942 Three: Guardsman J. Walker, Coldstream Guards

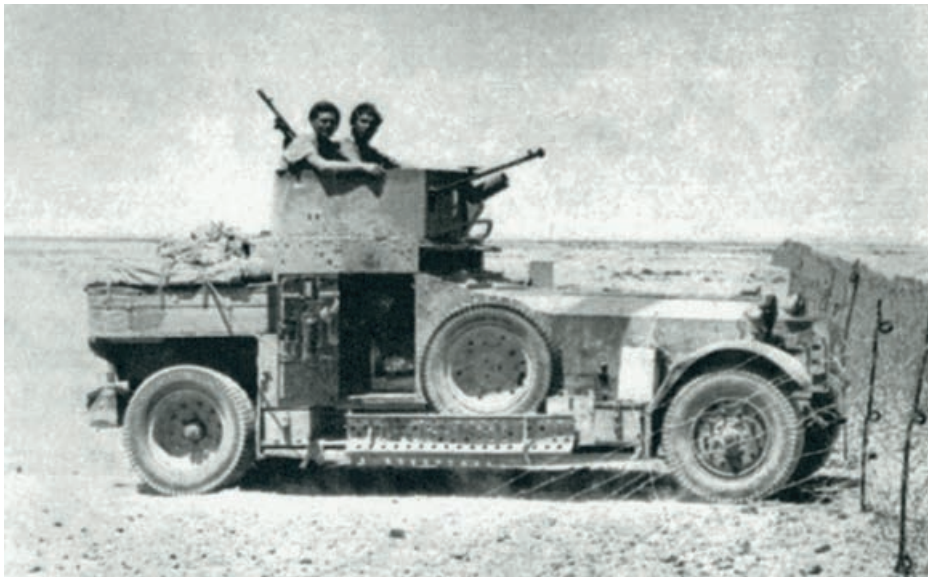
General Service 1918-62, 1 clasp, Palestine (2656113 Gdsmn. J. Walker. C. Gds.); 1939-45 Star;
War Medal 1939-45, *good very fine* (3)

£80-120



J. Walker enlisted in the Coldstream Guards on 8 November 1933 and served with the 3rd Battalion in Palestine. Transferred to the reserve in 1937, he returned for active service during the Second World War. Having seen action at Dunkirk, he would likely have shared in the actions at 'The Dyle' and at the Escault Canal. Walker was discharged on 5 August 1940, likely on account of his actions during the summer.

- 943 Four: **Sergeant B. Upton, Royal Berkshire Regiment**
General Service 1918-62, 1 clasp, Palestine (5334111 Pte. B. Upton. R. Berks. R.); 1939-45 Star; Defence and War Medals 1939-45, these last three all privately impressed 'Sgt. A. F. Upton. 534111 R. Berks. Regt.', *very fine* (4) £60-80
- 944 Four: **Lance Sergeant W. Johnson, Coldstream Guards, taken prisoner of war in North Africa on 20 June 1942**
General Service 1918-62, 1 clasp, Palestine (2657613 Gdsmn. W. Johnson. C. Gds.); 1939-45 Star; Africa Star, clasp, 8th Army; War Medal 1939-45, *very fine* (4) £140-180
W. Johnson first saw active service with the Coldstream Guards in Palestine and was with the 3rd Battalion in North Africa during the Second World War. He was taken a prisoner of war in the 'Knightsbridge Box' around Tobruk on 20 June 1942 and saw out the remainder of the war at Camp 344, Lamsdorf (Prisoner No. 31040); sold with copied Casualty Lists.
- 945 Four: **Lance Corporal R. R. Hitchins, 11th (Prince Albert's Own) Hussars, Royal Armoured Corps, who was killed in action on 22 November 1941**
General Service 1918-62, 1 clasp, Palestine (554015 Tpr. R. R. Hitchins. 11-H.); 1939-45 Star; Africa Star; War Medal 1939-45, *very fine* £140-180



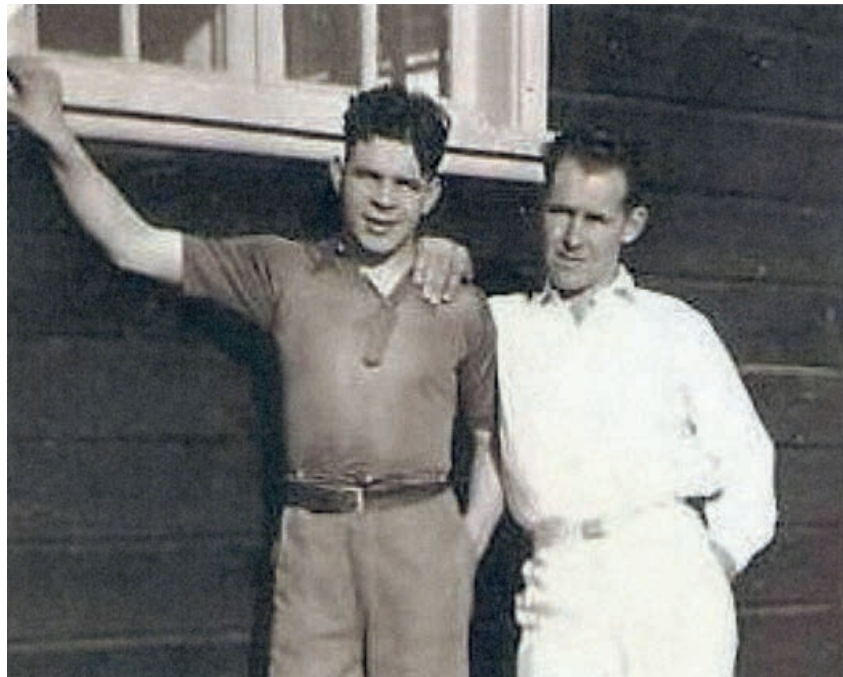
Reginald Ralph Hitchins, a native of Bristol, was born in 1925 and served with the 11th Hussars in Palestine. Having served as part of the *ad hoc* Flying Column named 'Combefore' that served in Libya with Armoured Cars during late 1940. Hitchins was killed in action on 22 November 1941 and is commemorated upon the Alamein Memorial.

8 Officers and 41 other ranks of the 11th Hussars lost their lives during the Second World War.

946 Four: Private B. W. Poole, The Buffs, who died in June 1946 having endured years as a prisoner of war

General Service 1918-62, 1 clasp, Palestine (6284765. Pte. B. Poole. The Buffs.); 1939-45 Star; Africa Star; War Medal 1939-45, *good very fine* (4)


£100-140







Basil Worsley Poole was born on 5 March 1910 at Ramsgate, Kent and enlisted in The Buffs on 17 February 1931. He served in 'C' Company, 2nd Battalion that joined the 1st Battalion in India 1937 and Palestine, being discharged on 5 July 1939. Re-joining in August 1939, Poole served in Egypt from 9 January 1941 and was taken a prisoner of war on 15 December, spending the remainder of the war in Italy. Returned home to his wife at Victoria Street, Whitstable, he was discharged in September but died as a result of lung abscesses and a perforated ulcer at Epsom Hospital. Poole is buried in the Espom Cemetery; sold together with copied research including a photograph of the recipient.

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947

Four: Private E. S. Miles, Loyal North Lancashire Regiment, taken a prisoner of war at the Fall of Singapore

General Service 1918-62, 1 clasp, Palestine (3855416 Pte. E. S. Miles. Loyal R.); 1939-45 Star; Pacific Star; War Medal 1939-45, *good very fine* (4)

£140-180



Edward Stephen Miles, a native of Madeline Street, Liverpool, enlisted in the Loyal North Lancashire Regiment in November 1934 and was taken a prisoner of war at the Fall of Singapore on 15 February 1942. The Japanese had landed on Singapore Island on 8 February. Some counter-attacks were attempted, including at Bukit Timah on 11 February by the re-equipped 18th Recce, but in general the invaders were allowed to retain the initiative as the garrison fell back towards the suburbs of Singapore city. The 2nd Battalion, Miles included, defended positions on Reformatory Road before starting a series of withdrawals which took them to Gillman Barracks, their former peacetime base. Their final withdrawal to Mount Washington left the surviving Loyals were ordered to lay down their arms on 15 February.

Miles was interned at Changi Camp from February 1942-July 1943, being held at Osaka Camp for the remainder of the war. He was transferred to the reserve in June 1946; sold with copied research.



Note: the two photographs illustrating this Lot may be the only ones ever taken showing the 2nd Battalion while in captivity in Changi. They are part of a set of eight photographs taken by Reverend Lewis Headley, using a Leica camera and film which he buried for safety at the time of the surrender, and retrieved eight months later. He processed the film in an X-Ray developer, and then hid the negatives throughout the rest of his time in captivity. They survived his forced transfer to the Siamese jungle, and escaped detection by numerous searches. They were hidden in socks, in hollow bamboo and finally in the centre of a ball of mending wool. Discovery would have risked severe punishment by their Japanese captors (<http://www.lancashireinfantrymuseum.org.uk/world-war-ii-1/>).

- 948 Four: **Private J. F. Adkins, Sherwood Foresters**
 General Service 1918-62, 1 clasp, Palestine (4975294 Pte. J. F. Adkins. Foresters.); 1939-45 Star; Africa Star; War Medal 1939-45, *good very fine* (4) £100-140
J. F. Adkins served with the 1st Battalion in Palestine and was taken a prisoner of war in Cyrenaica on 20 June 1942 during the fierce actions around Tobruk and in the famous 'Knightsbridge Box' to the west of the city; sold with copied Casualty Lists.
- 949 Four: **Private L. Lyons, Essex Regiment**
 General Service 1918-62, 1 clasp, Palestine (6010660 Pte. L. Lyons. Essex. R.); 1939-45 Star; Africa Star; War Medal 1939-45, *nearly extremely fine* £50-70
 Confirmed upon roll.
- 950 Four: **Private C. Campbell, King's Own Regiment**
 General Service 1918-62, 1 clasp, Palestine (4531990. Pte. C. Campbell. King's Own. R.); Africa Star, clasp, 8th Army; 1939-45 Star; Defence Medal 1939-45, mounted as worn in this order, *very fine* (4) £50-70
- x951 **A fine 'Special Operations' group of five to Trooper K. R. F. Nicol, Bedfordshire and Hertfordshire Regiment, late 1st (Royal) Dragoons, who served with No. 3 Commando in the Lofoten Raids and with the Chindits in their 1944 campaign**
 General Service 1918-62, 1 clasp, Palestine (1397118 Tpr. K. R. F. Nicol. The Royals.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45, mounted as worn, *good very fine* (5) £240-280
Kenneth Robert Frederick Nicol was born at Reigate, Kent in 1919. He enlisted into The Honourable Artillery Company before joining the 1st (Royal) Dragoons on 26 June 1938. He served with this regiment in Palestine during the 1936-39 Arab Revolt, but transferred to the 10th (Royal) Hussars on 6 August 1939. Volunteering for special service, Nicol was assigned to No. 3 Commando on 7 July 1940, taking part in 'Operation Claymore', the successful British Commando raid on the Norwegian Lofoten Islands on 4 March 1941. Both No. 3 and 4 Commandos were chosen for the assault, the former under Colonel Durnford-Slater. Transported aboard L.S.I. *Queen Emma*, they reached the Lofotens on 4 March. The raid was a great success, the combined attacking force destroying 18 cod-liver oil factories (capable of producing nitro-glycerine) and taking around 215 prisoners, in addition to embarking over 300 Norwegians.
 Nicol then served in India with the 1st Battalion, Bedfordshire and Hertfordshire Regiment from 29 September 1943. Part of Brodie's 61st Column, 14th ('Javelin') Infantry Brigade, this regiment took part 'Operation Thursday', the Chindit campaign of 1944. Nicol moved to Canada with his family in 1956, becoming a constructional engineer. A member of the Burma Star Association, he died in London, Ontario in 1989; sold with the recipient's Burma Star Association membership booklet.
- 952 Five: **Warrant Officer Class II C. L. Taylor, Royal Engineers**
 General Service 1918-62, 1 clasp, Palestine (1863181 Sgt. C. L. Taylor. R.E.); France and Germany Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.VI.R., 1st issue, Regular Army (1863181 W.O.Cl.2. C. L. Taylor. R.E.), mounted as worn, *very fine* (5) £80-120
Served in Palestine with Provisional Establishment Works Services attached 56th Field Company, Royal Engineers; sold with copied roll extract.
- 953 Five: **Sergeant C. Judge, Royal West Kent Regiment**
 General Service 1918-62, 1 clasp, Palestine (6343294. Pte. J. Judge. R. W. Kent. R.); 1939-45 Star; Italy Star; Defence and War Medals 1939-45, mounted court-style as worn, *very fine* (5) £60-80
Served with the 2nd Battalion in Palestine; sold together with a mounted group of three commemorative medals comprising General Service Cross; Front Line Britain 1994; National Service Medal, each privately named '6343294 Sgt. C. Judge. C. R. M. Police'.

954 Five: Corporal A. Moore, Leicestershire Regiment, killed in action whilst a member of the 'British Battalion' at the Battle of Kampar, 30 December 1941

General Service 1918-62, 1 clasp, Palestine (4857752 Pte. A. Moore. Leic. R.); India General Service 1936-39, 1 clasp, North West Frontier 1937-39 (4857752 Pte. A. Moore. Leic. R.); 1939-45 Star; Pacific Star; War Medal 1939-45, *surname on first officially corrected, otherwise good very fine* (5)

£280-320

Arthur Moore, a native of Newcastle upon Tyne, was born in 1917 and enlisted in the Leicestershire Regiment on 23 July 1935. Having seen active service in Palestine and on the North West Frontier of India, he would have remained in India until February 1941 when the Battalion moved to Penang. Sailing for the mainland of Malaya in May they were stationed at Sungei Patani, waiting for further news. Japan declared war on 7 December, whilst based at Jitra and the 'Tigers' were then in constant, ferocious contact with a fanatical enemy from the night of the 10 December through to the eventual fall of Singapore.



Setting sights before Kampar

It was at the Battle of Kampar that Moore lost his life as a member of Major-General Murray-Lyon's 11th Indian Division. The 2nd East Surrey's had likewise taken heavy casualties in the days prior and as a consequence the two battalions were amalgamated in to what became known as the 'British Battalion', namely a compliment of 760 ranks all told, under Lieutenant-Colonel C. E. Morrison, M.C. It was ordered to join 6/15th Indian Brigade at Kampar where, between 30 December 1941 - 2 January 1942, a desperate battle was fought in the face of overwhelming odds. The British Battalion held a position astride the road about half a mile north of the town. East of the road were three ridges, covered in jungle; to the west, the country was open. The last week of 1941 was spent in preparing the position for defence by digging, wiring and clearing fields of fire.

After a heavy bombardment, the enemy attacked at 0700 on New Year's Day 1942 with a frontal assault on the first ridge and flank attacks from the jungle. They succeeded in getting a temporary foothold but were thrown off by a British counter-attack. For two days there was heavy fighting on the ridges, with many outstanding acts of gallantry, until news came that the enemy had landed in strength on the west coast to the rear of the Kampar position, which therefore became untenable. Moore is officially recorded as having been killed in action on 30 December 1941 and is commemorated upon the Singapore Memorial. Of the original members of the British Battalion, it numbered just 265 by the time of the surrender.

- 955 Five: **Private L. G. Hitchings, Dorsetshire Regiment, late Essex Regiment, killed in action in Normandy on 7 August 1944**

General Service 1918-62, 1 clasp, Palestine (6584698 Pte. L. G. Hitchings. Essex. R.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (5)

£140-180

Leonard George Hitchings was born in 1910 and served in Palestine with the Essex Regiment. Transferred to the Dorsetshire Regiment, he served with the 4th Battalion and would have landed in France on D+17, seeing their first heavy action during the battles around Malmot and Hill 112 from 10 July. The actions were fierce, the battle ending with street fighting with the SS panzergrenadiers for possession of a shattered village. At the close of play, just five officers and 80 men reassembled in Horseshoe Wood.



Rolling through the countryside and having been reinforced, Hitchings would have shared in the actions of Cahagnes, Jurques and Ondefontaine. Having been posted missing and wounded, Hitchings was recorded as having been killed in action on 7 August 1944. He is commemorated upon the Bayeux Memorial, Calvados, France.

- 956 Five: **Corporal J. H. Talbot, Royal Northumberland Fusiliers**

General Service 1918-62, 1 clasp, Palestine (4256729 Cpl. J. H. Talbot. R. North'd. Fus.); 1939-45 Star; Italy Star; Defence and War Medals, *good very fine* (5)

£70-90

- 957 Five: **Fusilier J. J. Ferguson, Royal Northumberland Fusiliers, wounded in action in the Western Desert in 1942**

General Service 1918-62, 1 clasp, Palestine (4270143 Fsr. J. J. Ferguson. R. North'd. Fus.); 1939-45 Star; Africa Star, clasp, 1st Army; Italy Star; War Medal 1939-45, mounted as worn, *good very fine* (5)

£70-90

J. J. Ferguson was wounded in action in the Western Desert whilst serving with the 1st Battalion on 17 June 1942; sold with copied Casualty List.

958 Five: **Sergeant H. F. Green, Coldstream Guards, who died at home in November 1945 having spent some three years behind the wire, having gone 'in the bag' at Tobruk**

General Service 1918-62, 1 clasp, Palestine (2656703. Cpl. H. F. Green. C. Gds.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, *minor official correction to number on first, otherwise good very fine* (5)

£140-180



Harold Fiddian Green, a native of Welford-upon-Avon, was born on 19 May 1914 and enlisted in the Coldstream Guards on 25 September 1934. Having served two tours in Palestine, he served with the 3rd Battalion in the Middle East and Africa from the start of the Second World War. Posted as a prisoner of war having been missing at Tobruk on 20 June 1942. Initially held at Camp 60 (Italy), he was transferred to Stalag XVII in early 1944, finally landing back in England on 26 April 1945. Admitted to Military Hospital on 27 October, he died of tuberculous meningitis on 3 November and is buried in the Stratford-upon-Avon Cemetery, aged just 31; sold with copied service record and rolls.

959 Five: **Colour Sergeant C. Prosser, Welch Regiment**

General Service 1918-62, 1 clasp, Palestine (3959056 C/Sjt. C. Prosser. Welch. R.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45, *very fine* (5)

£60-80

960 Five: **Private E. J. Drury, Royal Sussex Regiment, who died at sea in 1942**

General Service 1918-62, 1 clasp, Palestine (6398102 Pte. E. Drury. R. Suss. R.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, *good very fine*, together with a Royal Sussex Regiment cap Badge (5)

£60-80

E. J. Drury served with the 1st Battalion in Palestine and died at sea on 13 October 1942; sold with copied roll extracts.

- 961 Five: **Corporal A. R. Stocks, Essex Regiment, who died on 16 May 1944**
 General Service 1918-62, 1 clasp, Palestine (6596188 Pte. A. R. Stocks. Essex. R.); 1939-45 Star; Africa Star; Burma Star; War Medal 1939-45, *good very fine* (5) £80-120
Alfred Richard Stocks was born in 1915, a native of Southend-on-Sea. Having served with the Regiment in Palestine, he saw further action in Africa and Burma during the Second World War. Stocks died at home on 16 May 1944 and is buried in Eastwood (St. Laurence and All Saints) Churchyard, Essex, one of eight CWGC burials.
- 962 Five: **Private W. J. W. McLaughlin, Highland Light Infantry**
 General Service 1918-62, 1 clasp, Palestine (6978336 Pte. W. McLaughlin. H.L.I.); 1939-45 Star; France & Germany Star; Defence & War Medals 1939-45, *good very fine* (5) £120-150
William James Ward McLaughlin was born at Londonderry in 1921. Having served with the regiment in Palestine, he saw action during the North West Europe campaign with the 2nd Battalion and died as a result of an accident on 13 February 1946 and is buried in the Munster Heath Cemetery, Germany; sold with copied research.
- 963 Five: **Private J. Peach, North Staffordshire Regiment**
 General Service 1918-62, 1 clasp, Palestine (5048927 Pte. J. Peach. N. Staff. R.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, mounted as worn, *contact marks, very fine* (5) £60-80
 Served with the 2nd Battalion in Palestine; sold with copied roll extract.
- 964 Five: **Private R. A. Bruton, Essex Regiment**
 General Service 1918-62, 1 clasp, Palestine (6010872 Pte. R. A. Bruton. Essex. R.); 1939-45 Star; Africa Star; France and Germany Star; War Medal 1939-45, *good very fine* (5) £70-90
- 965 Five: **Private E. V. Jordan, The Buffs**
 General Service 1918-62, 1 clasp, Palestine (16284964 Pte. E. V. Jordan. The Buffs.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, mounted as worn, *very fine* (5) £70-90
- 966 Five: **Corporal G. W. C. Shaw, Royal Engineers**
 General Service 1918-62, 1 clasp, Palestine (1871804 T/Cpl. G. W. C. Shaw. R.E.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (5) £60-80
 Served with 54th Field Company, Royal Engineers.
- 967 Five: **Sergeant S. Munton, West Yorkshire Regiment**
 General Service 1918-62, 1 clasp, Palestine (4535867. Sgt. S. Munton. W. York. R.); 1939-45 Star; France and Germany Star; Defence and War Medals, mounted as worn, *very fine* (5) £70-90
Confirmed upon roll as serving with the 2nd Battalion in Palestine.
- 968 Five: **Private J. Price, The Buffs**
 General Service 1918-62, 1 clasp, Palestine (6285506. Pte. J. Price. The Buffs.); 1939-45 Star; Africa Star, clasp, 8th Army; Defence and War Medals 1939-45, *edge nicks, very fine* (5) £60-80
- 969 Five: **Private R. Newman, King's Own (Liverpool) Regiment**
 General Service 1918-62, 1 clasp, Palestine (6084241. Pte. R. Newman. King's Own. R.); 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, mounted as worn, *official corrections to first, good very fine* (5) £80-120
- 970 Five: **Private J. Dunn, Royal Army Medical Corps**
 General Service 1918-62, 1 clasp, Palestine (7260439 Pte. J. Dunn. R.A.M.C); 1939-45 Star; Africa Star, *copy* clasp, 8th Army; France and Germany Star; War Medal 1939-45, *good very fine* (5) £70-90

- 971 Five: **Private R. Miles, Royal Sussex Regiment**
General Service 1918-62, 1 clasp, Palestine (6398864 Pte. R. Miles. R. Suss. R.); 1939-45 Star; Africa Star, clasp, 8th Army; Defence and War Medals 1939-45, *good very fine* (5) £70-90
- 972 Five: **Private T. Jackman, Royal Berkshire Regiment**
General Service 1918-62, 1 clasp, Palestine (80794 Pte. T. Jackman. R. Berks. R.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45, *good very fine* (5) £60-80
Sold with copied roll extract.
- 973 Five: **Rifleman A. Boot, Rifle Brigade**
General Service 1918-62, 1 clasp, Palestine (6912898 Rfmn. A. Boot. Rif. Brig.); 1939-45 Star; Africa Star; France and Germany Star; War Medal 1939-45, *good very fine* (5) £70-90
- 974 Five: **Rifleman T. Harrison, Rifle Brigade**
General Service 1918-62, 1 clasp, Palestine (6913380 Rfmn. T. Harrison. Rif. Brig.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, mounted as worn, *very fine* (5) £70-90
Served with the 2nd Battalion, Rifle Brigade in Palestine; sold with copied roll extract.
- 975 Five: **Rifleman R. Green, Rifle Brigade**
General Service 1918-62, 2 clasps, Palestine, Palestine 1945-48 (6913000 Rfmn. R. Green. Rif. Brig.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, *small test mark over rank, otherwise good very fine* (5) £80-120



Confirmed upon roll with the 2nd Battalion, Rifle Brigade. The 2nd Battalion served with distinction during the Second World War, their crowning glory being the legendary 'Snipe' V.C. action during El Alamein in October 1942 - described by one senior commander as 'one of the finest actions of the War'.

Snipe

Commanded by Lieutenant-Colonel V. B. Turner, 2/Rifle Brigade had 13 6-pounders and was supported by a dozen or so sappers and six 6-pounders from 239 Anti-Tank Battery, R.A., his force numbering in total around 300 men, the whole cut-off in a scrubby depression and without artillery support, the relevant Forward Observation Officer having lost his way. Pitched against this small force were two enemy armoured groups equipped with Mk. IV or Mk. III Specials, supported by accurate 88mm. fire - in the words of the citation to Turner's V.C., no less in fact than '90 enemy tanks which advanced in successive waves'. But Turner's men remained defiant in the face of these relentless attacks, allowing the enemy armour to approach to within 200 yards before risking the expenditure of more valuable rounds from their rapidly decreasing supplies of ammunition, a range which resulted in devastating loss to the enemy.

An excellent account of 'Snipe' is to be found in Brigadier C. E. Lucas Phillips' *Alamein*, including where Lieutenant-Colonel Turner stepped in as a loader - an incident famously captured on canvas by Terence Cuneo (*Focus on Courage, the 59 Victoria Crosses of The Royal Green Jackets*, Lieutenant-General Sir Christopher Wallace refers):

'By now it was nearly 11 o'clock in the forenoon and the position had become extremely hot in both senses of the word. The desert was quivering with heat. The gun detachments and the platoons squatted in their pits and trenches, the sweat running in rivers down their dust-caked faces. There was a terrible stench. The flies swarmed in black clouds upon the dead bodies and excreta and tormented the wounded. The place was strewn with burning tanks and carriers, wrecked guns and vehicles, and all over drifted the smoke and dust from the bursting high explosive and from the blasts of guns. Six more carriers had been hit and set on fire. The 6-pounders of Sergeants Hine and Dolling had been knocked out and only thirteen remained in action. Sergeant Swann sent the tough little Hine to take over the gun of Corporal Cope, who had been hit. Several of the detachments were down to two or three men and officers were manning guns to replace the casualties. But the offensive spirit had firmly seized upon all ranks. The bursting shells that shook the ground and the heavy shot that smashed a gun or carrier, or that took the breath from one's lungs with the vacuum of its close passing, could not shake the spirit. Every kill was acclaimed. At last they had got the weapon that could knock-out the Panzers ...'

Here then a small extract from Lucas Phillips' inspiring account of 'Snipe', yet it is in his concluding paragraphs that we learn about the true significance of the action - and its cost:

'The immediate lesson that was read to the whole Army was that, when equipped with their own 6-pounders, the infantry could themselves see off a tank attack and inflict severe losses upon the enemy. The Battalion and their Royal Artillery comrades, in resolutely holding ground that in itself was worthless, had that day struck one of the stoutest blows that helped to win the Alamein victory. They had destroyed or disabled more enemy tanks than had so far been destroyed or damaged in any single action and had shot one of the most crippling bolts in the destruction of Rommel's counter-attack of that day.

The action gained such fame throughout the desert, becoming somewhat embroidered in the retelling, that a Committee of Investigation was appointed a month later to examine the ground, count the still remaining carcasses of the enemy tanks and sift through all the evidence critically. Their inquiry was searching. They analysed the performance of every single gun. Taking into consideration the number of wrecks that had been removed by ourselves or by the enemy, the Committee concluded that the minimum number of tanks burnt and totally destroyed was 32 - 21 German and 11 Italian - plus five self-propelled guns, and that certainly another 15, perhaps 20, tanks had been knocked out and recovered, making a grand total of 57. A few tracked and wheeled vehicles had also been destroyed. Only a very few of the tanks recovered could have been repaired before the battle ended.

This phenomenal success had not been won without its cost in flesh and blood, but, speaking relatively, the cost had not been grievously severe. Of the total force of less than 300 who had started out from the Highland lines, 72 riflemen and gunners had been killed or wounded, to which number were to be added some R.E. casualties, not ascertained. The figure would have been very much higher if they had not been well trained in the principle of "dig or die" and in the craft of concealment.'

976 Six: Private E. G. Headon, Welch Regiment, who died as a prisoner of war in 1945 having previously been captured at the fall of Crete



General Service 1918-62, 1 clasp, Palestine (4077002 Pte. E. Headon. Welch. R.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, *good very fine*, together with a badge with the word 'Athens' applied to the last two (6)

£140-180

Ernest Gomer Headon was born at Ystalyfera, Glamorgan in 1919 and served initially on active service in Palestine. Ordered to Crete with the 1st Battalion in February 1941, the unit numbered approximately 21 Officers and around 830 other ranks. They soon found themselves overwhelmed by German Paratroopers in bitter fighting that followed around Chania. Headon was not to escape and when the survivors disembarked at Alexandria, they numbered just 7 Officers and 161 other ranks. By family repute however, he and a couple of comrades escaped into the White Mountains and managed to evade capture for a number of weeks. With their luck running low, they are supposed to have taken shelter from advancing enemy in a cave. Driven from the cave by hornets, Headon was to become a prisoner (<https://wartimememoriesproject.com/ww2/thosewhoserved/h-ww2.php?pagenum=45> refers).

He spent the remainder of his war at Stalag 8C (Kunau Kz Sprottau/Sagan) in Germany. Headon died of appendicitis whilst 'behind the wire' on 23 March 1945 and is commemorated upon the Athens Memorial; sold with copied research.

977 Six: Warrant Officer Class II R. J. E. Betts, Royal Tanks, late Essex Regiment

General Service 1918-62, 1 clasp, Palestine (6008130 Sjt. R. Betts. Essex. R.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.VI.R., 2nd issue, Regular Army (6008130 W. O. Cl. 2. R. J. E. Betts. R. Tks.), *official correction to unit on first, good very fine* (6)

£140-180

978 Six: Company Sergeant-Major E. I. Wallbridge, Hampshire Regiment, taken a prisoner of war during the crossing of the Garigliano, 19 January 1944

General Service 1918-62, 1 clasp, Palestine (2030574. Pte. E. J. Wallbridge. Hamps. R.); 1939-45 Star; Africa Star, clasp, 1st Army; Italy Star; Defence and War Medals 1939-45, *note initials, very fine* (6)

£80-120

Ernest Ivor Wallbridge, a native of Cosham, Portsmouth, was born on 21 February 1914 and enlisted in the Hampshire Regiment on 22 January 1934. Having seen active service in Palestine, he served with the 2nd Battalion in North Africa and Italy, before being captured on 20 January 1944 in Italy. It would appear he went in the bag during the operations in the crossing of the Garigliano. The Royal Hampshire Regimental Museum takes up the story:



The crossing of the Garigliano by the 46th Division was made on a two-battalion front - the 2nd on the right, the 1/4th on the left, with the 5th in reserve. The operation began at 8pm on 19th January 1944 but almost from the start things went wrong. The Garigliano was flowing very fast, and although one Company of the 2nd Battalion succeeded in getting over and establishing a cable control for the boats which followed the cables became snagged, broke and the boats were swept downstream.

The heavy mist on the river also proved troublesome, with the boat crews losing sight of the banks and consequently their sense of direction as the fast-flowing water spun them round. It was the same story with the 1/4th who made a total of 14 attempts to get a line across the river. They had no more success when they tried to use the 2nd Battalion's crossing. Try as they might, no troops got over the river other than the one Company of 2nd Battalion and as dawn approached the attack was abandoned and the battalions returned to their former positions.'

One might imagine Wallbridge was in that Company left stranded on the wrong side of the river. Having been subjected to individual interrogation - likely on account of his rank - on 21 January, he was held captive at Stalag IV B (Muhlberg) from 25 February 1944-7 April 1945, suffering conjunctivitis for approximately 12 months; sold together with copied M.I.9. Ex-Prisoners of War Questionnaire and Casualty Lists.

- 979 **Six: Squadron Quarter Master Sergeant R. Halford, Royal Signals**
 General Service 1918-62, 2 clasps, Palestine, Malaya (2323545. A/Cpl. R. Halford. R. Signals.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Army L.S. & G.C., E.II.R., Regular Army (2323545 S.Q.M.S. R. Halford. R. Sigs.), mounted as worn, *private rivets between clasps on first and minor corrections, very fine*, together with corresponding miniature awards (12) £80-120
- 980 **Six: Gunner P. V. Martin, Royal Artillery, late Hampshire Regiment, who died of wounds in Italy in July 1944**
 General Service 1918-62, 1 clasp, Palestine (5498920. Pte. P. V. Martin. Hamps. R.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, *good very fine* (6) £100-140
Percy Victor Martin was born in 1920 at Portsmouth, Hampshire and first saw active service in Palestine with the Hampshire Regiment. Transferred to the Royal Artillery, he served in Africa and Italy with the 17th Medium Regiment and died of wounds on 18 July 1944. Martin is buried in the Ancona War Cemetery; sold with copied research.
- 981 **Six: Private J. R. Graham, Monmouthshire Regiment, late Bedfordshire and Hertfordshire Regiment, who was wounded during the North West Europe campaign**
 General Service 1918-62, 1 clasp, Palestine (5948895 Pte. J. R. Graham. Bedfs. & Herts. R.); 1939-45 Star; Africa Star, clasp, 8th Army; France & Germany Star; Defence and War Medals 1939-45, mounted court-style as worn, *first with retaining bar above clasp and polished, the remainder very fine* (6) £120-160
J. R. Graham served in Palestine with the 1st Battalion, Bedfordshire and Hertfordshire Regiment before transferring to the 2nd Battalion, Monmouthshire Regiment. They landed in Normandy D+22 and first saw action in the Battle for Caen besides spending two weeks in trenches between Hill 112 and the Odon. Having taken heavy casualties in the Falaise Gap, they sharing in the actions of Den Bosch and in the Reichswald. Making Germany in early February, the unit had suffered some 300 casualties and were given a months rest in order to prepare for what would be their final action of the war, the crossing of the Aller at Rethem. It was in this final action that Graham was wounded on 11 April 1945; sold with copied roll and Casualty List extracts.
- 982 **Six: Rifleman B. Berwick, Rifle Brigade**
 General Service 1918-62, 1 clasp, Palestine (6913224 Rfmn. B. Berwick. Rif. Brig.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (6) £70-90
- 983 **Six: Private F. Keeble, Essex Regiment**
 General Service 1918-62, 1 clasp, Palestine (849538 Pte. F. Keeble. Essex R.); 1939-45 Star; Africa Star; Burma Star; Defence and War Medals 1939-45, *very fine* (6) £70-90
 Sold with copied roll extract.
- 984 **Six: Private N. Seaton, Lincolnshire Regiment**
 General Service 1918-62, 1 clasp, Palestine (4800347 Pte. N. Seaton. Linc. R.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, *very fine* (6) £60-80
 Served with the 2nd Battalion in Palestine; sold with roll extract.
- 985 **Six: Private G. Cotton, Royal Sussex Regiment**
 General Service 1918-62, 1 clasp, Palestine (6398473 Pte. G. Cotton. R. Suss. R.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45, mounted court-style as worn, *very fine* (6) £80-120
- 986 **Six: Private P. J. Watkins, Hampshire Regiment**
 General Service 1918-62, 1 clasp, Palestine (5496281. Pte. P. J. Watkins. Hamps. R.); 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, mounted as worn, *minor official correction to surname, very fine* (6) £70-90

987 Six: **Private R. Moore, Welch Regiment & Royal Scots Fusiliers**, having spent time as a prisoner of war, he was returned to action only to be wounded in North West Europe in September 1944

General Service 1918-62, 1 clasp, Palestine (3957232 Pte. R. Moore. Welch. R.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals, mounted as worn, *very fine* (6)

£120-150



11th Battalion, Royal Scots training for D-Day

R. Moore was posted missing in action in the Middle East on 28 January 1942, being taken a prisoner of war. Having been released, he was returned to England in 1943 and re-enlisted for active service with the 11th Battalion, Royal Scots Fusiliers. Landed in Normandy on Gold Beach on D+5, the Battalion first saw action on 16 June, having relieved the 1/4th King's Own Yorkshire Light Infantry around Christot. They later saw action during Operations 'Martlet' and 'Totalise' - before Moore was wounded in action on 28 September 1944.

988 Six: **Private W. Sexton, Welch Regiment**, who went 'in the bag' on Crete before being repatriated in time to serve in North West Europe

General Service 1918-62, 1 clasp, Palestine (3959061 Pte. W. Sexton. Welch. R.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals, mounted as worn, *good very fine* (6)

£120-150

W. Sexton was taken a prisoner of war with the Welch Regiment on Crete on 2 June 1941, when the unit were overrun by fanatical German paratroopers. Returned to England in 1943, the inclusion of the France and Germany Star clearly suggests he appeared again in the field of conflict before war's end.

989 Six: **Private W. S. Elmer, Manchester Regiment**

General Service 1918-62, 1 clasp, Palestine (3525742 Pte. W. S. Elmer. Manch.); 1939-45 Star; Africa Star; Burma Star; Defence and War Medals 1939-45, mounted as worn, *very fine* (6)

£80-120

Only the 2nd Battalion, Manchester Regiment served in Burma during the Second World War.

990 Seven: Platoon Commander (Acting Lieutenant) J. D. French, Hampshire Regiment, who was wounded in action during the Battles for Monte Cassino



India General Service 1936-39, 1 clasp, North West Frontier 1936-39 (5497129 Pte. J. French. Hamps. R.); General Service 1918-62, 1 clasp, Palestine (5497129. Pte. J. D. French. Hamps. R.); 1939-45 Star, privately engraved '5497129 Sgt D. J. French Royal Hampshire Regt.'; Africa Star, clasp, 1st Army, privately engraved '5497129 Sgt D. J. French Royal Hampshire Regt.'; Italy Star, privately engraved '5497129 A/C.Q.M.S. D. J. French Royal Hampshire Regt.'; Defence and War Medals 1939-45, privately engraved '5497129 Sgt D. J. French', mounted court-style as worn, *very fine* (7)

£240-280

John Douglas French was born on 30 January 1915 at Southampton and enlisted in the Hampshire Regiment whilst underage. Having seen active service with the 1st Battalion on the North West Frontier and in Palestine, whilst passing courses on demolition and bridging with the Royal Engineers. French transferred to the 5th Battalion for the Second World War and served as a Quartermaster Sergeant & Platoon Commander in Africa and Italy, latterly also as an Acting Lieutenant. The unit served during the attritional actions for Monte Cassino, during which French was hit by an 88mm gun at 1230hrs on 4 March 1944, whilst on Mount Orneto.

French remained at his post and served in North Africa during the final months of the Second World War, being discharged as a Colour Sergeant on 6 June 1952. Colonel J. H. H. Robinson, D.S.O., O.B.E., privately offered a glowing appraisal:



'Mr French was a Company Quarter Master Sergeant & Acting Company Sergeant Major in the Battalion I commanded on active service during 1943-44, until he was wounded. He was an excellent type of Regular Soldier, highly reliable & conscientious & showed considerable initiative & guts. Very loyal and pleasant mannered.'

Sold together with Certificate of Service, three portrait photographs, Attestation paper, Release paper, two Education certificates, the above-mentioned letter from Colonel Robinson, 'D-Day Dodger' Medal named to the recipient and written details.

- 991 **Seven: Sergeant W. Brown, Argyll and Sutherland Highlanders, who had a quite remarkable war, having served in the Western Desert and been captured on Crete, he hit a 'home run' and escaped from prisoner of war camp in Turkey, only to be killed in action in North West Europe in October 1944**
- General Service 1918-62, 1 clasp, Palestine (2982310 Pte. W. Brown. A. & S. H.); 1939-45 Star; Africa Star; Italy Star; France and Germany Star; Defence and War Medals, *good very fine* (7) £140-180
- William Brown**, a native of Wakley, Sheffield, was born in 1920 and first saw active service in Palestine. By the time of the Second World War he was serving with the 1st Battalion and was unfortunate enough to find himself on Crete in May 1941, facing swathes of German paratroopers who took the island, with Brown going 'in the bag' on 23 May. Having been posted as interned as a prisoner of war in Turkey, Brown would appear to have made an escape for he was subsequently posted 'now not interned'.
- Re-joining the 7th Battalion, he landed in Normandy but his curtail call would come during the attacks on St. Michelsgestel and Vught on 25 October 1944. Captain I. C. Cameron's *The History of the 7th Argylls* takes up the story:
- 'It was decided to push two thrusts for the crossing of the Halsche Water at Halder, and during the afternoon a class III raft was constructed and the 1st Black Watch formed a bridgehead on the other side with two companies. This crossing was subjected to heavy enemy shelling, and on the night of the 24th October a Kapok bridge and class 9 and class 40 bridges were built, and the remainder of the 1st Black Watch crossed. An early morning patrol from the 1st Black Watch bumped into enemy infantry, and it was then estimated that the enemy in this area were fairly strong.
- As the country beyond the River Dommel at St. Michelsgestel was flooded, it was decided to develop the thrust made by the 1st Black Watch only, and so, at 8.30 am on the morning of the 25th October, the 7th Argylls, with in support one squadron of the 2nd Derby Yeomanry, crossed the bridge and passed through the 1st Black Watch, their objective being the town of Vught. Their axis of advance was along the road running north to Vught.
- The order of march was D company under Major Boyle leading. D company was supported by flamethrowers and two troops of the 1st Northampton Yeomanry. After this came the remainder of the battalion. Trouble soon started when a road block was encountered, and three of our tanks were knocked out by an 88-mm. gun. Considerable opposition was then encountered from enemy infantry, and numerous snipers who were hidden in the buildings en route gave a lot of trouble. In addition the enemy shelling and mortaring was very heavy. About half-way to Vught, the battalion ran into very strong opposition and a pitched battle ensued.
- It was later discovered on interrogating prisoners that the enemy were launching an attack at approximately the same time as the one launched by the battalion, and the unusual experience of two attacking parties clashing gave us a few anxious moments. Prisoners were taken on both sides, and the battalion destroyed a German self-propelled gun and an anti-tank gun.
- A company were pushed forward to support D company on their left, but did not make much progress. Later B company were committed on the right and managed to advance a little despite heavy spandau and mortar fire. It was an exhausting day for the Argylls, and after having fought for every inch of their advance.'
- Brown was killed during the action and is buried in the Groesbeek Canadian War Cemetery, besides being commemorated upon a memorial at St. Mary's, Wakley; sold with copied research.
- 992 **Seven: Staff Sergeant H. Bird, Royal Engineers**
- General Service 1918-62, 1 clasp, Palestine (3047374 Spr. H. Bird. R.E.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.VI.R., Regular Army (3047374 S/Sjt. H. Bird. R.E.), mounted as worn, *lacquered, very fine* (7) £80-120
- 993 **Eight: Sergeant A. Wilson, Royal Signals**
- General Service 1918-62, 1 clasp, Palestine (2323507. Sgln. A. Wilson. R. Signals.); 1939-45 Star; Africa Star; France and Germany Star; Defence and War Medals 1939-45; Army L.S. & G.C., E.II.R., Regular Army (2323507 Sgt. A. Wilson. R. Sigs.); Malta, 50th Anniversary Medal, first six mounted as worn, *good very fine* (8) £140-180
- Alfred Wilson**, a native of Dundee, was awarded the Malta 50th Anniversary Medal in June 1993; sold with named box of issue for the L.S. & G.C. and letter of award from the Maltese Cabinet Officer for the last.

- x994 A poignant replacement group of eight awarded to Seaman N. J. Edwards, Royal Navy, who survived the loss of H.M.S. *Repulse* near Kuantan off the East Coast of Malaya, but was later captured and became a Japanese Prisoner of War



1939-45 Star; Atlantic Star; Pacific Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Bomb and Mine Clearance 1945-53 (JX166603 N J Edwards L. Sea RN Replacement); Royal Navy L.S. & G.C., E.I.R. (JX166603 N. J. Edwards PO H.M.S. *Defiance* Replacement); Dunkirk Medal 1940; Belgium, King Albert I Veteran's Medal, swing mounted on modern ribbons, *good very fine* (8)

£240-280

Norman John Edwards served as Boy aboard the Great War era Renown-Class battlecruiser H.M.S. *Repulse* which formed part of 'Force Z' and was tasked with intercepting the Japanese invasion fleet north of Malaya. On 10 December 1941, after failing to find any enemy vessels and turning south, the British fleet was attacked by 86 Japanese aircraft from 22nd Air Flotilla based in Saigon. The *Repulse*, despite able leadership and handling from her Captain William Tennant, was fatally caught by a synchronised pincer attack and hit by 4 or 5 torpedoes in rapid succession. Lacking the anti-torpedo blisters her sister ship *Renown* had received, and also without a modern battleship's internal waterproof compartmentalisation and subdivision, the *Repulse* listed heavily to port over a period of approximately 6 minutes and sank at 12.33hrs with heavy casualties (*Battleship* by Middlebrook & Mahoney, refers).

Ordered to abandon ship the crew, including Edwards and Tennant, found themselves afloat in a sea of debris desperately awaiting rescue from the destroyers *Electra* and *Vampire* and fearing machine-gun attacks from the skies. According to the *London Gazette* report by Flight Lieutenant Vigors:

'It was obvious that the three destroyers were going to take hours to pick up those men clinging to the bits of wreckage and swimming around in the filthy, oily water. Above all this the threat of another bombing and machine gun attack was imminent. Every one of those men must have realised that. Yet as I flew around, every man waved or put up his thumb as I flew over him. After an hour the lack of petrol forced me to leave, but during that hour I had seen many men in dire danger waving, cheering and joking, as if they were holiday-makers at Brighton waving at a low flying aircraft. It shook me for here was something above human nature' (*The Fall of Singapore* by Frank Owen, refers).

The chaos in the water following the demise of the accompanying *Prince of Wales* was vividly recollected in June 2005 by Commander R. V. Ward, Royal Navy:

‘Non swimmers were going under and I could hear the crashing of heavy items below decks, falling from deck to deck head (floor to ceiling). There were some carley floats around but they were all more than full’ (*BBC WW2 People’s War*, refers).

513 sailors were lost from the *Repulse* and 327 from the *Prince of Wales*. After they were rescued, some sailors from *Repulse* manned action stations aboard the *Elektra*, the Gunners manning ‘X’ and ‘Y’ 4.7 inch mounts, thus enabling *Elektra’s* sailors to rescue more survivors; the dentist from the *Repulse* assisted the medical teams aboard *Elektra* with the wounded.

Having survived this encounter with the Imperial Japanese Air Service, Edwards is recorded as later becoming a British Far East Prisoner of War. He returned home and was appointed Petty Officer, being awarded the rare clasp Bomb & Mine Clearance 1945-53 to his NGS Medal.

x995

A Second World War campaign group of three awarded to Signalman J. D. D. Perring, Royal Naval Volunteer Reserve, who survived the loss of the aircraft carrier *Hermes* when she was sunk by Japanese dive-bombers near Batticaloa

1939-45 Star; War Medal 1939-45; Africa Service Medal 1939-45, all officially impressed ‘69099 J. D. D. Perring’, *very fine* (3)

£70-90



John Dewar Deeble Perring was born on 14 September 1923 at Johannesburg, the elder son of John Baxter Perring of Fish Hoek, Cape Town. Educated at King Edward School, Johannesburg, and St. Andrews College, Bloemfontein, Perring joined the Royal Naval Volunteer Reserve on 1 July 1941 and served from 30 January 1942 aboard the carrier *Hermes*, being present when she was sunk by Japanese aircraft on 9 April 1942. The events which led to her demise are graphically described in *The Hermes Adventure* by Rex Morgan:

‘At about 10.38am the ship was attacked by Japanese dive-bombers who scored 40 direct hits within the space of 10 minutes. The *Hermes* became a gutted, flaming hull, and only 15 minutes after the first dive-bomber dropped from the sky the ship slipped beneath the waves. The Captain gave orders to “Abandon Ship!” and survivors jumped into the sea with bombs bursting around them. A huge bubble of oily water rose as the ship sank and broke over the survivors. The ship was covered with thick oil which got in their eyes, mouths and wounds.’

The waters in the Bay of Bengal were warm, but the survivors found themselves clinging to wreckage in shallow seas infested with sharks and water-snakes. They were rescued five and a half hours later by the hospital ship *Vita*, many of the men having been badly burnt by the tropical sun. Disembarked at Colombo, the survivors - including Perring - spent many weeks and months recovering from the ordeal, aware that over 300 men had gone down with the carrier.

According to family repute Perring received ‘a shower of shrapnel across his shoulders and back when jumping off the ship’, being transferred to hospital in Colombo. It appears that he never returned to sea, spending the remainder of the war at shore bases in Sri Lanka and South Africa. Discharged on 13 December 1945, he later found work in the mines of South Africa before joining Delfos and Atlas Copco, manufacturers of specialist drill bits, with whom he worked 35 years. He died on 17 October 1990 at Cape Town; sold with copied service record and research, together with a copy of *The Hermes Adventure*, annotated ‘For J. D. Perring, with the author’s compliments, Rex Morgan May 1988’.

996 Six: **Engine Room Artificer 2nd Class W. Cope, Royal Navy**

Naval General Service 1915-62, 2 clasps, Palestine 1936-39, Minesweeping 1945-51 (MX.51967 W. Cope. E.R.A.4. R.N.); 1939-45 Star; Atlantic Star, clasp, France and Germany; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R. (MX. 51967 W. Cope. E.R.A.2. H.M.S. Saker.), the second clasp to first attached with thread, mounted as worn, *very fine and better* (6)

£140-180

William Cope was born on 19 December 1908, the son of Walter Cope, general labourer in a dye works, of 78 Peel Street, Derby. A fitter by trade, Cope joined the Royal Navy on 9 April 1929 and served initially as Stoker 2nd Class at *Victory*. He was later awarded the L.S. & G.C. Medal on 11 March 1944. Historically, *Saker I, II and III* was the stone frigate to which Royal Naval personnel serving in the United States of America were assigned, however from September 1943 to July 1944 it was also used for the name of British personnel at the Naval Air Station *Squantum*, and as the name for personnel at the Naval Air Station *New Brunswick* from August 1943-August 1945 (*Shore Establishments of the Royal Navy*, by B. Warlow, refers); sold with copied 1911 census details and research.

997 Seven: **Acting Petty Officer K. V. Staddon, Royal Navy**

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Malaya (C/JX.156452 K. V. Staddon Ldg.Smn. R.N.); Korea 1953 (C/JX.156452 K. V. Staddon A/P.O. R.N.); U.N. Korea 1950-54, unnamed as issued, *good very fine* (7)

£160-200

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998 Six: Chief Engine Room Artificer R. G. Allen, Royal Navy



1939-45 Star; Atlantic Star; Africa Star; Burma Star, clasp, Pacific; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R. (MX52534. R. G. Allen. C.E.R.A. H.M.S. Battleaxe.), *minor contact marks to last, very fine* (6)

£60-80

999 A poignant Dunkirk 1940 group of three awarded to Private G. T. J. Knight, Oxford & Buckinghamshire Light Infantry, who was killed in during the frenetic last stand at Hazebrouck

1939-45 Star; War Medal 1939-45; Dunkirk Medal, *nearly extremely fine* (3)

£200-240



George Thomas Joseph Knight was born on 2 April 1915, the son of J. and E. R. Knight of 'Lansdown', Healey Avenue, High Wycombe, Buckinghamshire. Called up on 1 September 1939, he served at Dunkirk as a Private (No. 5383597) with 'D' Company, 1st Battalion, Oxford & Buckinghamshire Light Infantry. On 27-28 May 1940, this Battalion held trenches in the Hazebrouck sector which were surrounded and overrun by the enemy. Knight was last seen fighting for his life, before he went missing, aged 25. On 31 October 1943, the War Office wrote to George's distraught father: 'It is consequently being recorded that Private Knight is presumed to have been killed in action on the 27th/28th May 1940.' His remains were never found, though he is commemorated on Column 94 of the Dunkirk Memorial.

Sold with a very emotive archive of original documentation, comprising:

- (i) The Buckingham Palace letter of condolence addressed to 'J. Knight, Esq.', the recipient's father, with its original envelope; the War Office letter of condolence addressed to the recipient's mother (dated 16 April 1948), which states, 'I fear that the possibility of his grave being located is remote.'
- (ii) Fifteen personal letters and one telegram sent by the recipient to his parents while on active service. They cover the period 26 September 1939 - 9 May 1940, and shed light on his activities with the B.E.F. in France; each comes with its original stamped envelope.
- (iii) The War Office letter which notified Mr. J. Knight that his son was 'missing' (dated 16 June 1940); the War Office letter which notified him that his son was 'presumed to have been killed in action' (31 October 1943); a long chain of War Office correspondence regarding Mrs. E. R. Knight's entitlement to a bereaved mother's allowance. All with original envelopes.
- (iv) The recipient's Mobilization 'Notice to Join', dated 1 September 1939, in original envelope; his French-English pocket dictionary, entitled 'What a British Soldier wants to say in French'.
- (v) Six original photographs of the recipient; his birth certificate; his medal confirmation slip.

1000 **Five: Private J. Hall, King's Own Royal Regiment**

1939-45 Star; Africa Star; Defence and War Medals 1939-45 Star; Efficiency Medal, Territorial, G.V.I.R. (4436335 Pte. J. Hall, King's Own R. R.), *very fine* (5)

£60-80

1001 **Six: Staff Sergeant G. H. James, Royal Engineers**

1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; Army L.S. & G.C., G.V.I.R., Regular Army (1866479 S/Sjt. G. H. James. R.E.), mounted as worn, *last with minor official correction to rank, very fine* (6)

£80-120

G. H. James was wounded on 3 September 1942 in the Western Desert whilst serving with 209 Field Company, Royal Engineers. He would appear to have returned for action in Italy, when the Company broke the record for the longest span of Bailey Bridge, building 190ft to get the blown Randazzo Viaduct back into action on 25 September 1943.

1002 **Seven: Captain W. Darkin, 56th (1st London) Divisional Signals**

1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; Defence and War Medals 1939-45; Efficiency Decoration, Territorial, G.V.I.R., 2nd type, with additional service bar, both officially dated '1950'; **Poland**, Republic, Monte Cassino Cross, reverse numbered '49641', mounted as worn, *the first three gilded, the fourth and fifth silvered, good very fine* (7)

£80-120

Sold with two original card identity tags named '69477 Capt Darkin W', with a small bronze Bexley Heath & District Motor Cycling Club fob, the reverse engraved 'Langmaid Trial. 1939. W. Darkin.'

1003 The campaign group of five awarded to Major I. D. Adams, Royal Warwickshire Regiment, who was wounded in the bocages in Normandy in July 1944, he subsequently had a successful career in the Diplomatic Service and appears to have earned an M.B.E. in later life



1939-45 Star; France and Germany Star; Defence and War Medals; General Service 1918-62, 1 clasp, Palestine 1945-48 (Major. I. D. Adams. Warwick.), mounted as worn, *good very fine* (5)

£300-400

[M.B.E. (Civil Division)] *London Gazette* 12 June 2004 (Chair, Manor of Kennington Residents Association):

For services to Social Housing and to the community in Kennington, London.

Ian Day Adams was born at Hampstead, Middlesex in June 1923 and served with the 1/7th Battalion, Royal Warwickshire Regiment during the Second World War. Adams was caught in an air attack during the fierce actions for the bocages of Normandy in July 1944, recalled in *The 2nd and 1/7th Battalions in Normandy*:

‘To everybody’s surprise and relief, July 17 ended in reasonable peace for the 1/7th. The night was not so peaceful.

Not long after dark Battalion H.Q. was mortared; then a few enemy aircraft came droning over the battlefield, dropped flares, circled, dived and begun to bomb the area. This exploit was remarkably accurate; two direct hits were scored on Battalion H.Q., possibly from 500-kilo bombs. Vehicles and ammunition began to burn and explode; some of the nearby trees took fire; and a good many casualties were incurred from this unlucky night. The carrier officer, Captain R. L. King, was killed with about four other men. The Adjutant, Captain W. J. Dawkins, and the signals officer, Lieutenant I. D. Adams, were wounded of the H.Q. group, plus about 10 other men.’

Adams subsequently took up with the Diplomatic Service, being appointed Consul at Siagon, 10 March 1952 and at Denver, for Colorado, Wyoming and Utah, from 21 August 1960. Upon retirement, he appears to have returned to London and served a number of terms for St Botolph without Bishopsgate Church on the City Deanery Synod. The senior member of that Church, he recited Rupert Brooke’s *Blow, bugles, blow* on Remembrance Sunday, ‘...which typically he had learned by heart at short notice.’ (<http://www.botolph.org.uk/2017/08/10/ian-adams-rip/>)

Adams also Chaired the Manor of Kennington Residents Association and died in August 2017; sold with copied research.

1004 The scarce and intriguing 'S.O.E.' group of five to Sergeant H. Hargreaves, a radio-wireless operator who performed invaluable services while attached to the Slovenian partisans under Marshal Tito; in addition to rescuing hundreds of Allied airmen, these partisans harried German supply lines and tied down the German 75th Corps, causing its surrender

1939-45 Star; Africa Star, with '8th Army' clasp; Italy Star; Defence and War Medals 1939-45, mounted swing-style as worn, with related miniatures, mounted swing-style as worn, and a 'ZZB Nob Slovenue' enamel lapel badge and a sports badge, *nearly extremely fine* (10)

£200-300



Harry Hargreaves was born circa 1920. He joined the Army in 1942 and trained as a paratrooper, before taking on an S.O.E. role as a radio operator. He assisted in planning H.M.S. *Vigilant's* role in the Allied landings at Salerno in September 1943, known as Operation 'Avalanche'. He took part in the liberation of Naples on 1 October that year, and joined the advance towards north Italy. In early 1945 he was part of the special unit under Lieutenant-Colonel R. Redhead which dropped by parachute to assist the Slovenian partisans led by Marshal Tito, operating mainly in the Panonian plain. This region, in the foothills of the Alps, forms the northernmost point of the Adriatic coast, and was a crucial supply route for German forces. British and American units provided specialist support, and the Slovenians' ranks eventually swelled to five operational divisions. The entire Slovene territory was covered with a network of secret messenger paths and points. The Slovene partisans rescued more than 300 Allied airmen who were shot down and organised their return to bases. They also liberated over 1,000 prisoners of war. In April 1945, the Slovenians played a crucial role in forcing the German 75th Corps to surrender. Hargreaves' name appears on the list of British veterans who attended the reunion of Slovenian partisans and their allies held in Slovenia in June 1998.

Sold with a large and fascinating archive of original documentation which sheds further light on Hargreaves' activities. Viewing highly recommended.

1005

Stuart Simmonds was an influential teacher of classical Thai literature whose often unscripted lectures were always lively, thought-provoking and entertaining. His students will remember him as an impressive speaker and skilful raconteur who was able to bring exotic Thai literary characters to life in the classrooms of a British University.

He was one of the very few Western scholars who found the daunting task of understanding Thai classical poetry a challenge and who managed to master the obscurity of its 'high style' vocabulary and 'eccentric syntax'.

Between 1951 and 1967 he succeeded almost single-handedly in establishing the study of Thai languages, literature and culture in Britain at University level.'

Professor E. H. S. Simmonds: A Personal Note, refers.

An unusual group of five awarded to Captain E. H. S. Simmonds, Royal Artillery, who was captured by the Japanese at the Fall of Singapore in February 1942

Despite facing extensive hardships on the railways - including making an escape - he fell in love with the Thai language and later became a distinguished scholar who was decorated by the Thai King

1939-45 Star; Pacific Star; Defence and War Medals 1939-45 with M.I.D. oak leaf; **Thailand**, Kingdom, Order of the White Elephant, 2nd type, Commander's neck Badge, 90mm including crown suspension x 50mm, silver, silver-gilt and enamel, maker's mark to reverse of crown, with full neck riband, the first four in original O.H.M.S. box of transmission, named to 'E. H. S. Simmonds Esq., 17, Blenheim Way, Oxford.', with compliment slip, corresponding riband bar and envelope addressed to same from The War Office, dated 1947, *nearly extremely fine* (5)

£260-300

Edward Harold Stuart Simmonds was born on 7 August 1919 at Littlehampton, West Sussex, the son of Harold and Margaret Simmonds of 17 Blenheim Drive, Oxford, England. His father ran a prosperous family business in farming supplies and machinery and wished to prepare his son to succeed him, however his mother hailed from a lineage with a strong military tradition. In consequence, Simmonds was somewhat conflicted but opted to attest for the Royal Horse Artillery in September 1937. Appointed to a commission in 1940, he was sent to south-east Asia and took part in the fighting at Johore and Singapore. Captured at the latter on 15 February 1942 and incarcerated at Changi until 5 May 1942, he was later transferred to Thailand and sent to a series of labour camps on the notorious Burma railway in western Thailand.

Growing affection

The four years spent in Thailand profoundly shaped Simmonds's life. From it came a deep understanding of the tenuous nature of human existence, a natural sympathy for the frailty and failings of others, and an extraordinary capacity to see hope and goodness in even the most distressing conditions. And, of course, it introduced him to Thailand, to the Thai people and their culture:

'Many years later, facing a student who had been far from diligent in learning the Thai numerals, he could recount that he had mastered them by observing the mile-stones as he had been marched from Bangkok to the camps in the early 1940s' (The Obituary of Professor E. H. S. Simmonds, refers).

The rebuke was gently delivered.

Where opportunities presented, Simmonds found opportunities to escape to the scattered Thai villages nearby where he met Thai villagers who were kind to him, giving him shelter, food and often medicine. He gradually familiarised himself with their language and observed their ways of life with growing affection (*A Personal Note*, refers). His M.I.9. debrief offers further details regarding these escapades; escaping with an American officer and fellow officer of the Royal Artillery, Simmonds spent twenty days 'on the run' in Thailand in January 1943. The trio were caught resting upon a jungle track and were later escorted back to Jamakan Camp by a Japanese guard.

The surrender of Japan on 15 August 1945 freed Simmonds to return to England and the family home in Oxford. Admitted to Keble College in 1946, he read English language and literature under tutor Stefanyja Ross, using her contacts to open doors at the School of Oriental and African Studies in London. A visit to the latter in July 1948 to discuss the prospects for the development of Thai studies with Professor Eve Edwards later resulted in him being offered a job as Lecturer in Linguistics - which he gratefully accepted. The Scarborough Commission had earlier recommended that as part of the general programme of growth in all fields of study relating to Asia and Africa, work on the languages of South East Asia should be concentrated at S.O.A.S., and Simmonds' appointment was part of this development.

Simmonds devoted the next thirty four years of his life to S.O.A.S., the demands being made upon him being varied and somewhat fascinating. Every year there was a beginner's language course to be delivered to diplomats and other government servants, students embarking upon research of Thai



history and social sciences, and businessmen requiring a working knowledge of the language for their work. As his reputation grew, Thai graduates began to be sent by their universities to undertake research under his supervision. Called upon to deliver public lectures for the Overseas Service of the BBC, he ploughed his salary into travelling throughout Asia, being particularly concerned to extend his knowledge of Laos.

Appointed a Director at S.O.A.S., Simmonds finally retired in 1982. A much admired, indeed loved character, he died on 9 November 1994; sold with copied Japanese P.O.W. records and extensive research, including copied images of the recipient.

- 1006 **The campaign group of four awarded to Sergeant J. Howe, Durham Light Infantry, who won the M.M. and was twice wounded during the Second World War**
 1939-45 Star; Africa Star, clasp, 8th Army; Defence and War Medals 1939-45 Star, in named box of issue to 'Mr J. Howe M.M., 27 Addison St., East Hendon, Sunderland, Durham' with enclosure with annotation for '5' awards, *the address on box of issue faint, good very fine* (4) £80-120
 [M.M.] *London Gazette* 12 May 1942 (Middle East).
James Howe was born on 18 January 1919 at Sunderland. A blacksmith by trade, he enlisted in the Durham Light Infantry at Newcastle on 15 July 1939 and served in Africa and the Middle East. Awarded the M.M. for his part in the actions of the 9th Battalion around Gabr el Eleima on 21 March 1942, he was soonafter wounded on 27 June 1942. Returned to the fold, he was again wounded during March 1943 and was transferred to the Royal Electrical and Mechanical Engineers on 17 May 1944; sold together with the Soldier's Service and Pay Book, two wound stripes and a copy Military Medal.
- 1007 **Five: Lieutenant J. K. Tizard, Royal Army Medical Corps**
 1939-45 Star; France & Germany Star; Defence and War Medals, with M.I.D. oak leaves; Efficiency Medal, G.VI.R., 1st issue, Territorial (6087029 S. Sjt. J. K. Tizard. R.A.M.C.), *very fine* (5) £80-120
John Kenneth Tizard, a native of Dundonald, Northern Ireland was commissioned 2nd Lieutenant in the Royal Army Medical Corps on 7 April 1944 and earned a mention (*London Gazette* 8 November 1945, refers) for his service in North West Europe in the closing stages of the Second World War. Having taught science at Campbell College, he died in 1957 (*Northern Whig* 27 September 1957, refers); sold with copied research.
- 1008 **Five: Guardsman E. Robinson, Coldstream Guards, wounded during the North West Europe campaign**
 1939-45 Star; France & Germany Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (2666756 Gdsm. E. Robinson. Coldm. Gds.), mounted as worn, *good very fine* (5) £140-180
Edward Robinson was born at South Kirby, Yorkshire on 27 August 1923 and enlisted in the Coldstream Guards in March 1944. He served in North West Europe from 20 August 1945 and was wounded in the left leg by a blast caused by a mine on 4 May 1945. Subsequently serving in Palestine from 6 October 1945-18 April 1946, Robinson remained in the Reserve until discharged on 30 June 1959; sold with copied service record.
- 1009 **Six: Lance-Corporal G. W. Brown, Royal Signals**
 1939-45 Star; Africa Star; Italy Star; Defence and War Medals, with M.I.D. oak leaf; Efficiency Medal, G.VI.R., 1st issue, Territorial (2580767 Sigmn. G. W. Brown. R. Sigs.), *very fine* (6) £100-140



G. W. Brown served with the Royal Signals in the Middle East and Italy and earned a mention (*London Gazette* 13 January 1944, refers) before war's end; sold together with original M.I.D. certificate, this cropped to portrait.

- 1010 Pair: **Private J. E. Turner, Parachute Regiment, late Royal Engineers (Airborne Squadron)**
 War Medal 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (14951120 Dvr. J. E. Turner. R.E.), *all but surname officially re-impressed, very fine* (2) £60-80
John Edward Turner, a native of Dukinfield, Cheshire, was born on 28 August 1924 and a brass moulder upon his enlistment with the Royal Army Service Corps on 15 March 1945. Transferred to the Royal Engineers he served as a Driver with the 3rd and 12th Airborne Squadrons (Indian Airborne Forces) before war's end. Passing Parachute Course 164 in July 1946, he served with the 3rd Squadron in Palestine before being discharged on 28 March 1948. Turner latterly served with the Parachute Regiment (Territorial Army) from 11 August 1952-18 August 1953; sold together with original Service & Pay and Release Books and copied roll extract.
- 1011 **A Second World War group of six to T. E. Enticknap, Royal Electrical and Mechanical Engineers**
 1939-35 Star; Africa Star, with '1st Army' clasp; Italy Star; France and Germany Star; Defence and War Medals 1939-45, mounted swing-style as worn, with a 'St. John Ambulance Association' silver badge, 42mm, hallmarks for *W. M. Dowler & Sons*, Birmingham 1937, the reverse engraved '451398 THOMAS E ENTICKNAP' in serif capitals, *very fine* (6) £50-70
- 1012 1939-45 Star (2); Africa Star; Africa Star, clasp, 8th Army; Atlantic Star; copy Air Crew Europe Star; Italy Star; France and Germany Star; Burma Star (2); Pacific Star; Pacific Star, clasp, Burma; Defence Medal 1939-45 (2); War Medal 1939-45; India Service Medal 1939-45; U.N. Korea 1950-54, unnamed as issued, *good fine to nearly very fine* (17) £70-100
- 1013 1939-45 Star; Italy Star; Defence and War Medals 1939-45; Efficiency Decoration, G.VI.R., Territorial, reverse officially dated '1951', with top riband brooch bar; Greece, Kingdom, Medal for Military Merit, Fourth Class, bronze, clasp 1940, unnamed as issued, mounted as worn, *very fine* (6) £60-80
- 1014 1939-45 Star; Atlantic Star; Africa Star; Italy Star, Burma Star, Pacific Star, unnamed as issued, *good very fine* (6) £60-80
Sold with a National Safety First Association 5 Years Driver Award, silver, 5 clasps, 1934, 1935, 1936, 1937, 1939, engraved to reverse 'F. Heath,' and a Legion of Frontiersman Long Service and Efficiency Medal.
- 1015 **An unattributed Second World War group of four**
 1939-45 Star, *copy* clasp, Battle of Britain; Africa Star; Defence and War Medals 1939-45 with M.I.D. oak leaf, *good very fine* (4) £40-60
- 1016 Six: **Lieutenant-Colonel E. M. Ensor, Royal Army Medical Corps**
 Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 3 clasps, Palestine 1945-48, Malaya, Brunei (Capt. E. M. Ensor. R.A.M.C.); General Service 1962-2007, 1 clasp, Borneo (Lt. Col. E. M. Ensor. RAMC.), mounted as worn, *the second and third clasps to fifth separate upon ribbon, good very fine* (6) £300-400
Edward Maurice Ensor was born on 15 February 1913 at Woolwich, London, the elder son of Major-General H. Ensor, Royal Army Medical Corps, of Osbornes, Hawkhurst, Kent. Awarded the Diploma of Licentiate of the Royal College of Physicians by the University of London in 1941, he was commissioned Lieutenant in the Royal Army Medical Corps on 27 September 1941, and was later promoted Captain on 27 September 1942 and Acting Major on 29 April 1944. Serving in the Mediterranean theatre from 1942-45, he was sent to India in 1945, MELF 1946-47, East Africa from 1947-49, FARELF 1953-56, BAOR 1956-58, and was made Commanding Officer of No. 14 Field Ambulance from 1957-58. Transferred to CDEE Porton from 1958-60, and FARELF from 1960-63, he devoted considerable time to the Research Wing and as part of the Malaria Control Research team leadership.
 As Officer Commanding, Medical Research and Control Unit, FARELF, Ensor published an in-depth paper titled *Encephalitis in Singapore* in 1963. His work focussed upon the intracerebral inoculation of suckling mice with pooled extracts of wild-caught mosquitoes, as a means to investigate the virus disease problem in British, Gurkha and Malayan troops and their dependants. His last posting was as Consultant at the Headquarters of Western Command in 1964; sold together with copied research.

- 1017 Ten: **Sergeant P. J. O'Hanlon, Black Watch**
 1939-45 Star; Africa Star; Italy Star; France and Germany Star; Defence and War Medals 1939-45; Korea 1950-53 (2991275 Cpl. P. O. Hanlon. B.W.); U.N. Korea 1950-54, unnamed as issued; Africa General Service 1902-56, 1 clasp, Kenya (29912751 Sgt. P. O'Hanlon. B.W.); General Service 1918-62, 1 clasp, Cyprus (2991275 Cpl. P. J. O'Hanlon. B.W.), *nearly very fine* (10) £140-180
- 1018 Six: **Lance-Corporal G. Hope, Royal Artillery, late Welsh Regiment, South Wales Borderers and Royal Military Police**
 1939-45 Star; Burma Star; France and Germany Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, S.E. Asia 1945-46 (14319286 Pte. G. Hope, S.W.B.), *this last with official re-impressed naming, generally good very fine* (6) £60-80
George William Douglas Hope was born in Buxton, Derbyshire in 1924, one mile away from his family home in Chapel En Le Frith. Young George was called up to join the General Service Corps on 5 November 1942 and was posted to the Royal Artillery at the year's end. On 3 July 1944 - a month after D-Day - he landed in France and took part in the North-West Europe operations. In May 1945 he was posted to India where, on his arrival, he transferred to the Welch Regiment and thence to the 6th Battalion, the South Wales Borderers.
 The end of the war was in sight but in Burma brutal fighting was still raging. One key target for the 6th Battalion, South Wales Borderers was the Mayu tunnels, used by the Japanese as an ammunition depot. British forces had tried to capture the tunnels before but with little success, but Hope and his comrades eventually took them 'by storm'.
 Hostilities with Japan over, Hope and his battalion went to Sumatra as part of the reoccupation army in October 1945. Here they were occupied in disarming and evacuating the now fully co-operative Japanese and in protecting the Dutch against Indonesian terrorists. This involved guard and escort duties, patrols and skirmishes with an enemy armed with anything from blowpipes and poisoned arrows to machine-guns. Whilst still in Sumatra in August 1946, Hope transferred to the Royal Military Police as a Lance-Corporal, before finally returning to the U.K. in May 1947.
 Discharged to the Army Reserve in November 1948, he re-enlisted in the Gunners the very next day, as 22252819 Bombardier G. W. D. Hope, in which capacity he witnessed further action in Korea in the period October 1950 to March 1952; the whereabouts of his Queen's and U.N. Korea Medals remains unknown.
 Sold with the recipient's original Soldier's Release Book, dated 15 November 1948, and his Army Certificate of Service, dated 3 March 1953.
- 1019 Six: **Bombardier P. J. Dawson, Royal Artillery**
 1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (6028400 Gnr. P. J. Downson. R.A.), mounted as worn, *very fine* (6) £60-80
Served with 13th Anti Tank Regiment, Royal Artillery in Palestine; sold together with corresponding miniature awards, riband bar and copied roll extract.
- 1020 Five: **CHM 1st Class K. S. Rawat, Indian Army Physical Training Corps**
 1939-45 Star; Burma Star, both named '6993 CHM 1 Kushal Singh Rawat, I.A.P.T.C.; War Medal 1939-45 (6993 C/H/Maj. Kushal Singh Rawat. I.A.P.T.C.); India Service Medal 1939-45 (6993 CHM. Kushal Singh Rawat, I.A.P.T.C.); India Independence 1947 (6993 HI Khushal Singh Rawat, A.P.T.C.), *edge knocks, polished throughout, good fine* (5) £70-90
- 1021 Five: **Signalman A. D. Khan, Pakistan Army Corps of Signals**
 Pakistan Independence Medal 1947, officially impressed (6248364 Sigmn Allah Ditta Khan P. Sigs.); Pakistan Republic Medal, unnamed as issued; 1939-45 Star; Burma Star; War Medal 1939-45, *nearly very fine* (5) £20-30
- 1022 India Service Medal 1939-45; Pakistan Independence Medal 1947 (**Pjo-28624 Jem/Sup Allah Din R.P.A.S.C.**); Indian Recruiting Badge, G.VI.R., silver and bronze, officially impressed to reverse '5981', complete with brooch bar, the number to second double-struck, *very fine* (3) £30-50

1023 *'While jumping from his plane, his parachute caught fire and he died from his burns at Rosendael Casualty Clearing Station on the 3rd of June 1940. He was most cheerful and not in great pain. He passed into a coma a few hours before his death. He was a grand chap. You will judge how much to tell his relatives.'*

Major P. H. Newman, R.A.M.C., writing about the fate of Flying Officer H. P. Dixon in a letter sent from Oflag IX in March 1941.

A well-documented and poignant Hurricane ace's 'Fall of France' campaign group of three awarded to Flying Officer H. P. Dixon, Auxiliary Air Force

A pre-war Cambridge graduate who additionally served in the University Air Squadron, Dixon was commissioned in No. 607 Squadron of the Auxiliary Air Force in 1936

Called-up in August 1939 - and having seen action over the North Sea in 607's antiquated Gladiators - he converted to Hurricanes after joining the Advanced Air Striking Force in France. The subject of a royal visit and a press call - from which emerged some memorable *Daily Sketch* images of Dixon - 607 shared in the costly air battles marking the advent of the *Blitzkrieg*

His own part in those operations in May 1940 was exemplary, five enemy aircraft falling to his guns in as many days but, on being re-assigned to No. 145 Squadron, he was shot down off Dunkirk on 1 June 1940. His brother, John, witnessed the incident, standing on the Mole, but had no idea of the unfortunate airman's identity

Recently released Air Ministry casualty records poignantly document the protracted and painful journey endured by his family in securing the truth about his fate: it finally emerged that Dixon - suffering from extensive burns - had been plucked from the sea and died in a coma at a Casualty Clearing Station two days later

1939-45 Star; Air Crew Europe Star; War Medal 1939-45, with related Air Ministry condolence slip in the name of 'Flying Officer H. P. Dixon', in original forwarding box addressed to 'J. R. Dixon, Esq., Quarryston, Heighington, Darlington', *extremely fine* (3)

£600-800



Henry Peter Dixon - known by family and friends as Peter - was born at Darlington, County Durham on 12 February 1915, the son of John Reginald and Elsie Margaret Dixon. Educated at Sandrock Hall in Hastings, Sussex and Marlborough College, Wiltshire, he then attended Sidney Sussex College Cambridge and graduated in June 1936; a member of the University Air Squadron, he gained a civilian aviation pilot's certificate in the same year.

Having then joined his father's engineering company in Darlington, he maintained his flying skills as a newly commissioned Pilot Officer in No. 607 Squadron, Auxiliary Air Force. Subsequently absent from 'weekend flying' on account of his new post with an engineering company in Calcutta, India, Dixon was recalled to arms in August 1939.

One of three pilots to fly 607's very first operational sortie - taking to the skies in 'A' Flight's Gladiators under Flying Officer Francis Blackadder in a recce on 3 September 1939 - he also participated in a combat over the Forth of Firth in October.

Advanced Air Striking Force - 'Phoney War'

Ordered to France in November 1939, Dixon and his fellow pilots were inspected by H.M. the King at Merville in the following month, from whence they re-mustered at Vitry-en-Artois.

The ensuing 'Phoney War' period may have tested the patience of some but for the aircrew of 607 Squadron, it provided a welcome break. Dixon, as the unit's Mess Secretary, rarely failed to impress his comrades, securing all manner of precious supplies and laying-on excellent outings, thus a visit to the Lido nightclub in Paris to see Josephine Baker - and Maurice Chevalier - perform. On another outing to Lille's finest fish restaurant, Dixon collided with a Major-General on exiting the establishment and, to the amusement of his comrades, beat a rare retreat.



Waiting for the 'Off'; Vitry-en-Artois, France 1940; Dixon standing by window on the right

Meanwhile, 607 dutifully undertook a regular agenda of patrols in their antiquated Gladiators until, in March-April 1940, they were re-equipped with Hurricanes; this the period in which journalists of the Daily Sketch made a special journey to France to tell the story of the Advanced Air Striking Force's Auxiliary Air Force units.

Advanced Air Striking Force - Real War

At dawn on 10 May 1940, the Blitzkrieg commenced with infuriating German efficiency, 607 Squadron being among the first to encounter the ferocity of the enemy's air offensive, its airfield being strafed by Me. 109s.

Dixon was in action over Douai by 0530 hours and, during his third and fourth patrols of the day, he gained his first 'kill' and faced accurate return fire. His combat reports state:

'I was flying Red 3 on patrol when four He. 111s were sighted being attacked by three Hurricanes. One dropped back with starboard engine revving slowly. I attacked, which stopped its port engine. The aircraft then released its bomb loads in fields and was seen gliding down for the ground with both motors stopped. Resumed patrol.'

And:

'I sighted A.A. fire and headed towards it, and saw enemy bombers. We attacked individually owing to the scattered enemy formation. We attacked five aircraft, my own aircraft was hit in the oil tank ...'

On 11 May, on his second sortie of the day, Dixon was back in action with his old friend Francis Blackadder. The latter later recalled:

'I was leading a flight near Brussels. After a while a single aircraft was observed flying south-east some way off. We gave chase and found it to be a Heinkel, and after quite a battle shot him down in flames - the bomber fell on a house that had been evacuated. We circled around and I was just setting off back for the patrol line when Peter Dixon, who had been flying on my right as Red 2, called me up and talked of some more bandits. I did not receive the message clearly, but on looking round saw one machine setting off further east, so I followed. Soon I saw what he had seen, namely a score of black specs. We joined up and climbed up after them, and before we got near they had been joined by another large formation of E/A. Luckily two Heinkels dropped slightly behind, so Peter and I each took one.

That was the last I saw of him. I had seen a formation of single seaters - 109s - approaching and, imagining they were ours and having finished my ammunition, I pulled up towards them, only to see their rude black crosses, so I hotly fled and eventually force-landed in a field.'



Daily Sketch press call, France March 1940; Dixon left

As it transpired, Dixon had kept on the tail of his adversary, his gunfire killing the rear gunner, but as the enemy aircraft trailed smoke from its engines, he was compelled to break off the action of account of shortage of fuel and ammunition. The options looked bleak before he sighted a shell cratered airfield near Tirlémont and managed to land in between the craters. It was abandoned.

Hailing a passing column of Belgian troops - and after a battle to establish his true credentials - he set off in search of fuel with their assistance. But by the time they returned to the abandoned aerodrome, the Luftwaffe had transformed his Hurricane into a smoking heap. His only option was to join a column of refugees but, by good fortune, he managed to hitch a lift with a Belgian Army officer and thence, with some Belgian airmen. At Louvain, he met a Wing Commander who got him to the Belgian Army H.Q. in Brussels.

Put up in a grand Chateau, he met Sir Roger Keyes and the British Ambassador, Sir Lancelot Oilphant, the latter arranging for his onward journey back to 607 Squadron at Vitry. Meanwhile, he had been posted 'missing'.

Quickly back on operations, Dixon flew a flurry of sorties between the 12th and 16th May and was credited with a brace of He. 111s from 9/KG51 on the 15th. The following day, in a dogfight with five Do. 17s - he claimed one as a probable - his Hurricane was badly damaged by return fire, a bullet just missing his foot. He also ran out of oxygen at 17,000 feet. His subsequent landing at Vitry was undertaken a great speed, owing to his Hurricane's damaged wing flaps. A fellow pilot later recalled how the exasperated Dixon said he would have called up an ambulance and fire engine to meet him in normal times.

Mounting losses were indeed taking their toll - 607 had lost four Hurricanes and three pilots in recent days. Finally, on the 18 May, orders were received to proceed to Boulogne, where some aircrew were embarked in the good ship *Biarritz*. But Dixon and his friend Peter Parrott managed to hitch a lift in an ATA Ensign aircraft to Hendon. They were granted 10 days' leave.

Dunkirk - 'Missing'

Their period of leave was interrupted the following weekend by the arrival of telegrams ordering them forthwith to No. 145 Squadron at Tangmere. So just four days after departing France they were back on operations, Dixon claiming a 109 and a Ju. 87 unconfirmed over St. Omer on the 22 May. He was to re-visit St. Omer on the following two days, prior to being granted 48 hours' leave.

By the time he returned to his squadron, Operation "Dynamo" was in full swing. Hence trips to the Dunkirk sector in the closing days of May and, likewise, on the first day of June. On that date, and having already completed one sortie, Dixon acted as 'weaver' to a squadron formation over Dunkirk around midday. They sighted and attacked a large force of Me. 110s and 109s, a combat witnessed by our troops gathered on the Mole at Dunkirk, who cheered on the R.A.F.

Major John Dixon - Peter Dixon's brother - was among them and later recalled seeing one of our aircraft on fire, falling with the pilot underneath on a flaming parachute. The airman was quickly recovered from the sea by one of our small craft and delivered to a dressing station on the Mole. Beyond his immediate thoughts for the gallant airman, John Dixon thought nothing further of the incident. But on getting back home in the destroyer H.M.S. *Icarus*, he was informed by his parents of Peter's 'missing' status.

Dunkirk - found

As cited above, a long and painful period ensued for Peter's family, for conflicting evidence was received that he had been embarked on a ship, which was later sunk by enemy aircraft. His friend, Peter Parrott, later recalled:

'On the 1st June I had been given a day off to go to London to get a new uniform. On my return to Tangmere in the evening I was told Peter was 'missing'. A day or two later we heard he had 'belly-landed' on the beach at Dunkirk, badly wounded. Later still we heard that he was seen on a stretcher being loaded aboard a destroyer, then the final blow the destroyer was sunk.

In the short time we had known each other we became close friends and, had he survived, I am sure we would still be close. He was the most likeable person, with a good sense of humour, kind, generous, and truly a gentleman.'

With other potential witnesses since killed in action - or taken prisoner of war - the Air Ministry abandoned its lacklustre investigation. But already on file was a letter written by Major P. H. Newman, R.A.M.C., who had treated Peter at a Casualty Clearing Station, written from a distant Oflag in Germany; as quoted above.

The relevant Air Ministry casualty files, released in 2012, chart Peter's father's personal efforts to seek the truth. He managed to track down Flying Officer Michael Carswell, a fellow Tangmere pilot who was also shot down on 1 June 1940. Carswell was able to confirm that he had seen Peter being evacuated in an ambulance, suffering from severe burns, which facts entirely supported Major Newman's evidence. Finally, in the summer of 1942, a conclusive report was sent to Peter's parents.

And it was on the back of such evidence that his grave was located at Rosendael after the war, his remains being transferred to the Commonwealth War Graves Commission's cemetery at Dunkirk in November 1948.

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

- (i) The recipient's Civil Aviation pilot's licence, with portrait photograph, dated 30 June 1936.
- (ii) A fine quality studio portrait photograph of the recipient in uniform, taken on the occasion of him being commissioned as a Pilot Officer.
- (iii) A 607 Squadron 'B.E.F.' card, with silk riband.
- (iv) An Air Ministry letter, dated 13 May 1940, addressed to the recipient's father, confirming his son's safe return to his unit: 'Details as to how his aircraft was reported missing are not yet known, but it is understood that your son was uninjured, and no doubt he will write to you direct in the near future.'
- (v) An Air Ministry telegram, addressed to the recipient's father, reporting his son missing in operations on 1 June 1940, with Post Office envelope.
- (vi) The recipient's Mess Dress, comprising jacket, waist coat and trousers, each with ink inscription 'H. P. Dixon' to inner lining.

Together with a comprehensive file of copied research, including correspondence with the recipient's brother, Peter, following the original sale of these medals and archive at auction in March 1993, and with pilots who flew with him in 1940; and, as stated, a mass of deeply moving correspondence charting his family's battle to establish the exact fate of his fate.

1024 **A fine campaign group of six awarded to Air Commodore L. Taylor, C.B.E. Royal Air Force, thrice 'mentioned' for services during the Second World War**

1939-45 Star; Africa Star, clasp, North Africa 1942-43; Defence and War Medals 1939-45, with M.I.D. oak leaf; General Service 1918-62, 1 clasp, Cyprus (Air Cdre. L. Taylor. R.A.F.); Coronation 1953, *good very fine and most scarce to rank* (6)

£300-400

[C.B.E.] *London Gazette* 1 January 1951.

Leonard Taylor was born on 28 April 1902. Commissioned on 10 August 1925, he initially served as Stores Officer with No. 207 Squadron at R.A.F. Eastchurch. Promoted Squadron Leader on 1 December 1937, he was three times mentioned in despatches for services in North Africa and North West Europe during the Second World War (*London Gazettes* 1 January 1943, 1 June 1943 & 14 January 1944, refer), and was later appointed R.A.F. Chief Maintenance Staff Officer in June 1944 (*The Liverpool Daily Post*, refers). Appointed Air Commodore on 1 July 1949, Taylor served from 4 September 1953 as Senior Equipment Staff Officer at M.E.A.F., Episkopi, Cyprus, and served in Air Logistics at S.H.A.P.E., Paris, from 26 July 1956.

The Private Papers of Air Commodore L. Taylor, C.B.E., are held in the collection of the Imperial War Museum; sold with copied research.

1025 **Five: Acting Squadron Leader P. C. Cummings, Royal Air Force Volunteer Reserve**

1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45; Cadet Forces Medal, E.I.R. (Act. Sqn. Ldr. P. C. Cummings. R.A.F.V.R. (T)), mounted as worn, sold with corresponding miniature awards, *nearly extremely fine* (10)

£350-400

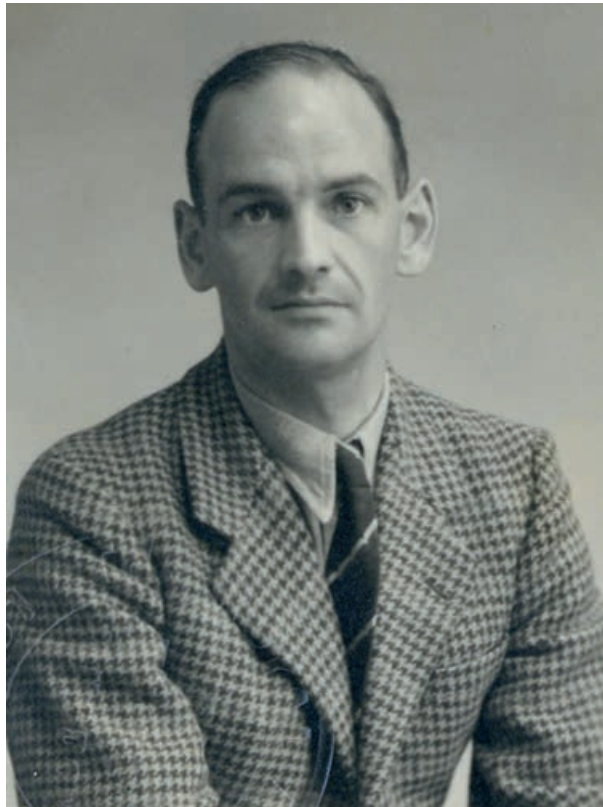
Peter Charles Cummings was appointed to a commission as Flying Officer in the R.A.F.V.R. Training Branch on 1 March 1950 (*London Gazette* 18 April 1950, refers); sold with box of issue for Cadet Forces Medal and copied research.

1026

A group of three awarded to Flying Officer A. Bain, Royal Air Force Volunteer Reserve, a man with a passion for football and who made a valuable contribution to the children of the north-east

Defence and War Medals 1939-45; Air Efficiency Award, G.V.I.R., 1st issue (Fg. Off. A. Bain. R.A.F.V.R.), mounted court-style, *minor edge bruise to last, good very fine* (3)

£80-120



Archibald 'Archie' Bain was born on 1 April 1916 at Perth, Scotland, and was educated at Newcastle University. He served with the Royal Air Force Volunteer Reserve during the Second World War and was awarded his Royal Aero Club Aviators Certificate, No. 21511, on 31 July 1946. Two years later he joined the Bren Manufacturing Company at Gateshead and worked his way up from production manager to Director of the Board in 1961. Bought out by the Vickers-owned Crabtree Group, the former Bren Works became at that time Britain's largest manufacturer of printing machinery. Aside from this, Bain also served as Chairman of the Children's International Summer Villages in the north-east of England. His sudden death at the age of 51 years proved a shock to many family, friends and colleagues, and in 1967 the management at the Bren Works donated an inter-department football cup, named the 'Archie Bain Memorial Trophy' in his memory. In the first year of competition the "Apprentices A Eleven" beat a combined "Machine Shops - Fitting Shops Eleven" by 3 goals to 1. Mrs Valerie Bain, widow of the deceased noted, 'it gave her and her family a great deal of satisfaction to think that her husband was being remembered in this way'. Sold with extensive documentation, including original Aviator's Certificate and contemporary newspaper cuttings.

1027

Three: Acting Pilot Officer C. T. D. Nicholls, Royal Air Force

Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., G.V.I.R., 1st type (Act. Plt. Off. C. T. D. Nicholls. R.A.F.), *nearly extremely fine* (3)

£80-120

Sold with original Air Ministry slip confirming entitlement to Second World War awards, and a letter forwarding the L.S. & G.C. Medal to Flying Officer C. T. D. Nicholls on 31 October 1950.

1028

Five: Sergeant R. Wallis, Royal Air Force

1939-45 Star; Burma Star; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., E.I.I.R. (637425 Sgt. R. Wallis. R.A.F.), *good very fine* (5)

£100-140

- 1029 An interesting Czech Pilot's long service group of five awarded to Master Pilot F. Radina, Czechoslovak Air Force, later No. 311 and 202 Squadrons, Royal Air Force, who completed a tour over occupied North-West Europe and later became a key Pilot for the Meteorological Flight



1939-45 Star; Air Crew Europe Star; War Medal 1939-45; Coronation 1953; Royal Air Force L.S. & G.C., E.II.R., with oak leaf (M.Pl. F. Radina (788991) R.A.F.), *good very fine* (5)

£400-600

Frantisek Radina was born on 4 October 1915 in Hostivice, Czechoslovakia, the son of Josef Radina. He undertook pilot training in the late 1930's and served in the skies above Poland before escaping to Britain at the fall of France in June 1940. Admitted to the R.A.F. in August 1940, he witnessed extensive operational night-raids with No. 311 Squadron, flying the Wellington Bomber over occupied Europe. Radina completed his first operational tour of 33 missions in mid-September 1941 and was transferred to ferrying duties between Canada and the United Kingdom. In 1943 he returned to No. 311 Squadron, and later served as an instructor on the B-24 Liberator from September 1943-September 1944 at No. 111 O.T.U. based at Nassau in the Bahamas.

Returning to England at the end of the war, Radina retrained as a military transport pilot and was transferred to No. 202 Squadron. He was awarded his British Naturalisation Certificate on 8 August 1951 whilst serving at R.A.F. Lindholme. Promoted Master Pilot on 4 July 1955, he later received a Queen's Commendation for Valuable Service in the Air (*London Gazette* 1 January 1960, refers).

An article from the *Belfast Telegraph*, dated 31 July 1964, offers further detail regarding the career of Radina:

'Met. Squadron makes last trip over Atlantic

From "Belfast Telegraph" reporter, Des Morrow, 1 p.m. Friday - 600 miles west of Ireland.

We have reached the half-way stage of this historic flight in a Hastings aircraft of R.A.F. No. 202 Squadron - and for the last four hours we have been heading for the "worst weather possible."

Over the past 18 years, 202 Squadron, stationed at Aldergrove, has helped inform the people of the United Kingdom and Western Europe of the weather prospects by taking meteorological measurements out in the Atlantic in the centre of deep depressions and sometimes hurricanes.

We are on the last flight in the capable hands of 49-year old "master pilot" Frantisek Radina. He's known as "The Master" for he has taken these Hastings aircraft more than half-a-million miles in search of "trouble."

When I say trouble I really mean it. For this in the squadron looking for the worst possible weather. That's where the "met" boys want their readings to help make their forecasts.



The men of this Coastal Command squadron will, within the next few weeks, be split, most of them going to Air Transport Command. No. 202 - one of the oldest squadrons in the R.A.F. will, however live on as a helicopter squadron. The code word for these Met flights is "Bismuth". The squadron has completed 4,150 of them, covering 40,000 flying hours. The Officer Commanding the squadron - Squadron Leader B. A. Spry - told me:

"We have never failed to make a flight, although there have been a few delays. We can justly claim we are the all-weather squadron"

Radina, a Czech who joined the R.A.F. with the fall of France in 1940, is completing his 443rd flight.

Ground Job

"I will probably be taking up a ground staff job," he told me.

He has completed some 4,000 flying hours in the Hastings aircraft used by the squadron. There was only one occasion that his Hastings did not take off. That was when the runway was like a skating rink:

"It was going down the runway broadside," he said. Yes - this is the last one. But for the men of No. 202, their experiences out over the wide wastes of the Atlantic will never be forgotten. They weren't heading for the calm weather after all.

Orders were:

"Head for the rough stuff."

Frantisek Radina died on 28 March 1968, having returned to his homeland in retirement. On 1 June 2006, he was appointed an Honorary Citizen of Hostivice by the City Council, for his 'active participation in the fight for freedom'.

x1030 **An Air Observer and Bomb Aimer's campaign group of five awarded to 2nd Lieutenant H. G. Wilson, No. 30 Squadron, South African Air Force, who flew 56 operational sorties in Marauder aircraft over Italy and Yugoslavia, witnessing extensive action against German 88mm gun emplacements and enemy-held bridges of strategic importance**

1939-45 Star; Atlantic Star; Italy Star; War Medal 1939-45; Africa Service Medal 1939-45, all officially named to '328443 H. G. Wilson', *nearly very fine* (5)

£300-400



Hugh Gordon Wilson was born on 7 October 1924, the son of Mrs J. Wilson of 164 Muller Street, Belleview East, Johannesburg. Educated at King Edward VII School, Johannesburg, Wilson attested for the South African Air Force on 19 January 1942 and began training as Air Observer at No. 66 Air School, South Africa, from 25 January 1943. Flying aboard Oxford, Anson and Hind aircraft, Wilson successfully passed his course on 29 May 1943 and was commissioned 2nd Lieutenant. Sent to No. 27 Squadron, S.A.A.F., Wilson flew his first operational sortie on 29 September 1943 with Pilot Lieutenant Eaton aboard Ventura 6078E. Directed to escort convoys in the vicinity of Walvis Bay, the pair were forced to return to base on account of bad weather and engine trouble.

Similar duties continued throughout October 1943 before No. 27 Squadron were transferred to Phesantekraal in the Western Cape. On 11 & 12 November Wilson conducted searches for a Japanese submarine and on 6 January 1944 he joined Lieutenant Hoole on a further anti-submarine patrol off the Cape of Good Hope. Transferred on 21 January 1944 to No. 61 Air School at George, Cape Province, Wilson conducted numerous interception and creeping line exercises aboard Anson aircraft. Sent to No. 70 O.T.U. at Shandur, he was noted as 'a sound navigator and bomb aimer, inclined to be slow', by Squadron Leader C. R. Thomson on 19 July 1944. Recommended for further specialist training, Wilson was instead posted to No. 30 Squadron who were at that time operating Marauder aircraft in Italy.

Gothic Line

On 26 August 1944, Wilson joined Lieutenant Smith as 1st Navigator on a raid on gun positions to the west of Pesaro. This was followed by a second attack the same day which resulted in 'fires left burning all over the area' (Log Book, refers). The following day the crew attacked the same gun positions for a third time, his log noting 'direct hits scored'. On 28th August Wilson flew a fourth sortie to Pesaro:

'No flak, scored direct hits and silenced several batteries of artillery. Raid on enemy gun emplacements in a river bend west of Pesaro, Canadian troops were being held up by this battery. Area was well plastered. No fighter escort. 9 puffs of flak.'

Such was the success of the repeated pounding of the position that Wilson received a typed letter of congratulations from the Chief of Staff, including a rare eye-witness account of the bombing by a Lieutenant-Colonel, which is pasted within his Log Book:

‘I watched the light and medium bombers operating to-day from a forward observation post. It was simply incredibly devastating, the accuracy and destruction caused was unbelievable.’

Chief of Staff:

‘The army is thoroughly grateful and the troops have tremendous courage in light and medium bombers.’

Wilson conducted almost daily attacks on enemy strong points and ‘Jerry troop’ concentrations throughout September in the region of Rimini and the Merecchia River. He was fortunate to survive a near-miss on 5 September 1944 aboard Marauder ‘Z’, his log noting ‘Bags of flak mostly concentrated on the other two boxes of aircraft. Heard several shells exploding underneath the A/C. Whole A/C rocked’. On 22 September he flew his 18th raid on a road bridge south of Ravenna. His log notes a ‘fair amount’ of flak, mostly 105mm and 88mm guns, which resulted in his bombs overshooting the target. As the raids continued, his log book notes increasingly ‘stiff’ resistance, before Wilson was finally rested on 27 September after 21 raids.

Remaining with No. 30 Squadron, S.A.A.F., Wilson returned to the fray on 4 December 1944 with a raid on a stores dump to the north of Ravenna. Direct hits were scored on the target. Leading a box, he and Lieutenant Williams faced intense flak during a raid on enemy gun positions to the north-west of Frenza:

‘One aircraft in our formation was shot down but all the crew managed to bale out and have since returned to base.’

Ten days later, he and Williams had further issues when joining a raid on the marshalling yards at Treviso. Despite enjoying the rare luxury of 6 mustangs as fighter escort, the pair struggled to carry out their mission when their Perspex windscreens frosted over at 13,000 feet: ‘At times we could hardly see out. Bombing results were good and the yards got a good pounding.’

Treviso was hit again five days later; ‘fires were left burning in target area’. On 23 January 1945, Wilson switched his attention from Italy to Yugoslavia and attempted to bomb a railway bridge at Celje. Leading a box of Marauder aircraft, he was likely disappointed to witness his 4 x 1,000lb bombs burst just to the left of the target. Flying from Iesi, Wilson flew his 32nd raid on 21 February 1945 and attacked an oil refinery. The following day he attacked the Rovigo marshalling yards: ‘We went in ahead of the main formation as an anti-flak ship to bomb the heavy gun positions with armour piercing bombs. Straddles the gun pits very successfully.’

The sugar refinery at Seamide received similar attention on 24 February, as did the Monstanta marshalling yards at Gorizia on 4 March 1945. His 37th raid focussed upon the docks to the west of Pola and the 42nd raid ‘found the wind’ and achieved direct hits on the cellulose factory at Porto Nagaro. On 2 April, Wilson attacked German Headquarters at Porto Garibaldi, and on 10 April 1945 ‘plastered’ the artillery gun positions at Imola with armour-piercing cluster bombs. Remarkably, Wilson flew his 56th raid on 25 April 1945 and scored further direct hits on the Monsanta marshalling yards at Gorizia, his log book noting 423.05 total flying hours. This was his final operational sortie of the Second World War, the log book concluding on 26 June 1945 with a flight from Athens to base at Bifermo. Extremely unfortunate not to be recommended for a decoration, Wilson was released from service on 14 December 1945.

Sold with copied service record and his original R.A.F. Navigator’s, Air Bomber’s and Air Gunner’s Flying Log Book detailing training and all operational sorties, bearing correct signatures and stamps of Commanding Officers, together with a second identical book, as compiled by the recipient in case of the loss of first. A third contemporary log book offers 6 pages of early training conducted at No. 7 Air School, Kroonstad, in September 1942. Also included is a large photograph album bearing approx. 30 photographs of aircraft flown and targets, together with 6 portrait photographs of the recipient, along with a fascinating hand-written pocket diary compiled by Wilson from 25 March 1944-27 November 1944. This compliments the detailed descriptions of raids noted in the log books, but also gives a glimpse of his non-operational life:

‘28.9.44. Stand-down. Squadron held a dinghy race on the Pescara River. It was good fun. 4.10.44. Stand-down. The mountains round about are covered with snow and really look beautiful. The winter sports have started up in the Grand Lasso mountains for the last week. We have been ploughing about in 6” of mud.’

- x1031 Pair: **Lieutenant J. T. Hawkey, South African Air Force**
 War Medal 1939-45; Africa Service Medal 1939-45, both officially impressed '102443 J. T. Hawkey', *nearly very fine* (2) £40-50
John Thomas Hawkey was born on 24 June 1918 and trained as an Air Gunner at No. 4 Air School, at East London from 12 December 1940. Transferred from No. 43 Squadron to No. 11 Squadron on 10 May 1941, he departed Durban aboard the S.S. *Sprathaird* and travelled to Mombasa, Kenya. Appointed Air Sergeant and sent to No. 16 Squadron, he had a close shave on 14 June 1941 when a concentration of anti-aircraft fire exploded just below his aircraft's undercarriage in the skies above Uolchefit and Gondar, Italian East Africa. Despite his aircraft sustaining a damaged starboard inner aileron and being blown out of formation, his pilot, Lieutenant G. E. Abbott, attempted to continue his mission to knock out an enemy airfield:
 'Still under control, Lt. Abbott dived to 30 feet over Azozo to attack the Caproni. He discovered that the one on the field, without propellers, was a decoy. He made another run at 15 feet off the runway and observed a hangar with a partly-concealed C.R.42. He had made four attacks on this, through heavy machine-gun fire, when he saw his port engine nacelle leaking oil. Speed fell to 70 m.p.h. and as he was losing height it was obvious that the aircraft would be unable to clear the mountains ahead. Lt. Abbott gave the crew of five permission to jump. They were Lt. D. R. Wood, Air Sergeant W. R. Wills, Air Sergeant P. F. Hanrahan, Air Sergeant E. G. Scherer and Air Sergeant J. T. Hawkey. All elected to take their chances with the aircraft. Lt. Abbott put it down on a ploughed field 3 miles from Bandina.' (*A Gathering of Eagles, S.A.A.F. lose a bomber*, refers)
 The crew barely had enough time to strip their Ju-86Z of its moveable machine guns and to withdraw a little distance before native soldiers and Italian troops arrived and placed mines about the aircraft. The next day they began the long march over the mountains to Lake Tana, being brought safely to Debra Tabor by patriot forces and ferried the final few kilometres to their squadron by truck on 23 July 1941.
 Appointed Observer on 27 June 1942, Hawkey later transferred to No. 22 Squadron at Durban on 4 June 1943, and was released from service on 7 December 1945; sold with copied service record and Certificate of Service dated 13 June 1973, confirming full entitlement.
- x1032 Three: **Air Mechanic D. E. Laing, South African Air Force**
 War Medal 1939-45 (35417 D. E. Laing); Africa Service Medal 1939-45 (35417 D. E. Laing); Union of South Africa Efficiency Medal, G.V.I.R. (A/M D. E. Laing S.A.A.F.), *glue residue to suspension of first, otherwise very fine* (3) £60-80
- x1033 Three: **Corporal G. E. Murray, South African Air Force**
 Defence and War Medals 1939-45 (98990 G. E. Murray); Africa Service Medal 1939-45 (98990 G. E. Murray), *the second with patches of verdigris to obverse, otherwise nearly very fine and better* (3) £30-50
George Edward Murray served as a trainee Fitter at No. 71 Air School, South Africa, from 12 December 1940. Transferred to No. 70 Air School at Kimberley, he was posted to No. 5 Wing, S.A.A.F., on 20 May 1941, and sent to No. 22 Squadron at Durban on 6 May 1943. Promoted Temporary Acting Corporal on 1 January 1945, he was discharged after considerable home service as an Air Mechanic on 20 September 1945; sold with copied service record.
- x1034 Five: **Acting Sergeant P. C. Jooste, South African Air Force**
 1939-45 Star; Africa Star, clasp, North Africa 1942-43; War Medal 1939-45; Africa Service Medal 1939-45; South African Defence Force Good Service Medal, silver issue, edge numbered '142', the first four all officially impressed '95102 P. C. J. Jooste', *nearly very fine* (5) £60-80
Pieter Cornelius Jooste was born on 23 March 1922 and served as a Fitter with the South African Air Force from 13 May 1940. Posted to No. 21 Squadron on 25 November 1942, he served time at the Signal School, Zerka, before being sent to the Middle East and attached to No. 5 Wing. Promoted Acting Sergeant on 23 October 1944, he was finally discharged in November 1945. Confirmed as full entitlement; sold with copied service record.

- x1035 **Three: Nurse W. Aitken, South African Medical Health Service and British Red Cross Society**
 War Medal 1939-45 (254996 W. Aitken); Africa Service Medal 1939-45 (254996 W. Aitken); Voluntary Medical Service Medal (Winifred Aitken), the last officially engraved upon a pre-prepared ground, *edge nicks, nearly very fine* (3) £60-80
- Winifred Aitken** served at Addington and Oribi Hospitals from 1 July 1941-2 October 1941. Transferred to Cotteslow Military Hospital and Clarewood Hospital, she was finally discharged from No. 133 Military Hospital on 1 November 1945; sold with copied service record which notes her mother's address as 36 Tower House, Von Brandis Street, Johannesburg.
- x1036 **Three: Lance-Corporal D. Wood, South African Engineer Corps**
 Defence and War Medals 1939-45; Africa Service Medal 1939-45, all officially impressed '194262 D. Wood', *very fine* (3) £40-50
- David Wood** was born on 22 August 1904 and served with the 61st Tunnelling Company, from 25 November 1941. He embarked East London for Suez aboard *Eastern Prince* on 18 December 1941 and disembarked at Beirut on 12 January 1942. Serving in a crack brigade of 200 engineers and miners under the direction of General Smuts, Wood took part in the construction of two tunnels designed to connect Palestine and Syria by rail. As well as an impressive feat of logistics - stretching over 3000 metres through mountainous terrain - the tunnels were also intended to discourage Turkey from entering the war on the side of the Axis.
- Equipped with a power plant, explosives, rails, pipes, survey instruments and all the other items sufficient to develop a gold mine, the men immediately got down to the job and carved out the Ras Chekka and the Ras Buyada tunnels at a rate of up to 27 metres per day. Having achieved their objectives, Wood and the rest of the 61st volunteered to construct an irrigation canal in the Lebanon mountains which succeeded in irrigating 7000 acres of land. On 10 November 1943 the men landed at Durban to considerable public acclaim, including the award of an M.B.E. and more than a dozen 'mentions'. (*The Reef, What a Crack Team They Were!*, July 1982, refers)
- Having been subject to an unspecified injury on 30 May 1943, Wood made his way to Johannesburg to recuperate and rest. Admitted to Springfield Hospital on 17 November 1943, he spent six days under the gaze of the medical authorities. This was repeated two weeks later when he was admitted to the Johannesburg Military Hospital for a further five days, before he was finally discharged from the service and permitted to resume employment in the mines, likely returning to his former occupation as a plant driver; sold with copied service record and Certificate of Service confirming full entitlement, with the original article from *The Reef*.
- x1037 **Four: Temporary Lance Corporal G. P. Rundle, South African Forces**
 1939-45 Star; War Medal 1939-45; Africa Service Medal 1939-45, all officially impressed '33416 G. P. Rundle', together with an unnamed commemorative John Chard Rorkes Drift Medal, E.I.I.R., bronze, *nearly very fine* (4) £30-50
- Gordon Phillip Rundle** was born on 27 February 1920 and worked as an assistant sampler in Johannesburg. Disembarking at Port Suez on 21 June 1941 he served with No. 1 R.L.I. and was promoted Temporary Lance Corporal on 10 October 1942. Rundle was discharged on 25 June 1946 after forming part of the S.A. Victory Parade Contingent in the U.K.; sold with copied service record which notes his mother's address as Kapleigh Street, Johannesburg.
- x1038 **Six: C. J. F. du Ploy, South African Forces**
 1939-45 Star (115368 C. J. F. du Ploy); Africa Star (115368 C. J. F. du Ploy); Italy Star (115368 C. J. F. du Ploy); Defence and War Medals 1939-45 (115368 C. J. F. du Ploy); Africa Service Medal (115368 C. J. F. du Ploy), mounted as worn, *nearly very fine* (6) £40-60
- x1039 **Five: Temporary Staff Sergeant M. C. Wood, South African Artillery and Dock Operating Company**
 1939-45 Star; Africa Star; Defence and War Medals 1939-45; Africa Service Medal 1939-45, all officially impressed '104196 M. C. Wood', *nearly very fine* (5) £40-50
- Maurice Condon Wood** was born on 16 April 1907 and worked as an engine driver before attesting as Gunner for the 9th Field Battery, South African Artillery, at Potchefstroom on 8 January 1940. Promoted Lance Bombardier on 28 August 1941, he was transferred to the 22nd Field Battery, South African Artillery, and then posted to the 65th Field Battery in March 1942. Posted to a Dock Operating Company, Wood returned to service as a locomotive driver and was promoted Temporary Staff Sergeant on 1 January 1945. He was discharged on 4 September 1945; sold with copied service record which notes his wife's address as 14a Eendracht Street, Braamfontein, Johannesburg.

1040 Ten: **Sergeant C. J. Uys, South African Forces**

1939-45 Star; Africa Star; War Medal 1939-45; Africa Service Medal, all officially named '209010 C. J. Uys'; Vrywilligers Volunteers Medal for Korea, E.II.R., silver (P8540 C. J. Uys); U.N. Korea 1950-54 (P8540 C. J. Uys.); Efficiency Medal, G.VI.R., 1st issue, Union of South Africa (Ser C. J. Uys - SALM); South African Permanent Forces L.S. & G.C. Medal, silver, impressed '447' to edge; South African Permanent Forces Good Service Medal, silver-gilt, impressed '514' to edge; South Korea, Korean War Service Commemorative Medal, bronze, unnamed as issued, mounted on modern ribbons, *very fine* (10)

£100-140

1041 Three: **Macamera, British South Africa Police**

British War Medal 1939-45; Colonial Police Long Service & Good Conduct Medal, E.II.R. (10893 Afr. / 1 / Sgt. Macamera, B.S.A.P.); Order of St. John of Jerusalem Service Medal (8807. Macamera. 10893. Rhodesia. S.J.A.B. 1956.), *last worn and polished, very fine* (3)

£70-90

x1042 Five: **Craftsman L. G. Ferguson, Royal Canadian Electrical and Mechanical Engineers, late Canadian Military College**



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

£120-160

Lloyd George Ferguson was born in Renfrew County, Ontario, Canada on 27 December 1919. Ferguson lived at 88 Gunn Street, Barrie, Ontario. He served as a Private in the Canadian Military College. His Canadian Forces Decoration was confirmed in Army Order 565, on 14 October 1957. Transferred to the Royal Canadian Electrical and Mechanical Engineers on 21 August 1963, he was released at Downsview on 6 February 1967, retiring to Barrie. He died in the York Regional Municipality, Ontario on 31 May 1978; sold with copied extracts of his service record and Canadian Decoration Card Entry.

- 1043 **Pair: W. J. Currie, Royal Canadian Mounted Police**
 British War Medal 1939-45, silver issue; Royal Canadian Mounted Police Long Service Medal, E.II.R., 2nd issue, with bronze clasp for 25 Years' Service (W. J. Currie), mounted as worn, *good very fine* (2) £80-120
- 1044 1939-45 Star; Atlantic Star; Canadian Volunteer Service Medal; War Medal 1939-45, the first two crudely inscribed to reverse 'R228298', mounted as worn, together with a Ministry of Pensions 'King's Badge' in box of issue, *nearly very fine* (4) £20-30
- 1045 **Pair: Observer A. W. Bishop, Royal Observer Corps**
 Defence Medal 1939-45; Royal Observer Corps Medal, E.II.R., 2nd issue, with Second Award Bar (Observer. A. W. Bishop.), *nearly extremely fine* (2) £80-120
 Sold with original compliment slip for the first and corresponding card boxes of issue (2), the former addressed to 'Mr A. W. Bishop, Gosford, Nr. Kidlington, Oxon.', the second noting 'retired'.
- 1046 **A Yangtze Incident campaign group of seven awarded to Electrician's Mate 1st Class A. E. C. J. Jones, Royal Navy**
 1939-45 Star; Atlantic Star; Africa Star; Italy Star; Pacific Star, clasp, Burma; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Yangtze 1949 (C/MX 766347 A. E. C. J. Jones. E.M.1. R.N.), *sometime cleaned and lacquered, minor edge bruise to last, very fine and a scarce rank* (7) £600-800
 Likely aboard H.M.S. *London* considering she was the only Chatham-manned vessel to serve.
- 1047 **Five: Private G. W. Knapp, Parachute Regiment, late Royal Warwickshire Regiment, Royal Fusiliers and Royal Sussex Regiment**
 1939-45 Star; France & Germany Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (21125663 Pte. G. W Knapp. R. Warwick.), mounted for wear, *good very fine* (5) £80-120
George William Knapp, a native of Worthing, was born on 27 January 1925 and served with the Royal Sussex Regiment during the closing stages of the Second World War. He re-enlisted in the Army on 22 September 1947, he attached to the 2nd Battalion, Warwickshire Regiment in Palestine. He went on to serve with the Royal Fusiliers and Parachute Regiment, before being discharged in September 1959. Knapp joined the Reserves, serving with the Bedfordshire & Hertfordshire Territorials from July 1964-September 1969 Sold together with the following original items:
 (i) Soldier's Record and Pay Book, the inner inscribed in ink 'Certified True Copy'.
 (ii) Regular Army Certificate of Service.
 (iii) Reservist's Instruction Book, including numerous certificates and notifications.
 (iv) Parachute Regimental Association Membership Card, No. 10313 & Royal Sussex Regimental Association Membership Card, No. 4552.
- 1048 **Three: Sergeant C. T. A. Breden, King's Dragoon Guards**
 Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (6104391 Sgt. C. T. E. Breden. K. D. G.), *extremely fine* (3) £60-80
C. T. A. Breden served with the 1st King's Dragoon Guards in Palestine and upon his return attached to 'D' Squadron, North Irish Horse in Londonderry in the spring of 1948; sold with portrait photograph and identity tag.

1049 Seven: Staff Sergeant P. Burns, Military Provost Staff Corps, late Drummer, King's Own Scottish Borderers and Seaforth Highlanders



General Service 1918-62, 3 clasps, Palestine, Palestine 1945-48, Cyprus (3185007 Pte. P. Burns. K.O.S.B.); 1939-45 Star; Africa Star; France & Germany Star; Defence and War Medals; Army L.S. & G.C., G.V.I.R., Regular Army (3185007 S. Sgt. P. Burns. M.P.S.C.), *G.S.M. privately rivetted, very fine* (7)

£180-220

P. Burns first saw active service as a Drummer in the 1st Battalion, King's Own Scottish Borderers in Palestine. Transferred to the 2nd Battalion, Seaforth Highlanders on 14 July 1940, he latterly served with the Military Provost Staff Corps with 57DB in Palestine from May 1945-August 1947; sold with copied roll extract.

1050 Seven: Private J. West, Cheshire Regiment



General Service 1918-62, 3 clasps, Palestine, Palestine 1945-48, Malaya (4122238 Pte. J. West. Ches. R.); 1939-45 Star; Africa Star; France & Germany Star; Defence and War Medals; Army L.S. & G.C., G.V.I.R., 2nd issue, Regular Army (4122238 Pte. J. West. Cheshire), *2nd and 3rd clasps on G.S.M. loose upon riband, adhesive mounts to reverse of each, nearly very fine* (7)

£180-220

J. West was reported 'dangerously ill' whilst serving with the 1st Battalion, Cheshire Regiment in Sudan on 26 December 1939. He recovered to see extensive service with the regiment, including with the 2nd Battalion in Palestine post-War and then Malaya; sold with copied roll extracts.

- 1051 Pair: Sergeant J. F. Lawlor, Royal Electrical and Mechanical Engineers
 General Service 1918-62, 1 clasp, Malaya (22109323 Cpl. J. F. Lawlor. R.E.M.E.); General Service 1962-2007, 1 clasp, Borneo (22109323 Sgt. J. F. Lawlor. REME.), *extremely fine* (2) £100-140
- 1052 A good campaign group of five awarded to Wing Commander A. H. Donaldson, Royal Air Force, who flew a multitude of missions in Sunderlands of No. 205 and 88 Squadrons during the “Firedog” operations in Malaya and off the coasts of Korea - he also notably effected the dramatic Air Sea Rescue of the stricken M.V. *Joseph S.*, saving the lives of 23 of her crew in December 1950



Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (3012345 Plt. II. A. H. Donaldson. R.A.F.); Korea 1950-53 (Fg. Off. A. H. Donaldson. R.A.F.); U.N. Korea 1950-43, mounted as worn, *very fine* (5) £600-800

Alex H. Donaldson first took to the skies with the Royal Air Force in a Tiger Moth at No. 4 EFTS in March 1945, completing further training at RAF Booker in July 1947. Having moved onto fly Harvards, he took further training at No. 6 FTS, Tern Hill in 1948 and at 235 OCU, before joining No. 205 Squadron at Koggala, Ceylon and flying their Sunderlands. An All-Weather Flying Course at Tengah, Singapore in July 1949 prepared him for his first operational posting when the Squadron moved to Seletar in September that year to participate in the Malaya operations. Having taken part in a Naval exercise in co-operation with H.M.S. *Triumph* on 2 October, he completed an Air Sea Rescue search for two P51's that had crashed in the Sumatran Jungle on 14 October with no luck.

Firedog

The “Firedog” operations heralded a new dawn for the Royal Air Force, working in collaboration with the other Forces to pinpoint and attack enemy. An entry on 20 October followed:

‘Close support Op. with Army. Bombing & Strafing bandits. N.W. Malaya.’

A newspaper cataloguing entitled ‘He Captains Jungle Aircraft’ gives a fine insight:

‘Due home in the next few weeks is a young Widnes man who is serving in the RAF with a Far East Flying Boat Squadron based at Seletar, Singapore, and equipped with Sunderlands, which is actively engaged in operations against the Malayan bandits.

He is 24-years-old Pilot III Alex H. Donaldson, only child of Mr and Mrs T. H. Donaldson, of 6 Hall Avenue, Hough Green.

Pilot III Donaldson was educated at Simms Cross School, and Gilmore Secondary School, Liverpool and before joining the RAF in 1944 was a Sergeant in the Widnes ATC.

The Air Ministry News Service states that Pilot Donaldson sometimes Captains the aircraft during the Malayan operations, which are in support of Security forces operating in the jungle. With the aid of other RAF Squadrons, the Sunderlands blast pre-selected areas with 500lb and 20lb fragmentation bombs, driving the bandits into the hands of the troops and police surrounding area.

In addition to this task the Sunderlands are used for Air Sea Rescue duties, and co-operate with the Navy in exercised in the Bay of Bengal and South China Sea.

Pilot Donaldson was posted to the Squadron while it was at Koggalla in Ceylon during 1948. When it transferred to Singapore late last year he was the second pilot of one of the aircraft that carried the ground crews and equipment. He does an average of between 40 and 50 flying hours a month.'

Donaldson appears to have flown on around 30 'Firedog' missions besides two on Operation 'Thor' in January 1950 in which 25 bandits were killed by a patrol of the 1st Battalion, 2nd Gurkha Rifles in the Yong Peng area of Johore. Donaldson assisted ably with 280 x 20lb bombs dropped on 17 January and a further 250 x 20lb bombs on 23 January.

Joining No. 88 Squadron in December 1950, he also flew in a number of memorable Air Sea Rescues, including that on 7 December after distress signals had come from the M.V. *Joseph S.* that began to take in water rapidly. Having alighted alongside the vessel twice, Donaldson and Flight Lieutenant Hunter effected the rescue of the crew of 23.



On 15 January 1951 whilst on an anti-submarine patrol in the Japan sea, he also shared in the saving of a United States Naval Corsair pilot who had ditched east of Wonsan.

Having flown his final 'Firedog' mission on 16 October 1952, Donaldson retired on 4 January 1954 with a total of 2329.55hrs flying on his Log Books. He flew 44 operations in Malaya, 46 in Korea and took part in 14 Air Sea Rescues. Re-joining the service as a Corporal Radar Operator on 10 October 1955, he flew for the final time on 9 September 1977 in Meteor WA669, target towing for Hunters, with a final Grand Total of 2367.45hrs flying; sold together with the recipient's two Pilots Flying Log Books Form 414, with a few newspaper cuttings tipped in and photographs of the aircraft he flew.

Some fine footage of a Sunderland in action can be accessed via:

<https://www.youtube.com/watch?v=ySczmKPLGOo>

- 1053 **Pair: Private J. McCrea, Army Air Corps**
 War Medal 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (14463780 Pte. J. McCrea. A.A.C.), *good very fine* (2) £80-120
 J. McCrea attended Parachute Course B180 in September 1945 and served with 4 Para in Palestine; sold with roll extract.
- 1054 **Five: Private F. W. Darling, Army Air Corps**
 1939-45 Star; France & Germany Star; Defence & War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (14045930 Pte. F. W. Darling. A.A.C.), mounted as worn, *very fine* (5) £140-180
 Confirmed upon roll as serving with 8/9 Parachute Battalion.
- 1055 **Pair: Junior Technician J. N. Phillips, Royal Air Force**
 General Service 1962-2007, 1 clasp, Borneo (3522008 Jnr. Tech. J. N. Phillips. R.A.F.); Royal Air Force L.S. & G.C., E.II.R. (Jnr. Tech. J. N. Phillips (V3522008) RAF), the first mounted on original wearing pin, *good very fine* (2) £100-140
- 1056 **Pair: Leading Aircraftman J. E. H. Gilliat, Royal Air Force**
 General Service 1918-62, 1 clasp, Cyprus (4171237 L.A.C. J. E. H. Gilliat. R.A.F.); General Service 1962-2007, 1 clasp, Radfan (4171237 Jnr.Tech. J. E. H. Gilliat R.A.F.), *extremely fine* (2) £120-150
- 1057 **Pair: Corporal T. J. McGeary, Royal Air Force**
 General Service 1918-62, 1 clasp, Brunei (5071330 Cpl. T. J. McGeary. R.A.F.); General Service 1962-2007, 1 clasp, Borneo (5071330 Act. Cpl. T. J. McGeary R.A.F.), *extremely fine* (2) £100-140
- 1058 **Pair: Flight Lieutenant K. Pinder, Royal Air Force**
 General Service 1918-62, 1 clasp, Arabian Peninsula (Flt. Lt. K. Pinder. R.A.F.); General Service 1962-2007, 2 clasps, Borneo, Malay Peninsula (Flt. Lt. K. Pinder. R.A.F.), the second clasp loose on riband, *extremely fine* (2) £200-300

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SPINK
 WHERE HISTORY IS VALUED

- 1059 Pair: **Lieutenant W. O. Stanley-Jones, Royal Signals**
Korea 1950-53 (Lt. W.O. Stanley-Jones, R. Sigs.); U.N. Korea 1950-54, *the first with officially re-impressed naming, generally good very fine* (2) £80-120
William O. Stanley-Jones passed out third of 10 officers destined for the Royal Signals on graduating from Sandhurst in July 1951. Following further training at Blandford he was embarked for Korea, where he remained on active service for a year. On returning to the U.K. he fell sick and he was discharged from the Army in October 1954, 'on account of his disability'. He died in Kingston, London in 1957, aged 28.
- 1060 Pair: **Private E. G. Jones, Royal Army Ordnance Corps**
Korea 1950-53 (7612550 Pte. E. G. Jones. R.A.O.C.); U.N. Korea 1950-54, *good very fine* (2) £70-90
The recipient's number reveals earlier service in the R.A.O.C. in the 1939-45 War.
- 1061 Pair: **Private T. F. Davidson, Black Watch**
Korea 1950-53, 1st issue (22652172 Pte. T. F. Davidson. B.W.); U.N. Korea 1950-54, *first with minor official correction to surname, very fine* (2) £100-140
- 1062 Pair: **Gunner F. Ruston, Royal Artillery**
Korea 1950-53, 1st issue (21126985 Gnr. F. Ruston. R.A.); U.N. Korea 1950-54, in card box of issue, *good very fine* (2) £80-120
F. Ruston served with 107 Field Battery, 20th Field Regiment in Korea. It was this Battery which provided Direct Fire Support to the Black Watch and the Commanding Officer sat with his Scottish counterpart, calling in the air burst shells to land amongst the Chinese attacking the Allied barbed wire defences.
- 1063 Pair: **Private W. Allen, Army Catering Corps**
Korea 1950-53 (22795820 Pte. W. Allen. A.C.C.); U.N. Korea 1950-54, in named card box of issue, *extremely fine* (2) £70-90
A National Serviceman.
- x1064 Pair: **Private J. S. Piche, Royal 22ieme Regiment, who was killed in action near the Imjin River during the Korean War**
Korea 1950-53, Canadian issue, (SD-802422 J. S. Piche); U.N. Korea 1950-54, French-Canadian issue (SD-802422 J. S. Piche), *nearly extremely fine* (2) £200-250
Joseph Sergeant Piche was born at Hawkesbury, Ontario on 23 January 1929. Gaining civilian employment as a cook, he enlisted into the 2nd Battalion, Royal 22ieme Regiment at Montreal on 12 December 1950. The 2nd Battalion was part of 'Special Force', the first contingent to arrive in Korea (from 4 May 1951). Piche was killed in action in Korea on 26 September 1952, while fighting near the village of Packsong on the Imjin River. Only part of his body was found, the cause of death stated as: 'complete mutilation, entire body'. He was buried in Grave 4/1184 at the United Nations Military Cemetery, Tangkok, Korea.
- 1065 Pair: **Flying Officer P. Scott, Royal Air Force**
Korea 1950-53 (Fg. Off. P. Scott. R.A.F.); U.N. Korea 1950-54, unnamed as issued, *nearly extremely fine* (2) £80-120

- 1065A The outstanding Falklands ‘Sinking of H.M.S. *Coventry*’ campaign pair to Marine P. K. ‘Tug’ Wilson, Royal Marines, who was mentioned in dispatches for gallantly rescuing thirty crewmen off Falkland Sound on 25 May 1982



South Atlantic 1982, with rosette and M.I.D. oak leaf (Mne 1 P K Wilson P040423E RM); General Service 1962-2007, 1 clasp, Northern Ireland (Mne P K Wilson P040423E RM), *very fine* (2)

£4,000-5,000

P. K. ‘Tug’ Wilson was one of ten men of the Royal Marines assigned to H.M.S. *Broadsword* for the Falklands War. A Type 22 frigate, she was equipped with the Sea Wolf anti-aircraft system, ideally suited to shooting down enemy jets at short range. On 25 May 1982 she supported H.M.S. *Coventry*, a Type 42 destroyer, during a decoy operation in Falkland Sound designed to draw Argentine attention away from the British landings at San Carlos Bay. Both ships came under attack by A-4 Skyhawks firing Exocet missiles. Two Skyhawks were shot down, but a technical fault in *Broadsword*’s Sea Wolf system meant that two Argentine jets got through. Two Exocet missiles struck *Coventry* amidships, causing severe damage and engulfing her in flames. As *Coventry* listed over to port, her crewmen launched two emergency rafts and jumped aboard them, abandoning ship. Her Captain, David Hart Dyke, recalled that his men’s morale never faltered: in the midst of freezing Atlantic waters they broke into Monty Python’s ‘Always Look on the Bright Side of Life’.

Salvation came in the form of *Broadsword*’s gemini landing craft, which rushed to the scene. ‘Tug’ Wilson was a qualified gemini pilot, and he brought his gemini alongside the most vulnerable of *Coventry*’s life rafts. *Coventry* was on her side and threatening to crush the rafts; it looked as if she might explode at any moment. Wilson and his bowman, Able Seaman Andy Coppell, set to work picking up survivors. Twelve men clambered into Wilson’s gemini (which was only made for seven). Wilson distributed paddles among the men who remained on the raft, so they could prevent it floating back towards the sinking *Coventry*. He returned to *Broadsword* and dropped off the survivors, before rushing to the second of *Coventry*’s rafts. This time, sixteen men (including Captain Hart Dyke) clambered aboard the gemini, while ten men clung to the sides. Wilson tried to tow the whole raft to safety with a nylon cord. The pressure on the gemini’s engines was now so great that it only began moving when the downdraft from a helicopter propelled it forwards. The nylon cable snapped, and Wilson knew that repairing it would endanger those aboard the gemini. He had to carry on without the raft. Luckily, the men clinging to his gemini’s sides were airlifted to safety by helicopters. It took 45 minutes to cover the 1,000 yards to reach *Broadsword*, and his gemini contained eight inches of water by the time he reached her. Overall, *Broadsword* rescued 170 of *Coventry*’s crew, despite being herself attacked by Argentine planes.

For his remarkable life-saving exploits, Wilson received a mention in dispatches (*London Gazette*, 8 October 1982), which was announced in *The Times* on 11 October 1982. His story was told to the Royal Marines Association by Able Seaman Andy Coppell; sold with copied research, testimonies and *London Gazette* entries.

Recommended reading:

Hart Dyke, Captain D., *Four Weeks in May: The Loss of HMS Coventry* (London, 2007).

1066 Pair: Able Seaman M. A. Chick, Merchant Navy, late Royal Navy

Naval General Service 1915-62, 1 clasp, Near East (P/SSX.871490 M. A. Chick. A.B. R.N.); South Atlantic 1982, with rosette (M. A. Chick.), the second in unnamed card box of issue with paper packet, *nearly extremely fine* (2)

£500-600

Originally sold by the recipient in May 1994; a corresponding hand-annotated compliment slip notes service aboard H.M.S. *Newfoundland* in the Red Sea in November 1956, followed by a transfer to the Merchant Navy and service aboard the MV *Europic* during the Falkland's War. *Europic* was requisitioned by the Ministry of Defence on 19 April 1982. Rebuilt at Southampton as a troop transport, she was fitted with RAS gear, satellite navigation and satellite communication equipment, a freshwater generating plant and additional quarters and domestic facilities. Under the command of Captain W. J. C. Clarke, O.B.E., she sailed from Portland on 22 April 1982 with Naval Party 1860 and arrived at Port Stanley on 20 May 1982, anchoring the next day in San Carlos Water. Unloading at a time of intense air attacks, all stores and personnel were discharged in San Carlos. The only merchant ship to attempt to disguise herself with "do-it-yourself" mottled grey camouflage, she arrived safely home at Southampton Docks on 17 July 1982 (*Dover Ferry Photos Forum*, refers).

1067 Pair: Senior Aircraftman R. Bright, Royal Air Force



General Service 1962-2007, 1 clasp, Northern Ireland (SAC R Bright (S8192765) RAF); South Atlantic 1982, with rosette (SAC R Bright (S8192765) RAF), *minor contact marks very fine* (2)

£500-700

1068 Pair: Senior Aircraftman J. W. J. Underwood, Royal Air Force

Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (SAC J W J Underwood (H8177621) RAF); Saudi Arabia, Kingdom, Medal for the Liberation of Kuwait 1991, *good very fine* (2)

£140-180

1069 Eight: Staff Sergeant M. J. Swanston, Royal Signals

Gulf 1990-91, clasp, 6 Jan to 28 Feb 1991 (24651762 Sig M J Swanston R Signals); N.A.T.O. Medal 1994, clasp, Former Yugoslavia, with additional '2' device; General Service 1962-2007, clasp, Northern Ireland (24651762 Sgt M J Swanston R Signals (Replacement)); N.A.T.O. Medal 1994, clasp, Kosovo; Iraq 2003-11, clasp, 19 Mar to 28 Apr 2003 (24651762 SSgt J M Swanston R Signals); Jubilee 2002; Saudi Arabia, Kingdom, Medal for the Liberation of Kuwait 1991; Kuwait, Emirate, Medal for the Liberation of Kuwait, 4th Grade, the first six mounted court-style for display, the last two in original cases of issue, *nearly extremely fine* (8)

£200-300

Sold with original box of issue for Jubilee Medal 2002, and box of issue for replacement GSM 1962-2007.

1070 A most unusual unattributed group of four awarded to a member of the Fijian Armed Forces

Fiji Independence Medal, E.II.R.; Fiji Republic Medal (Military Division); United Nations Interim Force in Lebanon Medal; Multinational Force of Observers Medal, mounted as worn *nearly very fine* (4)

£40-60

MISCELLANEOUS

- 1071 The Honorary Chaplain's Badge attributed to The Venerable W. M. Sinclair, D.D., F.R.G.S., Archdeacon of London (1850-1917)



Badge of Honorary Chaplain to the King, E.VII.R., silver, *extremely fine*

£200-300



- 1072 Badge of Honorary Chaplain to the King, G.V.R., silver-gilt and enamel, *very fine*

£150-200

x1073 The remarkable Royal Warrant Holders Association Medal to W. W. Waite, one of the founders of Waitrose



Royal Warrant Holders Association Medal, G.V.R., silver, by *Spink & Son*. (W. W. Waite. 30th. April 1928.), fitted with silver top riband bar, *nearly extremely fine*

£240-280



Wallace Wyndham Waite was born in 1881, the son of a renowned civic engineer. Apprenticed to a grocer in Pontypool the day before his 13th birthday, he opened his own shop in Acton, London in 1904 alongside Arthur Rose and David Taylor. The three entrepreneurs rented 263 Acton High Street, the first store in what was to become the well-known supermarket chain Waitrose: Wallace and Arthur's surnames have remained together ever since. Waitrose was awarded its Royal Warrant by King George V in 1928; sold with copied research and correspondence from the John Lewis Partnership Heritage Centre.

- 1074 A.N.Z.A.C. Commemorative Medallion, bronze, 75 x 50mm, obverse scene depicting Private John Simpson Kirkpatrick, 3rd Field Ambulance, A.I.F., with donkey, with the legend '1915 ANZAC', reverse with the outline of Australia and New Zealand, medal named '**B. Lawrence**', in its fitted case of issue complete with outer box, *extremely fine* £60-80
- 1075 West Somerset Yeomanry, Colonel C. K. K. Tynte's Silver Prize Medal, 34mm, silver with clip and split-ring suspension, the reverse engraved '**Private Jas. Churchill Bridgewater Troop Sword Exercise 1841**', *very fine* £140-180
- 1076 **An interesting silver Army sports badge for running, circa 1930**
Featuring a sprinter above the number '3', laurel wreath surround, surmounted by a royal crown, 33mm, silver, unmarked, with original pin, in *Royal Mint* fitted leather case of issue, *nearly extremely fine, viewing recommended* £40-60
- †1077 **A pair of Boxing Medals awarded to Lieutenant R. W. Diggins, Royal Engineers**
Army Championship Boxing 1935 Officers Heavy Weight, 'Lieut. R. W. Diggins R.E., March 8th', Runner Up; Army Championship Boxing 1937 Officers Heavy Weight, Runner Up, 5cm, bronzed metal, *good very fine* (2) £10-20
R. W. Diggins served with the 56th (1st London) Divisional Engineers. He was promoted Lieutenant on 29 June 1935, Captain on 5 October 1938 and Major on 26 August 1939. A talented boxer, he twice made it to the final of the Heavyweight Territorial Army Boxing Championship staged at the Albert Hall, London, and twice lost to A. R. V. Luke of the 68th Anti-Aircraft Brigade, Royal Artillery. Luke won by a points decision on both occasions; sold with copied research.
- 1078 Order of the League of Mercy, Lady's shoulder Badge, silver-gilt and enamel, in case of issue, *loss of catch to wearing pin, otherwise extremely fine* £20-30
- x1079 **A silver presentation medal awarded to Admiral of the Fleet Lord Roger John Brownlow Keyes, 1st Baron Keyes of Zeebrugge and Dover, G.C.B., K.C.V.O., C.M.G., D.S.O.**
French Marine Academy Prize Medal, 42mm, the reverse engraved 'AMIRAL DE LA FLOTTE SIR ROGER KEYES', silver, hallmarked and stamped 'Argent' to rim, *extremely fine* £80-100
Roger John Brownlow Keyes was born on 4 October 1872, the second son of General Sir Charles Patton Keyes of the Indian Army. His career remains one of the finest and most varied of any man to hold the post of Admiral. As a young Midshipman he served aboard H.M.S. *Turquoise*, operating from Zanzibar on slavery suppression missions. Joining H.M.S. *Hart* as a Lieutenant, he took part in the Relief of Peking in 1900, and was among the first to scale the city's walls and reach the Legations. During the Great War he masterminded the famous raids on Zeebrugge and Ostend. When the Norway Debate was being held in the House of Commons in May 1940, he made a dramatic entrance. Breaking into the House in full dress uniform and medals, he proclaimed:
'Harwood and his captains are typical of the Navy to-day. There are hundreds of young officers who are waiting eagerly to seize Warburton-Lee's torch, or emulate the deeds of Vian of the "Cossack." One hundred and forty years ago, Nelson said, "I am of the opinion that the boldest measures are the safest," and that still holds good to-day.'
Sold with a very worn William III crown, the reverse engraved 'Adrian Noel Keyes Born 25th Dec. 1962.', the recipient's grandson.
Recommended reading:
Aspinall-Oglander, C., *Roger Keyes: Being the Biography of Admiral of the Fleet Lord Keyes of Zeebrugge and Dover* (London, 1951).
- 1080 Seven Great War Silver War Badges, bearing the following numbers:
424663 (Driver J. W. Roberts, Royal Artillery); B229199 (Private A. Perkins, South Nottinghamshire Hussars); B101463 (Sapper W. Eaves, Royal Engineers); 183797 (Private F. G. Howard, Suffolk Regiment); 130901 (Private T. Whitehouse, South Staffordshire Regiment); RN31443; RN30373, *overall very fine, all with original pins present* (7) £100-140

x1081	An extremely rare Indian Mutiny period brass and red fabric cap badge to the 2nd Sindiahs Infantry Contingent, original lugs and pin for wear to reverse, with later lugs soldered to reverse for use with a vertical pin, approx. 82mm x 66mm, <i>in good condition otherwise</i>	£60-100
x1082	A rare Indian Mutiny period brass and red fabric cap badge to the 3rd Sindiahs Infantry Contingent, with original small lugs and damaged contemporary large replacement lugs, approx. 82mm x 68mm, <i>in good condition otherwise</i>	£60-100
1083	King's African Rifles cap or slouch-hat badge, bronzed metal, King's Crown, letters 'S&T' within bugle cords, marked 'FIRMIN LONDON' to reverse, <i>very fine</i> <i>As worn by officers of the K.A.R. Supply & Transport companies/wings; superseded in 1940 by the East African Army Service Corps (E.A.A.S.C.)</i>	£20-30
1084	King's African Rifles cap or slouch-hat badge, brass metal, King's Crown, crossed signal flags within bugle cords, marked 'FIRMIN LONDON' to reverse, <i>very fine</i> As worn by other-ranks of the K.A.R. Signals Section, forerunner of the East Africa Signals Corps.	£10-20
1085	King's African Rifles cap or slouch-hat badge, brass metal, King's Crown, numeral '6' within bugle cords, marked 'FIRMIN LONDON' to reverse, <i>very fine</i> As worn by other-ranks of 6th (Tanganyika Territory) Battalion K.A.R. until 1943, the regiments being reorganised with Arabic numerals being adopted after this date.	£10-20
1086	King's African Rifles cap or slouch-hat badge (2), brass metal, Queen's Crown, Arabic numerals '3' and '5' respectively within bugle cords, <i>traces of gilding to both, very fine (2)</i> As worn by other-ranks of 3rd (Kenya) and 5th (Uganda) Battalions K.A.R..	£10-20
1087	King's African Rifles cap or slouch-hat badge (3), brass metal, King's Crown, numerals '4', '5' and '7' respectively within bugle cords, <i>the first blackened, very fine (3)</i> As worn by other-ranks of 4th (Uganda), 5th (Uganda) and 7th (Kenya) Battalions K.A.R., cast collectors' copies.	£10-20
1088	A small assortment of Badges, comprising: Nyasaland Police slouch-hat/helmet plate badge, Northern Rhodesia Regiment 'collar dog', 'E.A. Signals' shoulder title, G.C.R. R.W.A.F.F. shoulder title, also York & Lancaster regiment bi-metal cap badge, <i>very fine (5)</i> Nyasaland Police badge worn with one reverse lug missing, York & Lancaster reverse slider partially broken, E.A. Signals reverse lugs damaged.	£20-30
1089	King's African Rifles cap or slouch-hat badge, bronzed metal, King's Crown, letters 'T.C.' within bugle cords, marked 'FIRMIN LONDON' to reverse, <i>very fine</i> As worn by officers at the K.A.R. Training Centre - later Depot - Nakuru, Kenya.	£20-30
1090	An Omani Khanjar, as presented to a British Officer Omani Khanjar, of typical form, 300mm x 230mm, ornate silvered and silver metal, with fittings for wear, <i>some damage to handle fittings, otherwise nearly very fine</i>	£40-60
1091	Medal Commemorating the 50th Year of the Reign of George III, obverse: draped cuirassed bust of George III, 'God Save the King', reverse around: 'In Commemoration of George III King of Great Britain and Ireland 23 October 1809'; a second Medal Commemorating the Grand National Jubilee of the Reign of His Royal Highness, George Prince Regent, white metal, reverse: 'Grand National Jubilee, London August 1st Patronized by the Prince Regent to Commemorate the Peace between England and France, signed at Paris, May 30 1814', <i>good fine or better (2)</i>	£30-40

1092 Admiral Lord Nelson commemorative Snuff Box, circa 1805



Brass, the obverse bearing the uniformed bare head bust of Lord Nelson profile left, 'ADMIRAL LORD NELSON' around; the reverse inscribed 'CONQUEROR AT ABOUKIR 1 AUGT. 1798 COPENHAGEN 2 APRIL 1801 TRAFALGAR 21 OCT. 1805 WHERE HE GLORIOUSLY FELL', oak garlands around, maker's mark 'M & P FECIT' below, denoting Nathaniel Marchant and Lewis Pingo, 55mm x 24mm; the side of the box decorated with a Greek key pattern, *obverse high relief polished, very fine*

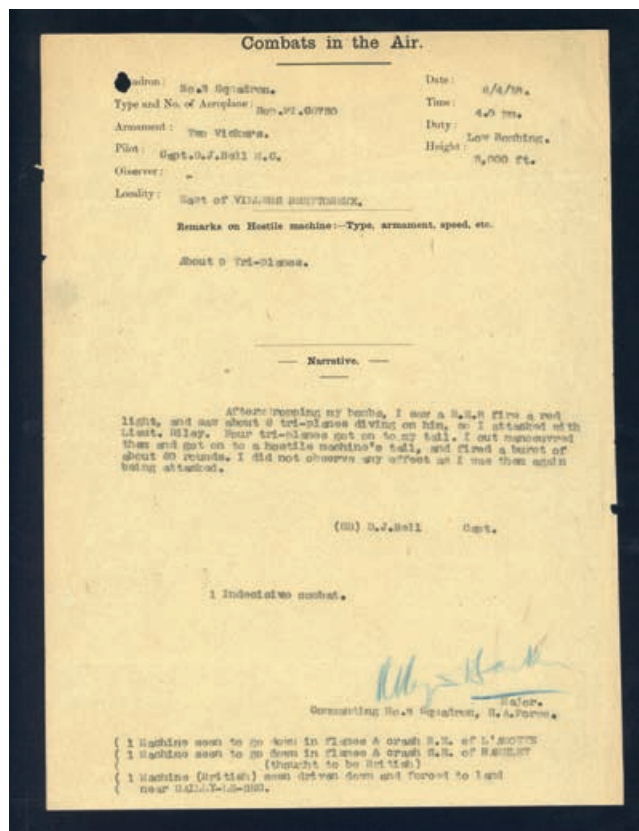
£200-240

1093 A full watered silk Sash, 100mm wide, for an unidentified Order of Chivalry, dark green with 9mm scarlet borders, with original bow and fittings, *good very fine*

£30-50

1094 An original Great War combat report signed by Major Raymond-Barker, M.C., Royal Air Force, late Northumberland Fusiliers and Royal Flying Corps, the last fatal victim of Baron von Richthofen, describing his Squadron's encounter with nine German tri-planes on 6 April 1918, just two weeks before he was killed

£300-400



Richard Raymond-Barker was born on 6 May 1894, the son of Edward and Rose Raymond-Barker of 'Paulmead', Bisley, Gloucestershire. Educated at Wimbledon College and Mount St. Mary's College, he was an ace of the Great War, claiming six aerial victories with Nos. 6 and 16 Squadrons during the summer of 1917. His M.C. was gazetted on 17 September 1917. Given command of No. 3 Squadron shortly afterwards, he wrote this combat report during the German Spring Offensive. It contains the testimony of Captain D. J. Bell, which reads:

'After dropping my bombs, I saw a B.E.8 fire a red light, and saw about six tri-planes diving on him, so I attacked with Lieut. Riley. Four tri-planes got on to my tail, and fired a burst of about 60 rounds. I did not observe any effect as I was then again being attacked.'

Raymond-Barker added his signature beneath this report using a blue pencil. His promising record as a fighter-ace was cut short on 20 April, when he was shot down by the 'Red Baron', becoming his last fatal victim. His plane fell in a steep spiral, crashing north of Bullecourt. His body was never recovered, though he is commemorated on the Arras Memorial to the Missing - his Medals were sold in these rooms, Lot 402, July 2019.

1095 **The superb Bestowal Certificates and correspondence of Sir James Thomson, K.C.S.I., Governor of Madras, a key colonial administrator during the high-water-mark of British India, comprising:**

(i) The Bestowal Certificate appointing Thomson as a Knight Commander of the Star of India (dated 17 June 1901), 670 x 480 mm, vellum, with related confirmation letters.

(ii) A small certificate confirming Thomson's appointment as a Member of the Indian Civil Service, Madras Presidency (dated 5 September 1871).

(iii) A letter signed by the Raja of Cochin, confirming Thomson's appointment as Governor of Fort St. George (dated Triponittura Palace, 29 June 1904), in its original 'Cochin Durbar' envelope addressed to 'His Excellency the Honourable Mr. J. Thomson, I.C.S., C.S.I.'

(iv) Two large hand-painted Certificates signed by the Maharaja of Travancore, the first confirming to Thomson the appointment of Mr. James Andrew as Resident at his Durbar at Trivandrum Palace (dated 23 November 1904); the second stating the Maharaja's wish for 'intimate relations of alliance and friendship happily subsisting between the British government and this state' (dated 20 June 1904), both Certificates in their original envelopes addressed to 'His Excellency The Honourable Sir James Thomson', with their original red wax seals bearing the Maharaja's cipher, each of 80mm diameter.

(v) An original concert programme for the recital laid on for the Prince and Princess of Wales at Madras on 25 January 1906.

(vi) A full colour 'Times of India' street map of Bombay, circa 1900, 780 x 485mm, paper, folded.

(vii) The recipient's University of Aberdeen Masters Certificate (dated 1868); a later University of Aberdeen Certificate on vellum, awarding Thomson an honorary Doctorate (dated 1905).

(viii) Over forty stamped envelopes containing Thomson's personal letters.

£300-400

James Thompson was born on 6 July 1848, the son of John Thomson of Cults, Aberdeenshire. Educated at the local Grammar School, he graduated from the University of Aberdeen with a Masters degree in 1868 and qualified for the Indian Civil Service the following year. Thompson arrived in India in 1871, serving initially as Assistant Collector in the Madras Presidency. Taking up residence at 'Morrison's Garden', Madras, he rose to Head Assistant Collector in 1882, Sub-Collector in 1885, and Collector in 1889. In 1895, Thompson became Resident for the Travancore and Cochin States. Two years later he was appointed to the Board of Revenue for the Madras Presidency, joining the Madras Legislative Council in 1898. With Oliver Russell, 2nd Baron Amptill temporarily holding the role of Viceroy of India, Thompson took his place as Governor of Madras from 30 April to 13 December 1904. In 1908, Thompson was nominated to the council of the Secretary of State for India. He died in 1929.

1096 A hardback copy of *Men of the Battle of Britain* by Kenneth G. Wynn, 60th Anniversary Limited Edition, No. 004/250, bearing the signatures of 10 Battle of Britain aircrew including Group Captain W. D. David, C.B.E., D.F.C. & Bar, A.F.C., and Wing Commander Bob Foster which flew Hurricanes during the Battle, with a separate page containing a further 12 signatures, in good condition with original dust cover

£70-100

1097 The portrait miniature of Major W. M. Churchill, 12th Cavalry, Indian Army



Portrait miniature, image 70mm x 90mm, signed 'Th. Meyendorff', in glazed wooden frame with leather backing with strut for table display, *image generally in very good condition*

£180-220

Wandril Maurice Churchill, was the husband of Eileen Mary Churchill, whom he married in 1912. Educated at Trinity College, Cambridge, he was commissioned from the Northampton Regiment and served with the Bengal Lancers and Cavalry Corps, being grievously wounded at Gallipoli during the Great War. Having earned the Order of St. Anne, 3rd Class, he died of pneumonia, following influenza on 4 November 1918 and is buried in St. Peter's Churchyard, Broadstairs, Kent. Following his death, his widow married Admiral V. H. G. Bernard, Royal Navy.

The artist who executed this work is likely Baron Theophile Von Meyendorff.

Sold together with a studio photograph and leather-bound *Notes on the War Services of the XII Cavalry*, printed at Lahore in 1908.



1098 A large-size watercolour portrait miniature of a Great War-period Army Officer, of the finest quality, signed and dated, 'C. Kirk - 1916', mounted in a 9ct. gold frame, manufacturer's mark 'L.D.' and hallmarks for London 1916, unmarked cream silk panel to reverse with glass lunettes, 63mm x 88mm, in fitted brown leather case of issue by *Walter Jones, 196 Sloane Street S.W.*, the miniature in excellent condition, the case with catches in good working order, but worn and with minor damage

£300-500

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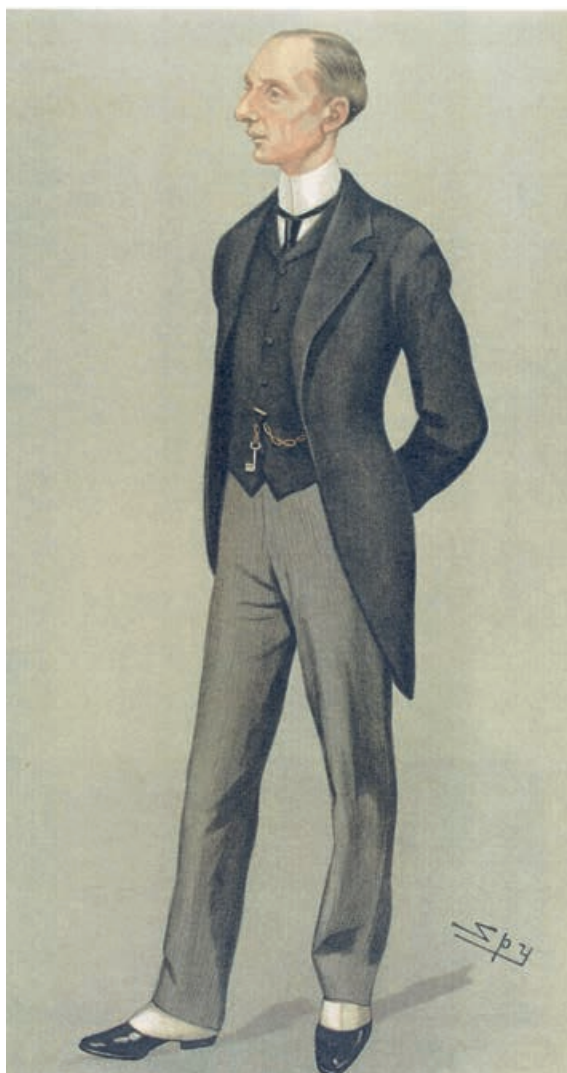
- 1099 The Most Ancient and Noble Order of the Thistle, K.T., Knight's breast Star, 99mm x 80mm, silver, with silver-gilt moto, the thistle upon a white enamel ground, unmarked, *traces of lacquer, good very fine* £800-1,000
This piece does not exhibit a number of characteristics of those Stars manufactured by *C. F. Rothe* and therefore is almost certainly by another manufacturer.
- 1100 The Most Ancient and Noble Order of the Thistle, a full silk sash riband with fittings for wear, *extremely fine* £60-80



1101 The Order of Merit, E.I.I.R., Civil Division neck badge, gold and enamel, *a few 'pearls' with enamel damage, test mark to base, otherwise good very fine and very rare* £6,000-8,000



1102 The Order of the Companions of Honour, E.I.I.R., neck Badge, silver-gilt and enamel, *extremely fine*, with neck riband, in *Toye, Kenning & Spencer Ltd.* case of issue £2,000-3,000



1103 Baronet's Badge, of the United Kingdom, neck Badge in silver-gilt and enamel, the reverse inscribed 'Barton of Fethard 1918', hallmarks for London 1929, *good very fine*, with length of neck riband and in a *Thomas Fattorini* case

£600-800

Dunbar Plunket Barton was born on 29 October 1853 at Merrion Square, Dublin. Educated at Harrow and Corpus Christi, Oxford, Barton was called to the Irish Bar in 1880, to the English Bar in 1893 and took silk in 1898. He served as an Irish Unionist Member of Parliament for Mid Armagh from 1891-1900 and was Solicitor-General for Ireland from 1898-1900. Appointed to the Queen's Bench Division of the High Court of Justice in Ireland in 1900 he transferred to the Chancery Division and retired in 1918, being appointed baronet of Fethard (County Tipperary) on 28 January 1918.

Away from the court rooms, he was a keen golfer and is said to have done much in popularising the sport in Ireland. Besides being President of the Golfing Union of Ireland and of the Royal Dublin Golf Club, Royal Portrush Golf Club, and Greenore Golf Club, he presented the Tyrone Cup in 1891, which remains one of the oldest competitions in Ireland.

Barton died at Gray's Inn, London on 11 September 1937, with the title becoming extinct on account of his son having pre-deceased him.



- 1104 Knight Bachelor's Badge, 1st type breast badge, silver-gilt and enamel, hallmarks for London 1926, *nearly extremely fine*, in its fitted case of issue £250-300
- 1105 The Royal Victorian Order, G.C.V.O., Knight Grand Cross set of Insignia, comprising sash Badge, silver-gilt and enamel; breast Star, silver, silver-gilt and enamel with gold retaining pin, both officially numbered '695' *nearly extremely fine*, with full silk sash riband as worn (2) £1,000-1,400
Attributed to Monsieur le Trouer, President of the House of Deputies on the occasion of the State Visit to Paris, 1957.
- 1106 The Royal Victorian Order, a case of issue for the K.C.V.O., by *Collingwood & Co.*, *very fine*, with enclosure card and neck riband £40-60
- 1107 The Royal Victorian Order, K.C.V.O., Knight Commander's Star, silver, silver-gilt and enamel, gold retaining pin, officially numbered '567', *crown a little loose, otherwise good very fine* £280-320
- 1108 The Royal Victorian Order, Commander's neck Badge, silver-gilt and enamel, reverse officially numbered 'C668', *one or two slight enamel chips, good very fine*, with neck riband as worn £250-300



- 1109 Royal Victorian Medal, E.II.R., bronze, unnamed as issued, *nearly extremely fine*, in its *Royal Mint* case of issue, with riband for foreign associates £70-90



1105

517



1110 The Most Distinguished Order of St. Michael and St. George, Knight Grand Cross (G.C.M.G.) Collar Chain, comprising 24 medallions made up of six English lions, eight Maltese crosses, four SM cyphers, four SG cyphers, and two pairs of winged lions, one pair surmounted by a crown, 1080mm, silver-gilt and enamel, with screw-ring suspension from crown medallion to support Badge Appendant, *good very fine*, housed in a black rectangular case

£1,800-2,200

The Order of St. Michael and St. George does not have a separate Collar Badge, but utilises the sash Badge for this purpose.



- 1111 The Most Distinguished Order of St. Michael and St. George, G.C.M.G., Knight Grand Cross set of Insignia, comprising sash Badge silver-gilt and enamel, 114mm including crown suspension x 88mm; breast Star, 88mm, silver and silver-gilt with appliqué centre in gold and enamel, *some light enamel chipping, generally good very fine*, with evening sash with fittings for evening wear and in its fitted *Garrard & Co.* case of issue, *catch not functioning* (2)

£1,600-2,000



1112 The Most Distinguished Order of St. Michael and St. George, G.C.M.G., Knight Grand Cross sash Badge, silver-gilt and enamel, *light enamel chipping to centres, otherwise good very fine* £400-500



1113 The Most Distinguished Order of St. Michael and St. George, K.C.M.G., Knight Commander's breast Star, silver with appliqué centre in gold and enamel, *extremely fine* £400-500



1114 The Most Distinguished Order of St. Michael and St. George, K.C.M.G., Knight Commander's neck Badge, silver-gilt, gold and enamel, *nearly extremely fine*, with length of neck riband

£350-400



1115 The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel, *nearly extremely fine*, complete with length of silk neck riband and in its *Garrard & Co.* case of issue

£300-400



1116 The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's breast Badge, silver-gilt and enamel, complete with riband buckle, *good very fine*

£380-420

1117 A remarkable diamond-enhanced G.C.B. Star



The Most Honourable Order of the Bath, Grand Cross Star, 98mm, gold, silver and enamel, enhanced throughout with a plethora of old-cut diamonds, *one or two stones missing, otherwise nearly extremely fine*

£10,000-15,000

Our jeweller comments:

‘This Star exhibits the finest manufacturing quality of the late 19th or early 20th century. It is made with a backing of 18ct rose gold with sterling silver soldered on the front. Each radiating arm is individually pave set with approximately 1,100 old-cut diamonds. Given each stone is individual in its cut and size the setter would be required to fit each stone with painstaking precision and it is estimated to require around 15 days dedicated work to complete such a task. The centre is of 18ct gold and is set with old cut diamonds and the motto and crowns on a ground of fine vitreous red enamel. Upon the reverse the Star has a joint and catch with a retaining pin fitting. We should like to think it was made in a London workshop.’



- 1118 The Most Honourable Order of the Bath, G.C.B. (Military) Knight Grand Cross breast Star, silver, gold, silver-gilt and enamel, *some green enamel loss to wreaths, good very fine* £600-800
- 1119 The Most Honourable Order of the Bath, G.C.B. (Civil) Knight Grand Cross set of Insignia, comprising sash Badge, silver-gilt, hallmarked London 1826; breast Star, silver, gold and enamel, *nearly extremely fine*, with full silk sash riband (2) £1,600-2,000





1120

The Most Honourable Order of the Bath, G.C.B. (Civil) Knight Grand Cross set of Insignia, comprising sash Badge, silver-gilt, hallmarks for London 1897; breast Star, silver, gold and enamel, *extremely fine* with full sash riband and in its fitted *Garrard & Co.* case of issue (2)

£1,800-2,200



- 1121 The Most Honourable Order of the Bath, G.C.B. (Civil) sash Badge, 64mm x 47mm, silver-gilt, by *Spink & Son*, hallmarks for London 1987, *extremely fine* £300-400
- 1122 The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck Badge, silver-gilt, hallmarks for London 1985, *nearly extremely fine*, with full and miniature width neck ribands, in *Collingwood, London*, case of issue £200-240





1122A The Most Honourable Order of the Bath, K.C.B. (Military) Knight Commander's set of Insignia, comprising neck Badge, silver-gilt, gold and enamel; breast Star, silver, gold and enamel, the reverse engraved 'R. & S. Garrard & Co. Goldsmiths & Silversmiths to the Crown, 25 Haymarket, London', some minor enamel chips, otherwise good very fine, with neck ribband with fittings as worn (2)

£1,000-1,500

Garrard operated from 25 Haymarket from the late 1860's until July 1911.



- 1122B The Most Honourable Order of the Bath, K.C.B. (Civil) Knight Commander's set of Insignia, comprising neck Badge, silver-gilt, by *Garrard & Co.*, hallmarks for London 1967; breast Star, silver, silver-gilt, gold and enamel, with gold retaining pin, *good very fine*, with neck riband (2) £600-800
- 1123 The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck Badge, silver-gilt, hallmarks for London, *nearly extremely fine*, with neck riband £140-180
- x1124 **A most attractive reduced-size Badge of the Order of the Bath**
 The Most Honourable Order of the Bath, Military Division, a reduced-size Badge, circa 1830, 30mm, gold and enamel, fitted with a swivel-straight bar suspension and loop for wear, *minor enamel loss to banner and wreath, otherwise good very fine, of high quality manufacture and an interesting example of the Order worthy of further study* £140-180



1125 The Most Excellent Order of the British Empire, G.B.E., Knight Grand Cross, 2nd type set of Insignia, comprising sash Badge, silver-gilt and enamel; breast Star, silver, silver-gilt and enamel, *test mark to reverse of Badge, otherwise good very fine*, with Civil Division sash riband (2)

£1,400-1,800



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| 1126 | The Most Excellent Order of the British Empire, K.B.E. (Military), Knight Commander's 2nd type set of Insignia, comprising neck Badge, silver-gilt and enamel; breast Star, silver, silver-gilt and enamel, <i>extremely fine</i> , with full and miniature width neck ribands and in its fitted <i>Garrard & Co.</i> Military Division case of issue (2) | £600-800 |
| 1127 | The Most Excellent Order of the British Empire, C.B.E (Civil) Commander's 2nd type shoulder Badge, silver-gilt and enamel, mounted on Lady's bow and tails riband, <i>good very fine</i> , in its <i>Fattorini</i> case of issue with miniature neck riband | £180-220 |
| 1128 | The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd type breast badge, silver-gilt, <i>extremely fine</i> , in its <i>Royal Mint</i> case of issue | £60-80 |



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| 1129 | The Most Excellent Order of the British Empire, C.B.E. (Civil) Commander's 2nd type neck Badge, silver-gilt and enamel, <i>extremely fine</i> , with full and miniature width neck ribands, in <i>Thomas Fattorini</i> , case of issue | £200-240 |
| x1130 | The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type breast Badge, silver-gilt, by <i>Garrard</i> , hallmarks London 1919, fitted with 2nd type riband, <i>very fine</i> | £60-80 |
| 1131 | The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 1st type breast Badge, silver, hallmarks for London 1919, <i>good very fine</i> , in its <i>slightly damaged Garrard & Co.</i> case of issue | £70-90 |
| x1132 | The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 1st type breast Badge, silver, by <i>Garrard</i> , hallmarks for London 1923, on lady's bow and tails riband, with related dress miniature, <i>nearly very fine</i> (2) | £70-90 |
| 1133 | The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 1st type lady's shoulder Badge, silver, hallmarks for <i>Garrard</i> London 1919, on its bow and tails bow riband, <i>extremely fine</i> , in a fitted <i>Royal Mint</i> case of issue | £60-80 |
| 1134 | The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 2nd type lady's shoulder Badge, silver, on its bow and tails bow riband, <i>extremely fine</i> , in fitted <i>Royal Mint</i> case of issue | £60-80 |
| x1135 | The Most Excellent Order of the British Empire, M.B.E. (Civil) Member's 2nd type breast Badge, silver, <i>very fine</i> with related dress miniature (2) | £70-90 |



1136 The Royal Guelphic Order, K.C.H. (Military) Knight Commander's breast star, 81mm, silver, silver-gilt, gold and enamel, the applied swords in silver-gilt, the reverse with gold retaining fitting, unsigned but a very fine centre, *good very fine*

£1,400-1,800



1137 Order of St. John of Jerusalem, Bailiff's Star, silver-gilt and enamel, hallmarks for Birmingham 1934, *very fine*

£100-140



- 1138 The Order of St. John of Jerusalem, Knight of Justice set of Insignia, comprising neck Badge, silver and enamel; breast Star, silver and enamel with gold retaining pin, *nearly extremely fine*, with neck ribband and button-hole, in fitted case of issue (2) £120-150

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- 1139 The Most Exalted Order of the Star of India, C.S.I., Companion's neck Badge, gold and enamel, with central cameo of a youthful Queen Victoria, the motto of the Order set in rose diamonds, suspended from a five-pointed silver star and gold ring suspension, *nearly extremely fine*, with full neck riband in in *Garrard & Co.* case of issue, lacking pad £3,000-4,000
- 1140 The Most Exalted Order of the Star of India, (C.S.I.), Companion's neck Badge, gold and enamel, with central cameo of a youthful Queen Victoria, the motto of the order in rose diamonds, suspended from a five-pointed silver star and gold ring suspension, *nearly extremely fine*, with full neck riband £3,000-4,000



- 1141 The Most Eminent Order of the Indian Empire, K.C.I.E., Knight Commander's set of Insignia, comprising neck Badge, gold and enamel; breast Star, silver with gold and enamel appliqué centre, gold retaining pin, *nearly extremely fine*, with full neck riband and in its fitted *Garrard & Co.* case of issue (2)

£3,000-4,000



1142 The Most Eminent Order of the Indian Empire, C.I.E. Companion's 3rd type neck Badge, gold and enamel, *extremely fine*, with full neck riband and in its *Garrard & Co.* case of issue

£600-800



1143 Order of British India, 1st Class, 2nd type neck Badge, gold and enamel, screw-nut fitting to reverse, *good very fine*

£700-900

- 1144 Kaiser-I-Hind, G.V.R., 2nd class, 2nd type, silver, complete with integral top riband bar, in *H.M. Mint, Calcutta*, case of issue, *this damaged with defective catch, repair to top suspension ring, otherwise nearly extremely fine* £200-240
- 1145 Kaiser-I-Hind, G.V.R., 3rd class, bronze, complete with top suspension brooch, *nearly extremely fine*, in its fitted *Calcutta Mint* case of issue £70-90



- x1146 New Zealand Cross, silver, gold and silver-gilt, engraved 'SPECIMEN' to reverse centre, with gold riband buckle, in its original *Goldsmiths & Silversmiths, 112 Regent Street, London*, fitted case, *extremely fine* £2,000-3,000
- This is one of two official specimens of the New Zealand Cross authorised in 1914 by the Minister of Defence, Sir James Allen, and struck by the Goldsmiths & Silversmiths Company, London. The other specimen struck at that time formed part of the collection of Dr. Hastings Irwin, and, after his death, it was passed to the Otago Museum, Dunedin. Only 23 New Zealand Crosses have been awarded and only 13 official specimens have been authorised up to the present day; formerly offered at DNW on 29 June 2006.
- 1147 Distinguished Service Order, G.V.I.R., reverse officially dated '1943', with top riband bar adapted for mounting, *good very fine* £600-800
- 1148 Military Cross, G.V.R., unnamed as issued, *extremely fine*, in fitted case of issue £400-500

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| 1149 | Distinguished Flying Cross, G.VI.R., reverse officially dated '1943', <i>good very fine</i> , in its fitted <i>Royal Mint</i> box of issue with pin | £600-800 |
| 1150 | Distinguished Flying Cross, G.VI.R., reverse officially dated '1943', <i>good very fine</i> , in its fitted <i>Royal Mint</i> box of issue with pin | £600-800 |
| 1151 | Second Award Bar for the Distinguished Flying Cross, reverse officially dated '1944', <i>very fine</i> | £150-200 |



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| 1152 | Air Force Cross, G.V.R., <i>nearly extremely fine</i> , in its <i>John Pinches</i> case of issue | £600-800 |
| 1153 | Air Force Cross, G.VI.R., officially dated '1939' in impressed numerals, <i>nearly extremely fine and rare</i> | £800-1,000 |



1154 Distinguished Flying Medal, G.V.R., 'Crowned Head' 2nd type, unnamed as issued, *extremely fine* £500-600

According to Jim Routledge in an article published in the December 2002 O.M.R.S. journal, a total of 24 crowned head D.F.M.'s were issued by the Royal Mint to the Air Ministry, in addition to an unnamed specimen which had been forwarded for examination on 18 March 1929. He goes on to note:

'Rather surprisingly, the National Museum of Scotland received two unnamed specimens (7 April 1933 and 17 June 1933) from the Air Ministry. No other institution appears to have been so favoured.'

Routledge goes on to list the names of 22 airmen eligible for the Medal, excluding L.A.C. Ellis, who earned a Bar to his D.F.M. (*London Gazette* 8 September 1933, refers), which would account for the two unnamed specimens which were sent to Scotland. It is thus possible that this example may be the third unnamed medal which was never issued. Regarding the first specimen medal, Routledge notes:

'there is no record of its return to the mint,' and 'it does not appear to have been issued'.

Sold with copied O.M.R.S. article which offers the full names, service numbers, *London Gazette* dates and theatres of operations of the 22 recipients.



1155 Royal Red Cross, 1st Class (R.R.C.), G.VI.R. 1st issue, silver-gilt, gold and enamel, the reverse officially dated '1943', mounted on original ribbon bow as worn, *extremely fine*, in its fitted *Garrard & Co.* case of issue

£200-300



1156 Royal Red Cross, 1st Class (R.R.C.), E.II.R., silver-gilt and enamel, *extremely fine*, with pin for mounting

£140-180

- x1157 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* £180-220
 One of 489 I.S.O.s awarded during the reign of King Edward VII.
- 1158 Imperial Service Medal, E.VII.R., star type, *extremely fine*, in *Elkington* case of issue £60-80
- 1159 Imperial Service Medal (5), G.V.R. (**Thomas Henry Allen.**), in its case of issue; G.V.R., crowned head issue (**Samuel Edward Lee**), in its case of issue; G.VI.R. (**Herbert John Mullins**); E.II.R. (2) (**Charles Thomas Henry May**; **Henry Bent**), both in their cases of issue, *good very fine* (5) £50-70
Thomas Henry Allen was awarded his I.S.M. whilst a Shipwright at Sheerness Dockyard (*London Gazette* 12 April 1912, refers).
Samuel Edward Lee was awarded his I.S.M. whilst a Sorter in the London Postal Service (*London Gazette* 1 March 1935, refers).
Charles Thomas Henry May was awarded his I.S.M. whilst an Inspector in the London Telecommunications Region (*London Gazette* 7 February 1969, refers).
- 1160 Air Efficiency Award, G.VI.R., an unnamed specimen, *nearly extremely fine* £40-60
- 1161 Air Efficiency Award, E.II.R., an unnamed specimen, *extremely fine* £50-70
- 1162 Badge of the Certificate of Honour, for Kenya, E.II.R., large oval bronze neck Badge, *contact marks and polished, nearly very fine* £80-120

END OF MORNING SESSION



Afternoon Session Commencing at 2.00 p.m. (Lots 1163-1439)

BRITISH MINIATURE DRESS MEDALS

1163 'A greater humbug never before held the rank of Adjutant in the British Army.'

Troop Sergeant Major Smith's low opinion of Yates

The important group of three miniature dress medals awarded to Captain J. 'Joey' Yates, Adjutant of the 11th Hussars at the time of the Charge of the Light Brigade; a divisive and unpopular figure, Yates held back when his regiment advanced into North Valley, and did not take part in the Charge



Crimea 1854-56, 4 clasps, Alma, Inkermann, Balaklava, Sebastopol, the rim engraved in serif capitals 'John Yates. Lieutt. & Adj. 11th Hussars'; Turkish Crimea 1855, Sardinian issue, manufactured by *Hunt & Roskell*, unnamed as issued; Sardinia, Kingdom, Al Valore Militare, the reverse centre engraved in running script 'Lt. & Adj. J. Yates. 11th Huss.', all mounted with *Hunt & Roskell* silver top riband buckles, *nearly extremely fine* (3)

£800-1,000

John Yates was born in 1819. He enlisted into the 17th Lancers in 1837, rising to become the regiment's Quartermaster-Sergeant on 6 July 1852. He was serving in this rank when the Light Brigade landed at Kalamita Bay in mid-September 1854, taking part in the cavalry skirmish on the Bulganek on the 19th. Three days later he suddenly transferred to the 11th Hussars, receiving a commission as a Cornet and being appointed Regimental Adjutant (then considered a ranker officer's task). This appointment caused deep resentment among the men of the 11th Hussars, as Troop Sergeant Major Loy Smith later recalled:

'Unfortunately for us (the 11th) Colonel Douglas allowed Colonel Lawrenson of the 17th Lancers to persuade him that his quartermaster [- sergeant] would make us an excellent adjutant - although at the time our two senior sergeant-majors were both eligible... I have heard on good authority that Colonel Douglas deeply regretted this act. If he did not I know the whole regiment did, for a worse rider, a worse drill, a greater humbug never before held the rank of Adjutant in the British Army. The 17th might well be glad to get rid of him; they certainly got the laugh of us.'

A terrible trick had been played on the 11th Hussars and they never forgave the 17th for landing them with a useless, timid Adjutant when there were plenty of worthy candidates for the role in their own regiment. On 25 October, when the Light Brigade began its fateful advance into North Valley, Yates was conspicuous by his absence. As Adjutant, he would have been expected to go into action, riding at the extreme right of the regiment. He appears to have skulked to the rear, rather than join the Charge. Troop Sergeant Major Smith recorded: 'Cornet Yates remained behind when the brigade was ordered to attack.' Private Pennington of the 11th wrote that 'Yates was temporarily indisposed' at the time of the attack, and 'returned to camp' (Brighton 2006, 290). One must surmise that the Adjutant, on seeing the Valley of Death, was overtaken by his desire for self-preservation. Assistant Surgeon Henry Wilkin volunteered to take Yates' assigned place in the line of



battle, and went on to be recommended for the V.C. at Lucknow. Yates was promoted to Lieutenant on 20 December 1855, and Captain on 18 November 1859, when he was placed on half pay. A week later he was appointed Adjutant of the Cavalry Depot at Canterbury. He married Frances Margaret Yates, the only daughter of George Yates, of Edgbaston, on 10 February 1860. He died on 15 August 1862; sold with copied research.

Reference works:

Adkin, M., *The Charge: The Real Reason why the Light Brigade was Lost* (Barnsley, 1996).

Brighton, T., *Hell Riders: The Truth about the Charge of the Light Brigade* (London, 2004).

1164

The mounted group of nine miniature dress medals worn by Major H. J. F. Audus, O.B.E., Royal Army Medical Corps



The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 1st type Badge; South Africa 1877-79, no clasp; Egypt and Sudan 1882-89, dated reverse, 3 clasps, Tel El-Kebir, Suakin 1884, El-Teb_Tamaai; 1914 Star, with clasp; British War and Victory Medals, M.I.D. oak leaves; Coronation 1911; Army L.S. & G.C., V.R., on later riband; Khedive's Star 1882, mounted as worn, *nearly extremely fine*, in a fitted *Spink & Son* leather case with velvet inner (9)

£180-220

O.B.E. *London Gazette* 7 June 1918.

Henry Joseph Francis Audus was born on 31 March 1860 and entered the Royal Army Medical Corps in 1878, seeing action during the Zulu War. Having served in Egypt and Sudan, Audus was stationed at Malta from 1896-1900, earning his L.S. & G.C. at this time. Promoted Warrant Officer in 1898, he was appointed Lieutenant (Quartermaster) on 3 February 1900 and served during the Great War. At the time of the armistice, he had been advanced Major and had a 'mention' (*London Gazette* 22 May 1918 refers) to go with his O.B.E., before retiring on 1 September 1919. Purchasing these miniature awards in October 1929, Audus died at Bromley, Kent on 31 January 1937; sold with typed biographical details.

- 1165 **The mounted group of four miniature dress medals worn by Lieutenant-Colonel W. H. Dick-Cunyngham, Gordon Highlanders, who won his superb Victoria Cross on the Takht-i-Shah pass, Afghanistan, in December 1879**

Having added a 'mention' before the war was out, Dick-Cunyngham commanded 2nd Battalion at Elandslaagte, on which occasion he was wounded in the leg - he would lose his life when killed by a chance shot at Ladysmith, 6 January 1900, on his first day back from being wounded



Victoria Cross; Jubilee 1887; Afghanistan 1878-80, 2 clasps, Kabul, Kandahar; Kabul to Kandahar Star 1880, mounted as worn in this order, *good very fine* (4)

£2,000-3,000

V.C. *London Gazette* 18 October 1881:

'For the conspicuous gallantry and coolness displayed by him on the 13th December, 1879, at the attack on the Sherpur Pass, in Afghanistan, in having exposed himself to the full fire of the enemy, and by his example and encouragement rallied the men who, having been beaten back, were, at the moment, wavering at the top of the hill.'

William Henry Dick-Cunyngham was born on 16 June 1851 at Edinburgh, youngest son of Sir William Hanmer Dick-Cunyngham, 8th Baronet of Prestonfield and Lambrughton. Educated at the Trinity College, Glensalmond and the Royal Military College, Sandhurst he was commissioned Ensign in the 92nd Highlanders in February 1872. Promoted Lieutenant in 1873, he served as Adjutant of the Regiment from January 1877-April 1878. Initially serving in Afghanistan in the Transport Department of the Quetta Field Force, he then was in the advance to Kandahar, being in the actions Ali Khel, the expedition to Mardan in November, and the operations in Kabul in December. Winning the Victoria Cross at Takht-i-Shah, Dick-Cunyngham was personally invested by Queen Victoria at Windsor Castle on 1 December 1881.

Serving in command of the 2nd Battalion at Elandslaagte during the Boer War, he was wounded in action in the leg and only returned to action at Ladysmith on 6 January 1900. January. The pipers played him in and the whole regiment turned out and cheered him. Turning out on his horse at 4.20am, he had crossed the iron bridge with "A" Company, waiting for the rest of his command. It was then he was struck in the side by a bullet, which, fired from the far side of the plateau, had travelled more than 3000 yards. He fell mortally wounded from his trusty steed. Buried in the Ladysmith Cemetery and with a cairn upon the spot he fell (with every man of the Battalion offering a stone), he is also commemorated upon the Boer War Memorial, Cheltenham. A family memorial tablet at Duddingston Kirkyard commemorates him and the loss of his only son, St John William Keith Dick-Cunyngham who was drowned near the family home, Philorth Castle, in 1897 while trying to rescue his best friend. His full-size medals are on display in the Gordon Highlanders Museum, Aberdeen; sold together with an original riband bar and bound book of research.

x1166 **An assortment of miniature dress medals**

Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Natal, Transvaal; 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 (2); Natal 1906, 1 clasp, 1906, *first and second clasps to second QSA sprung to right side, nearly very fine and better* (5)

£20-30

Sold by Order of the Family

1167

The mounted group of eight miniature dress medals worn by Admiral V. H. G. Bernard, C.B., Royal Navy, whose campaign service saw him earn four foreign decorations and a trio of 'mentions'

Having begun the war in command of *Venerable* - his charge included the bombardment of the Belgian coast in 1914 and the operations at Gallipoli the following year; he latterly commanded *Neptune* at the Battle of Jutland and was made a Naval ADC to the King



The Most Honourable Order of the Bath, C.B. (Military) Companion's Badge, gold and enamel; 1914-15 Star; British War Medal, 7 clasps, Narrow Seas 1914, Mediterranean 1915, Gallipoli, North Sea 1915, Jutland 31 May 16, North Sea 1917, Belgian Coast; Victory Medal, M.I.D. oak leaves; **Italy**, Kingdom, Order of the Crown, Badge, gold and enamel; **France**, Republic, Legion of Honour, Badge, silver-gilt and enamel, rosette upon riband; **Russia**, Imperial, Order of St. Anne, Military Division Badge, with crossed swords; **Japan**, Empire, Order of the Sacred Treasure, Badge, silver-gilt and enamel, with rosette upon riband, mounted as worn, *generally good very fine*, in their fitted leather case by *Spink & Son Ltd, 17 & 18 Piccadilly, London*, the lid embossed 'V.H.G.B.' (8)

£300-400

For the recipient's full-size awards and a biographical note, please see Lot 631.

x1168 **An unattributed C.M.G. mounted group of three miniature dress medals**

The Most Distinguished Order of St. Michael and St. George, Badge, silver-gilt and enamel; Queen's South Africa 1899-1902, 2 clasps, Cape Colony, Orange Free State; 1914-15 Star, mounted as worn by *Spink & Son, the first with some enamel loss, otherwise good very fine* (3)

£30-50

- 1169 **The mounted group of dress miniatures worn by Major C. H. Dunkley, South Staffordshire Regiment, late Royal Engineers**
 Military Cross, G.V.R.; British War and Victory Medals 1914-19, with M.I.D. oak leaf; Defence and War Medals 1939-45, mounted swing-style as worn, *nearly extremely fine* (5) £140-180
 For the recipient's full-size awards and biographical entry, see Lot 669.
- x1170 **Two unattributed mounted groups of miniature dress medals**
 1914 Star, with clasp; British War and Victory Medals with later M.I.D. oak leaf; Defence Medal 1939-45; Regular Army L.S. & G.C., G.V.R.; Meritorious Service Medal, G.V.R.; Meritorious Service Medal, G.V.I.R., mounted as worn, *very fine and better*
 British War and Victory Medals; 1939-45 Star; Africa Star; War Medal 1939-45; Africa Service Medal 1939-45, mounted as worn, *very fine* (13) £30-50
- 1171 **An unattributed Great War 'trio' of mounted dress miniatures**
 1914-15 Star; British War and Victory Medals, mounted in swing style by *Spink & Son*, *nearly extremely fine* £20-40
- 1172 **The mounted group of five miniature dress medals worn by Captain F. G. Elliott, British South Africa Police, late London Fire Brigade and Royal Navy, who won the King's Medal at Bisley in 1926**



- British War and Victory Medals; War Medal 1939-45; Permanent Forces of the Empire Beyond the Seas L.S. & G.C., G.V.R.; Army Best Shot Medal, G.V.R., 1 clasp, 1926, mounted as worn, *extremely fine* (5) £140-180
 For the recipient's full-size awards and biographical entry, see Lot 693.

1173 The mounted group of dress miniatures worn by Air Vice-Marshal Sir Matthew Brown 'Bunty' Frew, K.B.E., C.B., D.S.O., M.C. and Bar, A.F.C., a Fighter Ace credited with 23 aerial victories in the French and Italian theatres during the Great War



The Most Honourable Order of the Bath, Military Division, Companion's (C.B.) Badge, silver-gilt and enamel; Distinguished Service Order, G.V.R., silver-gilt and enamel, with Second Award Bar; Military Cross, G.V.R., with Second Award Bar; Air Force Cross, G.V.R.; 1914-15 Star; British War and Victory Medals 1914-19, with M.I.D. oak leaf; General Service 1918-62, G.V.R., two clasps, Kurdistan, Northern Kurdistan; Defence and War Medals 1939-45; Jubilee 1935; Coronation 1937; Italy, Kingdom, Al Valore Militare, silver; Greece, Kingdom, Royal Order of George I, Military Division, Commander's Badge, silver-gilt and enamel; Belgium, Kingdom, Military Cross, 1st Class, silver-gilt and enamel, with rosette on riband; Iraq, Kingdom, Active Service Medal, mounted as worn, *very fine* (16)

£400-500

For the recipient's full-size awards, log books, ephemera and biographical entry, see Lot 733.



- 1174 The superb mounted group of dress miniatures worn by Squadron Leader C. M. Maud, Royal Air Force, late Royal Artillery and Royal Flying Corps, who claimed eleven kills in Sopwith Camels of 66 Squadron over four months of hard campaigning in Italy



Distinguished Flying Cross, G.V.R.; 1914-15 Star; British War and Victory Medals; Defence and War Medals 1939-45, with M.I.D. oak leaf; Special Constabulary Long Service Medal; Italy, Kingdom, War Merit Cross, bronze, mounted swing style, the D.F.C. with '2nd type' riband, *nearly extremely fine* (8)

£180-220

For the recipient's full size awards and biographical entry, see Lot 736.

- x1175 An assortment of miniature dress medals

The Most Excellent Order of the British Empire, O.B.E. (Military) Badge, silver; 1914-15 Star (3); Victory Medal 1914-19 (3); British War Medal 1914-20 (4), Colonial Auxiliary Forces Long Service Medal, G.V.R.; South Africa Efficiency Medal, G.V.I.R.; Territorial Efficiency Medal, E.I.I.R., *very fine and better* (14)

£30-40

- 1176 The mounted group of dress miniatures worn by Nurse L. P. Leatham, Voluntary Aid Detachment



The Most Excellent Order of the British Empire, 1st type, Civil Division, Officer's (O.B.E.) breast Badge, fitted with lady's bow riband; Royal Red Cross Decoration, G.V.R., 2nd Class, fitted with lady's bow riband; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaf; Coronation 1952, unnamed as issued, fitted with lady's bow riband; France, Third Republic, Reconnaissance Medal, 3rd Class, bronze, mounted as worn by *Spink & Son*, *nearly extremely fine* (7)

£180-220

For the recipient's full-size awards and biographical entry, please see Lot 697.

- 1177 The mounted group of fifteen miniature dress medals worn by Pehin Datu Permakawi Diraja Dato Seri Pahlawan Commissioner G. E. 'Peter' Coster, Royal Brunei Police, late Flight Lieutenant, Royal Air Force and Federation of Malaya Police



The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer's 2nd type Badge, silver-gilt; 1939-45 Star; Burma Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya; Colonial Police Meritorious Service Medal, E.I.I.R.; **Brunei**, Sultanate, Order of the Hero of the State of Brunei, Badge, silver-gilt and enamel; Order of Loyalty to the State of Brunei, Badge, silver-gilt and enamel, with gold and silver flashes upon riband; Order of the Crown of Brunei, Badge, silver-gilt and enamel, with gold and silver flashes upon riband; Brunei Police Inauguration 1965, silver; Sultan Hassanal Bolkiah Medal, 1st Class; Coronation Medal 1968, gold; Merit Medal, bronze; **Malaysia**, Federation, Pingat Khidmat Berbakti, mounted court-style as worn, *good very fine and almost certainly a unique combination* (15)

£250-300

For the recipient's full size awards and a biographical note, please see Lot 723.

- 1178 **An unattributed M.B.E. mounted group of six miniature dress medals**

The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type Badge; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; Coronation 1953, swing mounted, *minor staining to first and fourth, very fine*

An unattributed group of six miniature dress medals

India General Service 1936-39, 1 clasp, North West Frontier 1936-37; 1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; War Medal 1939-45 with M.I.D. oak leaf; Efficiency Decoration, E.I.I.R., clasp, T. & A.V.R., with T. & A.V.R. top riband brooch bar, *very fine* (12)

£30-50

- x1179 **An assortment of miniature dress medals**

1939-45 Star (4); Africa Star (5); Italy Star; France and Germany Star (2); Defence Medal 1939-45 (5); War Medal 1939-45; Africa Service Medal 1939-45 (5), of varying quality of manufacture, *nearly very fine and better* (23)

£20-30

- 1180 **An unattributed Order of St. John pair of miniature dress medals**

The Order of St. John of Jerusalem, Serving Brother's breast badge, silver and enamel, circular badge with white enamel cross with heraldic beasts in angles raised above the background; St. John Service Medal, silver, *minor wear to white enamel of first, very fine* (2)

£20-30

1181 A most attractive glazed frame of miniature dress medals



Twenty-four miniature dress campaign awards comprising: Indian Mutiny 1857-59, 1 clasp, Lucknow; India General Service 1854-95, 1 clasp, Samana 1891; Cabul 1842; India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98; Khedive's Sudan, no clasp; Punjab, 2 clasps, Chillianwallah, Goojerat; Afghanistan, no clasp; Queen's Sudan; China 1856-60, 1 clasp, Taku Forts 1860; Crimea, no clasp; Egypt 1882-89, undated, 1 clasp, The Nile 1884-85; Queen's South Africa, 4 clasps, Cape Colony, Orange River Colony, Transvaal, South 1901; King's South Africa 1901-01, 2 clasps; British South Africa Company Medal, Matabeleland 1893; Waterloo 1815; Sulej 1845-46, 1 clasp, Sobraon; Turkish Crimea; East and West Africa 1887-1900, 1 clasp, Witu 1890; India General Service 1895-1902, no clasp; Army of India 1799-1826, no clasp; India General Service 1854-95, 1 clasp, Burma 1889-92; Kabul to Kandahar Star; China 1900, no clasp; Ashanti 1901, *very fine or better*, mounted for display by *Spink & Son, King Street* in a glazed wooden frame, 680mm x 635mm x 50mm, the medals surrounding a mounted print of 'Rule Britannia!' by H. Dupray - depicting British Forces hailing Britannia, *generally very fine* (24)

£500-700

Given the scale and nature of this Lot, collection is advised.

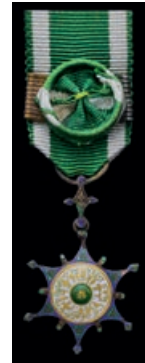
FOREIGN MINIATURE DRESS MEDALS



1182



1183



1184

- 1182 **Austria**, First Republic (1918-33), Red Cross Decoration, 17mm, silver and enamel, *good very fine and rare* £60-80
- 1183 **Bulgaria**, Kingdom, Red Cross Decoration, 17mm, silver-gilt and enamel, *good very fine and a contemporary Badge* £50-70
- 1184 **Egypt**, Kingdom, Order of Mohammed Ali, 15mm, silver-gilt and enamel, with rosette with gold and silver flashes upon riband, *nearly extremely fine* £80-120



1185



1187

- 1185 **Mexico**, Empire, Order of Our Lady of Guadalupe, 18mm including eagle suspension x 11mm, gold and enamel, *minor enamel chipping, good very fine, a superb period Badge* £120-150
- 1186 **Poland**, Republic, Order of Militari Virtuti, 16mm, silver, silver-gilt and enamel; Order of Polonia Restituta, 16mm, silver-gilt and enamel with wreath suspension, *very fine (2)* £30-40
- 1187 **Thailand**, Kingdom, Order of the White Elephant, 18mm, gold, silver-gilt and enamel, local maker's cartouche to reverse, *nearly extremely fine and of superb quality* £40-60

FOREIGN ORDERS, DECORATIONS AND MEDALS



x1188 **Austria**, Empire, Order of Franz Joseph, Star, by *Vinc Mayer's Sohne, Vienna*, 79mm, silver, gold and enamel, maker's cartouche to reverse and silver mark to retaining pin, *good very fine*

£500-600



x1189 **Austria**, Empire, Order of Franz Joseph, Badge, by *K. Bohm, Vienna*, with bar and crossed sword device upon riband, 56mm including crown suspension x 30mm, silver-gilt, gilt and enamel, maker's marks to loop, *good very fine*

£200-300

- x1190 **Austria**, Empire, Order of Franz Joseph, Badge, by *Vinc Mayer's Sohne, Vienna*, with bar upon riband, 56mm including crown suspension x 32mm, gold, silver-gilt, gilt and enamel, maker's marks to loop, *good very fine* £200-300



- 1191 **A most attractive miniature dress Austrian Order of Franz Joseph mounted for wear upon enamelled chain**
Austria, Empire, Order of Franz Joseph, 31mm including crown suspension x 18mm, gold, silver-gilt and enamel, mounted upon ornate silver-gilt and enamel chain with fixings for wear with 13 alternating medallions of the initials 'FJ' and Crown, *good very fine* £300-400



x1192 **Austria, Empire, Red Cross Decoration, 1st Class Medal, gilt and enamel, *good very fine***

£30-50



x1193 **Austria, Empire, Red Cross Decoration, 2nd Class Medal, silver and enamel, silver and maker's marks to loop, *good very fine*, mounted as worn upon bow ribband**

£40-60

- x1194 **Austria**, Empire, Red Cross Decoration, 2nd Class Medal, silver and enamel, silver and maker's marks to loop; 3rd Class Medal, bronze and enamel, mounted as worn upon bow ribband, *good very fine* (2) £40-50
- x1195 **Austria**, Empire, Order of Elisabeth, 2nd Class Badge, 43mm, silver and enamel, *areas of repair, very fine* £200-300



- x1196 **Austria**, Empire, Order of the Iron Crown, Commander's neck Badge, Military Division, by *A. E. Kochert, Vienna*, 66mm including crown and crossed swords suspension x 36mm, gilt, silver-gilt and enamel, maker's name to reverse banner, *good very fine* £400-500



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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+44 (0)207 563 4074



- x1197 **Austria**, Empire, Order of the Iron Crown, Badge, with two gilt bars and crossed swords device upon riband, 61mm including crown suspension x 33mm, gilt and enamel, *repair to loop, very fine* £180-220
- x1198 **Austria**, Empire, Order of the Iron Crown, Badge, with crossed swords device upon riband, 57mm including crown suspension x 33mm, gilt and enamel, maker's marks to ring, *good very fine* £180-220
- x1199 **Austria**, Empire, Order of Leopold, Badge, by *Rozet & Fischmeister*, 60mm including crown suspension x 31mm, gilt and enamel, maker's name to reverse tassels, *reverse centre overpainted and re-applied, repairs to enamel, nearly very fine* £180-220
- x1200 **Austria**, Empire, Marian Cross, 1871-85 Badge, 34mm, silver and enamel, maker's initial 'FR' to loop and silver mark to ring, *minor enamel cracking, very fine* £40-60



x1201	Austria , Empire, Marian Cross, 1871-85 Badge, 34mm, silver and enamel, <i>minor enamel cracking, very fine</i> , mounted as worn on bow riband	£40-60
x1202	Austria , Empire, Marian Cross, 1885 Badge, 34mm, silver and enamel, maker's initial 'FR' and silver mark to loop, <i>minor enamel cracking, very fine</i> , mounted as worn on bow riband	£40-60
x1203	Austria , Empire, Merit Cross 1849, with Second and Third Award Bars and crossed swords device upon riband, 60mm including crown suspension x 37mm, silver-gilt, gilt and enamel, loop stamped 'Wien X.', <i>good very fine</i>	£40-60
x1204	Austria , Empire, Merit Cross 1849, with Second Award Bar and crossed swords device upon riband, by <i>Wilhelm Kunz</i> , 60mm including crown suspension x 37mm, silver-gilt, gilt and enamel, maker's name to loop, <i>good very fine</i>	£40-60
x1205	Austria , Empire, Merit Cross 1849, with Second Award Bar and crossed sword device, by <i>Vinc Mayer's Sohne, Vienna</i> , 36mm, silver and enamel, maker's name to loop, <i>good very fine</i>	£40-60
x1206	Austria , Empire, Merit Cross 1849, with Second Award Bar, 58mm including crown suspension x 37mm, gold, silver-gilt and enamel, maker's name to loop, <i>good very fine</i>	£60-80
x1207	Austria , Empire, Merit Cross 1849, with Second Award Bar, by <i>Kunz</i> , 36mm, silver and enamel, maker's name to loop, <i>good very fine</i>	£40-60
x1208	Austria , Empire, Merit Cross 1849, with crossed swords device upon riband, by <i>Wilhelm Kunz</i> , 60mm including crown suspension x 37mm, silver-gilt, gilt and enamel, maker's name to loop, <i>good very fine</i>	£40-60
x1209	Austria , Empire, Merit Cross 1849, with crossed swords device upon riband, 36mm, silver and enamel, <i>very fine</i>	£20-30
x1210	Austria , Empire, Merit Cross 1849, by <i>V. Mayer's Sohne, Vienna</i> , 58mm including crown suspension x 35mm, gold and enamel, maker's name to loop, <i>good very fine</i>	£70-90
x1211	Austria , Empire, Merit Cross 1849, by <i>Vinc Mayer's Sohne, Vienna</i> , 36mm, silver and enamel, maker's name to loop, <i>good very fine</i> , Civil riband	£40-60



1203



1204



1205



1206



1207



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- x1212
Austria, Empire, Merit Cross 1849, 36mm, silver-gilt and enamel, silver mark to loop, *good very fine*, Civil riband
£40-60
- x1213
Austria, Empire, Merit Cross 1849, by *Vinc Mayer's Sobne, Vienna*, 36mm, gold, silver-gilt and enamel, maker's name to loop, *good very fine*, Civil riband
£50-70
- x1214
Austria, Empire, Merit Cross 1849 (2), 30mm, silver and enamel (2) Civil riband with maker's name to loop; Military riband, *very fine* (2)
£40-60
- x1215
Austria, Empire, Merit Cross 1849, by *Kunz*, 30mm, silver-gilt and enamel, maker's name to loop, *very fine*
£40-60



- x1216
Austria, Empire, Merit Cross 1849 (2), silver and enamel, silver marks to loop; silvered, *very fine* (2)
£30-40



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|-------|--|--------|
| x1217 | Austria , Empire, Military Merit Cross, 32mm, silver and enamel, silver marks to loop, <i>some enamel damage to reverse, very fine</i> , with Second and Third award bars and crossed swords device upon riband | £60-80 |
| x1218 | Austria , Empire, Military Merit Cross, 32mm, silver and enamel, <i>some enamel damage to reverse, very fine</i> , with Second and Third award bars upon riband | £40-60 |
| x1219 | Austria , Empire, Military Merit Cross, 32mm, silver and enamel, silver marks to loop, <i>good very fine</i> , with crossed swords device upon riband | £60-80 |
| x1220 | Austria , Empire, Military Merit Cross, 32mm, silver and enamel, silver marks to loop, <i>good very fine</i> , with Second Award Bar upon riband | £60-80 |
| x1221 | Austria , Empire, Military Merit Cross, 32mm, silver and enamel, silver marks to loop, <i>good very fine</i> | £60-80 |



x1222	Austria , Empire, Red Cross Decoration, Cross, 50mm, silver and enamel, reverse pin with maker's initials (VM) and silver marks, <i>very fine</i>	£100-140
x1223	Austria , Empire, Red Cross Decoration, Badge with War Decoration, 37mm, silver and enamel, <i>very fine</i> , mounted as worn with bow riband	£40-60
x1224	Austria , Empire, Red Cross Decoration, Badge with War Decoration, 37mm, silver and enamel, <i>very fine</i> , mounted as worn (2)	£50-70
x1225	Austria , Empire, Red Cross Decoration, Badge, 37mm, silver and enamel, silver marks to loop, <i>very fine</i> , mounted as worn with bow riband	£40-60
x1226	Austria , Empire, Military Chaplains Cross, 58mm x 51mm, silver and enamel, with crossed swords device upon riband, <i>good very fine</i>	£120-150
x1227	Austria , Empire, Military Chaplains Cross, 58mm x 51mm, silver and enamel, <i>blue enamel loss, very fine</i>	£80-120
x1228	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, by <i>Leisek</i> , silver, 40mm (4), War riband; with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (4)	£60-80
x1229	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, by <i>Leisek</i> , silver, 33mm (4), War riband; with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (4)	£50-70
x1230	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, by <i>Leisek</i> , bronze, 33mm (4), War riband; with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (4)	£30-40
x1231	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, silver and silvered, 40mm (4), <i>very fine</i> (4)	£40-60
x1232	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, silver and silvered, 33mm (3), <i>very fine</i> (3)	£30-40
x1233	Austria , Empire, Bravery Medal (Der Tapferkeit), Type IV, bronze and gilt, 33mm (5), <i>very fine</i> (5)	£40-60
x1234	Austria , Empire, Bravery Medal, Karl I (1917-18), 1st Grade, 40mm, gilt, with 'K' device on riband, <i>very fine</i>	£50-70



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1234



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| x1235 | Austria , Empire, Bravery Medal, Karl I (1917-18), 2nd Grade, 40mm, silver (2), one with with 'K' device on riband, <i>very fine</i> (2) | £40-60 |
| x1236 | Austria , Empire, Bravery Medal, Karl I (1917-18), 2nd Grade, 40mm, silver (3), with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (3) | £60-80 |
| x1237 | Austria , Empire, Bravery Medal, Karl I (1917-18), 2nd Grade, 33mm, silver (4), without Bar; with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (4) | £50-70 |
| x1238 | Austria , Empire, Bravery Medal, Karl I (1917-18), 3rd Grade, 33mm, bronze (3), without Bar; with Second Award Bar; with Second and Third Award Bars; with Second, Third and Fourth Award Bars, <i>very fine</i> (4) | £20-30 |
| x1239 | Austria , Empire, Military Medal (War), <i>very fine</i> , with Second and Third Award Bar and crossed swords devices upon riband | £20-30 |
| x1240 | Austria , Empire, Military Medal (War), <i>very fine</i> , with Second Award Bar and crossed swords device upon riband | £20-30 |
| x1241 | Austria , Empire, Military Medal (War), <i>very fine</i> , with crossed swords device upon riband, the rim engraved 'Offizierkorps Des J.R. No.51' | £20-30 |
| x1242 | Austria , Empire, Military Medal (War), <i>very fine</i> , with crossed swords device upon riband | £20-30 |
| x1243 | Austria , Empire, Military Medal (War), <i>very fine</i> | £20-30 |
| x1244 | Austria , Empire, Military Medal (Civil), <i>very fine</i> | £20-30 |
| x1245 | Austria , Commemorative Cross 1848-1908 (3), one with 'FRANZ' obverse inscription, <i>very fine</i> (3) | £30-50 |
| x1246 | Austria , Empire, Commemorative Medal 1898 (3); Tirol Defence Medal 1914-18 (2), one with crossed swords device upon riband, <i>very fine</i> (5) | £20-30 |
| x1247 | Austria , Empire, Mobilisation Cross 1912-13 (7), <i>very fine</i> (7) | £20-30 |
| 1248 | Austria , Empire, Lower Austria Military Merit Medal 1797, silver, 39mm medal as awarded to Non-Commissioned Officers, <i>good very fine</i> | £40-60 |
| x1249 | Austria , Empire, Military Merit Medal (Signum Laudis), War riband, Second and Third Award Bards with crossed swords device, silver, edge marked 'A', <i>good very fine</i> | £40-60 |
| x1250 | Austria , Empire, Military Merit Medal (Signum Laudis), War riband with Second Award Bar, silver, edge marked 'A', <i>nearly very fine</i> | £30-40 |



1239



1240



1241



1244



1249



x1251 **Austria**, Empire, Military Merit Medal (Signum Laudis), War riband, Second Award Bar with crossed swords device, silver, edge marked 'A', *very fine* £40-60



x1253 **Austria**, Empire, Military Merit Medal (Signum Laudis) (2), bronze, the rim stamped 'BRONZE' on War riband with crossed swords device upon riband; bronze, the rim stamped 'BRONZE' on Civil riband, *very fine* (2) £40-60

x1254 **Austria**, Empire, Military Merit Medal (Signum Laudis) (2), gilt, the rim stamped 'BRONZE' on War riband; bronze, Civil riband, *very fine* (2) £40-60



- x1255 **Austria, Empire, Military Merit Medal (Signum Laudis), Civil riband, silver, edge marked 'A', good very fine** £40-60

- x1256 **Austria, Empire, Military Merit Medal (Signum Laudis) gilt (3), Civil riband; War riband with crossed sword device (2), very fine (3)** £60-80

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WHERE HISTORY IS VALUED

1257 A continentally-mounted group of eight Austrian awards to Franz Hoger comprising:



Austria, Republic, Decoration of Honour for Services to the Republic of Austria, gilt; Medal of Merit; Military Service Medal; 'Kennedy March' Medal, Wien-Tulln-Krems, by R. Souval, Vienna; Red Cross decoration, silvered and enamel; Red Cross decoration, bronzed and enamel; Austrian Music Decoration, silver, a quality medal engraved 'Herrn Franz Hoger 29./6. 1912'; Vatican, Holy See, Jerusalem Pilgrim's Medal, mounted continental-style as worn, *good very fine* (8)

£60-80



Sold together with corresponding miniature awards.

x1258 Austria, Empire, Honour Medal for 40 Years Service (Military); Commemorative 1898, bronze (4), *generally good very fine* (5)

£40-60



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|-------|--|---------|
| x1259 | Austria, Empire, Court Officials' Medal 1898, with impressed dated clasp, silver, maker's initials and hallmark to rim, <i>polished, nearly very fine</i> | £80-120 |
| x1260 | Austria, Empire, Long Service Decoration, Officer's Cross for 25 Years (2nd Issue), <i>very fine</i> | £40-60 |



- | | | |
|-------|---|--------|
| x1261 | Austria, Empire, Long Service Decoration, Officer's Cross for 25 Years (2nd Issue), <i>scratches to reverse, very fine</i> | £40-60 |
| x1262 | Austria, Empire, Long Service Decoration, Officer's Cross for 25 Years (2nd Issue), <i>scratches to reverse, very fine</i> | £40-60 |



1263



1265

- x1263
Austria, Empire, Long Service Decoration, Officer's Cross for 25 Years (4th Issue), *good very fine*
£40-60
- x1264
Austria, Empire, Long Service Decoration, Officer's Cross for 40 Years (3rd Issue), *good very fine*
£70-90
- x1265
Austria, Empire, Long Service Decoration, Officer's Cross for 40 Years (3rd Issue), *good very fine*
£80-120



- x1266
Austria, Empire, Tirol Defence 1848, by *K. Lange*, silver, *good very fine*
£40-60
- x1267
Austria, Empire, War Medal 1873 (3), *very fine* (3)
£20-30



x1268 **Austria**, Empire, Commemorative 1898 (Military), gilt, *good very fine* £40-60

x1269 **Austria**, Empire, Commemorative 1898 (Civil), gilt, *good very fine* £40-60

x1270 **Austria**, Empire, Commemorative 1898, gilt, *good very fine* £30-40



x1271 **Austria**, Empire, Deutsche Ritter Regiment 1896, silver, marked 'AM&S' and silver hallmark to rim; bronze, *very fine* (2) £40-60

1272 **Austria**, Republic, Order of Merit, First Class set of Insignia, by *Reitterer, Vienna*, comprising sash Badge, 48mm, silver-gilt and enamel; Star, 94mm, silver-gilt and enamel, with *Anton Reitterer, Juwelier, Wien IX, Schubertg. 24.* cartouche to reverse, *good very fine and rare*, with full sash riband as originally worn and housed in its fitted case of issue by *Rothe & Neffe* (2) £600-800

x1273 **Belgium**, Kingdom, Order of Leopold, Badge, 40mm, silver, gold centres and enamel; Order of the Crown, Badge, 44mm, silver, silver-gilt and enamel, *minor enamel chipping, very fine* (2) £30-40



x1274 **Brazil**, Republic, Order of Rio Branco, Grand Officer's set of Insignia, by *H. Stern*, neck Badge, 62mm, gilt, silver-gilt and enamel; Star, 76mm, silver, silver-gilt and enamel, maker's cartouche and silver marks to reverse, *good very fine*, in fitted *H. Stern* case of issue with corresponding miniature award and boutonniere (4) £200-300



1272

573



- x1275 **Brazil, Republic, Order of Aeronautical Merit, Grand Officer's set of Insignia, comprising neck Badge, 62mm, silver-gilt and enamel; Star, 78mm, silver, silver-gilt and enamel, *good very fine* (2)** £200-300
- x1276 **Brazil, Republic, Santos Dumont Air Force Merit Medal, silver, *good very fine*** £60-80



x1277 **Brazil**, Republic, Brazilian Expeditionary Force Cross 1944, bronze, with 'FEB' slide clasp upon riband, *good very fine*, with 'FEB' riband bar

£180-220



x1278 **Brazil**, Republic, Victory Medal 1914-19, bronze, by *Casa de Moeda - Rio*, *good very fine and rare*

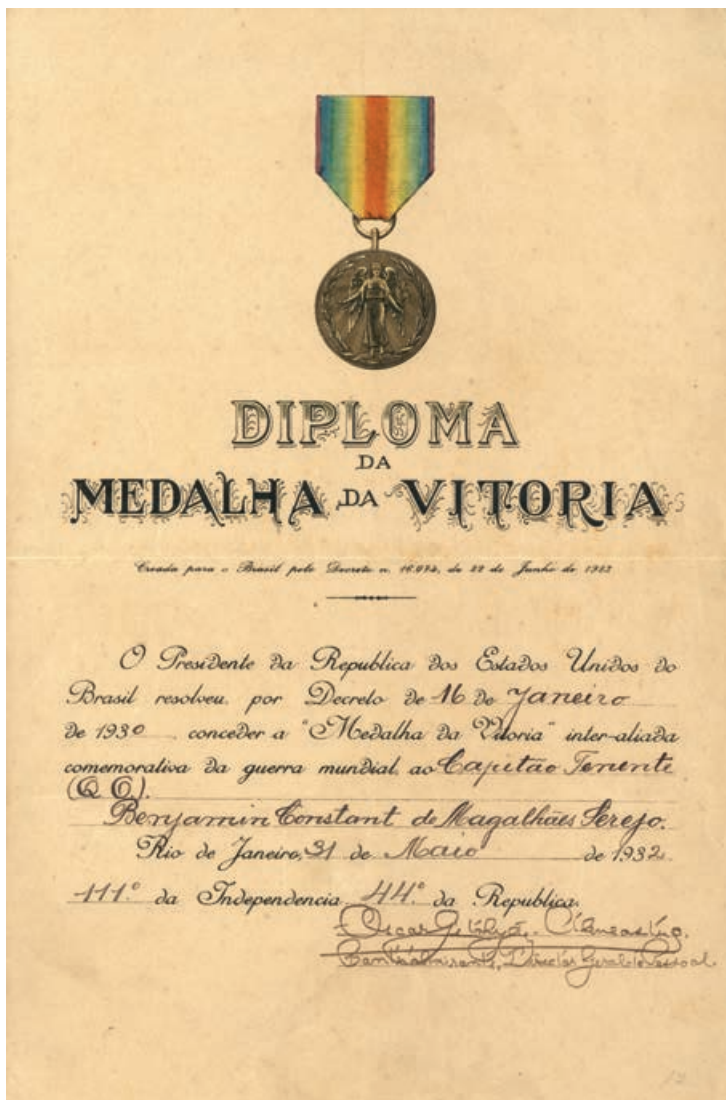
£600-800

The Medal of Victory of Brazil was created by Decree No. 16074 of June 22, 1923 and being designed by Jorge Soubre. Although it was originally planned for 5,000 medals to be struck, a small fraction of this number were ever created.



x1279 **Brazil, Republic, Victory Medal 1914-19, 15mm, bronze, *good very fine and rare, upon old riband with traces of fixings*** £80-120

x1280 **The very rare diploma conferring the Brazilian Great War Victory Medal to Captain Benjamin Constant of Magellan Serejo, Brazilian Navy**
 Illuminated diploma conferring the Brazilian Great War Victory Medal, 330mm x 220mm, named to Captain Benjamin Constant of Magellan Serejo, Brazilian Navy, signed by Rear Admiral Oscar Gitahy de Alencastro, Director General of Personnel of the Brazilian Navy, dated 31 May 1932, with original security watermarks, *very fine* £140-180



Captain Benjamin Constant of Magellan Serejo was the grandson of his namesake who made the proclamation of Brazilian independence.



- 1281 **Brunei**, Sultanate, Order of the Hero of the State of Brunei, Grand Cross Collar Chain set of Insignia, by *Spink & Son, King Street, London*, comprising Collar Chain, approximately 920mm, being 16 medallions, 2 of crossed sabres, 2 of crossed tridents, 2 of crossed lances, with a further 8 smaller medallions of crossed daggers of differing design, silver-gilt and enamel; appendant/sash Badge, 65mm, silver, silver-gilt and enamel; Star, 88mm, silver, silver-gilt and enamel, with maker's cartouche to reverse, *good very fine*, with sash ribband and in its fitted *Spink & Son* case of issue (3)

£800-1,000

Awarded to 'Peter' Coster. For his full-size awards and a biographical note, please see Lot 723.



- 1282 **Brunei**, Sultanate, Order of the Hero of the State of Brunei, Second Class set of Insignia, by *Spink & Son, King Street, London*, comprising neck Badge, 57mm, silver, silver-gilt and enamel; Star, 78mm, silver, silver-gilt and enamel, with maker's cartouche to reverse, *good very fine*, with full neck ribands and corresponding miniature award (2)

£300-400

Awarded to 'Peter' Coster. For his full-size awards and a biographical note, please see Lot 723.

1283 The Order of the Hero of Brunei awarded to Mrs R. Coster



Brunei, Sultanate, Order of the Hero of the State of Brunei, Commander's neck Badge, by *Spink & Son*, 60mm, silver, silver-gilt and enamel, *good very fine*, with full neck riband

£200-300



Renne Coster, or Jackie to her friends, was given permission to wear the Order on 13 March 1978; sold with approval letter and two photographs of her investiture.



1284

Brunei, Sultanate, Order of the Crown of Brunei, Grand Cross Class set of Insignia, by *Spink & Son, King Street, London*, comprising neck Badge, 62mm, silver, silver-gilt and enamel; Star, 88mm, silver, silver-gilt and enamel, with maker's cartouche to reverse, *good very fine*, with neck ribands (2)

£300-400



1285

Brunei, Sultanate, Order of Loyalty to the State of Brunei, Second Class set of Insignia, by *Spink & Son, King Street, London*, comprising neck Badge, 59mm, silver, silver-gilt and enamel; Star, 85mm, silver, silver-gilt and enamel, with maker's cartouche to reverse, *good very fine*, with full and miniature neck ribands (2)

£300-400

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| x1286 | Bulgaria , Kingdom, Order of the Red Cross, Second Class Badge, 45mm, silver and enamel, <i>extremely fine</i> , scarce | £200-300 |
| x1287 | Bulgaria , Kingdom, Order of Civil Merit, 2nd type, Commander's neck Badge, 85mm including crown suspension x 54mm, <i>damage to white enamel at reverse centre, very fine</i> , with neck riband | £80-120 |
| x1288 | Ecuador , Republic, Order of Merit, Star, 68mm, silver-gilt and enamel, silver mark to retaining pin, <i>very fine</i> | £60-80 |
| 1289 | Egypt , Monarchy in Exile, Order of Muhammad Ali, Knight Grand Cross set of Insignia, by <i>Worth, Paris</i> , comprising sash Badge, 103mm including suspension x 57mm, silver-gilt and enamel and enhanced with six 'emeralds' and six 'rubies', maker's name and silver purity to reverse; Star, 91mm, silver-gilt and enamel and enhanced with six 'emeralds' and six 'rubies', maker's name and silver purity to reverse, <i>extremely fine as issued and rare</i> , with full sash riband and in fitted case of issue (2) | £3,000-4,000 |
| x1290 | Ethiopia , Kingdom, Order of the Star of Ethiopia, Badge, by <i>Sevadjian, Addis Ababa</i> , 55mm, gilt, <i>very fine</i> | £20-30 |
| 1291 | France , Third Republic, Legion of Honour, Officer's breast Badge, 60mm including wreath suspension x 40mm, gilt and enamel, rosette upon riband, in leather box of issue, <i>severe white and blue enamel loss, thus fine</i> | £20-40 |
| x1292 | France , Republic, Legion of Honour, 56mm including wreath suspension x 42mm, gold, silver and enamel; Medaille Militaire, 28mm, gilt, silver and enamel, <i>first with some enamel chipping, very fine</i> , first mounted on triangular riband as worn (2) | £40-60 |
| 1293 | France , Republic, Order of Arts and Letters, breast Badge, by <i>Monnaie de Paris</i> , gilt and enamel, with rosette upon riband, <i>good very fine</i> , in its case of issue | £20-30 |
| 1294 | A Great War D.C.M. group of seven attributed to Soldat R. Labrut, 32nd Regiment of Infantry, French Army

France , Republic, Croix de Guerre, reverse dated 1914-1917, with silver star; Medaille Militaire, silver-gilt and enamel; Combatant's Cross; Allied Victory Medal 1914-19, by <i>A. Morlon</i> ; War Commemorative Medal 1914-1918; United Kingdom , Distinguished Conduct Medal, G.V.R., unnamed as issued; France , The Legion of Ex-Combat Soldiers Medal, <i>the second with minor enamel loss, otherwise good very fine</i> (7)

D.C.M. <i>London Gazette</i> 16 November 1915. | £300-400 |



Sold with an original map of Belgium, Mons-Sheet 7A, published by the War Office, dated April 1909, tears and creases to folds, two contemporary postcards hand-annotated in pencil, one to 'Mme S. Labrut, Aniche, Nord,' in envelope of transmittal, this worn, and a small contemporary B.E.F. translation book English-French, as produced by H. Delepine.



1295	An unusual Military and Native Guard Medal for French Indochina France , French Indochina, Military and Native Guard Medal, the reverse inscribed: 'VALEUR ET DISCIPLINE - PROTECTORAT DE L'ANNAM ET DU TONKIN', 45mm including crossed swords suspension x 30m, silver-gilt, fitted with original riband bearing Chinese characters, <i>nearly extremely fine, scarce</i>	£400-500
1296	Germany , Hessen-Kassel, Campaign Merit Medal 1814-15, bronze, upon old combatants riband, <i>traces of repair to suspension, very fine</i> The Medal was instituted by Elector (Kurfürst) Wilhelm II on 14 March 1821 for all Kurhessian 'warriors and subjects who in the years 1814 and 1815 served in the field under the fatherland's colours, crossed the Rhine and returned without committing any dishonourable or criminal acts' ('Krieger und Untertanen, welche in den Jahren 1814 und 1815 unter den vaterländischen Fahnen ins Feld gerückt sind, den Rhein passiert und sich keines entehrenden Verbrechens schuldig gemacht haben'). It is made from captured French cannon and awarded to Kurhessian soldiers who were part of the Allied forces that defeated Napoleon at Waterloo.	£40-60
1297	Germany , Brunswick, Military Merit Medal 1815, silver, <i>nearly extremely fine, rare</i>	£500-600
x1298	Germany , Württemberg, Friedrich Order, Knight's Cross, 36mm, gold, silver-gilt and enamel, unmarked, <i>nearly extremely fine</i>	£500-600
x1299	Germany , Prussia, Order of the Red Eagle, breast Badge, 39mm, silver and enamel, maker's initials between arms, <i>good very fine</i>	£60-80
x1300	Germany , Bavaria, Order of Military Merit, Fourth Class Badge, 40mm, silver and enamel with gold centres, <i>good very fine</i> , with reverse fixings as worn	£80-120
x1301	Germany , Prussia, Danish War Medal 1864, with edge inscription, <i>nearly very fine</i>	£20-30
1302	Germany , Bavaria, 1870-71 Merit Cross, 41mm including floral suspension x 33mm, silver-gilt and enamel, <i>good very fine</i> , mounted as worn on a triangular riband	£140-180
x1303	Germany , Prussia, War Merit Medal 1870-71 (2), iron, bronze; Saxony, Friedrich August Medal, silver, <i>very fine</i> (3)	£20-30
1304	Germany , Prussia, Iron Cross 1914, First Class, of concave form, silver with iron centre, the recipient's name engraved on pin (now indistinct), <i>very fine</i>	£140-180
x1305	Germany , Prussia, Iron Cross 1914, Second Class breast Badge, silver with iron centre, <i>very fine</i>	£30-50
x1306	Germany , Prussia, Iron Cross 1915, with '1915' date upon obverse, 15mm, silver and enamel, <i>the paste diamonds absent from suspension, otherwise very fine, unusual and scarce</i>	£10-20
x1307	Germany , Veteran's Great War Medal (4), gilt, <i>very fine</i> (4)	£20-30
x1308	Greece , Kingdom, Order of the Phoenix, Commander's neck Badge, 60mm, silver-gilt and enamel, <i>extremely fine</i>	£60-80



1309

Haiti, Kingdom, Order of St. Henry, Knight's Badge, 37mm, gold and enamel with large ring, *good very fine and a great rarity*

£1,200-1,500

The Royal and Military Order of St. Henry was founded by King Henry I on 20 April 1811 to reward outstanding valour and exceptional military and civil merit to the nation. King Henry I was the only King of Haiti and had been born a slave. His rise to prominence started during the Slave Uprising of 1791, emerging from the ranks of the Haitian revolutionary military. The revolution succeeded in gaining independence from France in 1804. In 1805 he took part, under Dessalines, in the capturing of Santo Domingo (Dominican Republic), against French forces who acquired the colony from Spain in the Treaty of Basel.

After Dessalines was assassinated, he retreated to the Plaine-du-Nord and created a separate government. On 17 February 1807, he was elected President of the State of Haiti and created a



kingdom in the North and was proclaimed Henry I, King of Haiti in March 1811. Given that the Kingdom only existed for a little over nine years, any insignia of the Order must be considered rare.



1310 **Hawaii**, Kingdom, Order of Kamehameha I, Knight's Commander Cross, a trial or sample Badge likely of Californian production, late 19th century, 90mm including crown suspension x 57mm, gold, gilt and enamel, *good very fine and most unusual* with neck riband for wear with fixings

£600-800



1311 **Hawaii**, Kingdom, Order of Kamehameha I, breast Star, a trial or sample Star likely of Californian production, late 19th century, 79mm, gold, gilt, silver and enamel, *good very fine and most unusual* £600-800



1312 **Hawaii**, Kingdom, Order of Kapiolani, breast Star, a trial or sample Star likely of Californian production, late 19th century, 86mm, gold, gilt, silver and enamel, *good very fine and most unusual* £600-800



1313



1314

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| 1313 | <p>Hawaii, Kingdom, Order of Kapiolani, neck or sash Badge, a trial or sample Badge likely of Californian production, late 19th century, 93mm including crown suspension x 57mm, gold, silver-gilt and enamel, <i>good very fine and most unusual</i></p> | £600-800 |
| 1314 | <p>Hawaii, Kingdom, Order of Kalakaua I, breast Star, a trial or sample Star likely of Californian production, late 19th century, 88mm, gold, silver and enamel, <i>good very fine and most unusual</i></p> | £600-800 |
| 1315 | <p>Hawaii, Kingdom, Order of Kalakaua I, Badge, a trial or sample Badge likely of Californian production, late 19th century, 84mm including crown suspension x 51mm, gold (stamped 18k to reverse) and enamel, <i>good very fine and most unusual</i> with neck riband for wear</p> | £600-800 |
| x1316 | <p>Hungary, Regency, Order of Merit, Military Division, breast Badge, 43mm, silver-gilt and enamel, with Grand Cross Military Division Star emblem upon riband, <i>good very fine and exceptionally rare</i></p> | £300-400 |



1315



x1317 **Hungary**, Regency, Order of Merit, Military Division breast Badge, 43mm, silver-gilt and enamel, *good very fine* £200-300



x1318 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *some light green enamel loss, very fine*, with Grand Cross Star device upon riband £180-220

x1319 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 42mm, silver-gilt, gilt and enamel, *some light green and white enamel loss, very fine*, with Grand Cross Star device upon riband £160-200

x1320 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *good very fine*, with Order Cross device upon riband £140-180



- x1321 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *good very fine*, with Order Cross device upon riband £140-180
- x1322 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *very fine*, gilt reverse centre £140-180
- x1323 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *good very fine*, silver reverse centre £140-180



- x1324 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt, gilt and enamel, *replacement ring and loop, very fine*, with crown device upon riband £140-180

- x1325 **Hungary**, Regency, Order of Merit, Civil Division breast Badge, 43mm, silver-gilt and enamel, *good very fine* £140-180
- x1326 **Hungary**, Regency, Order of Merit, Military Division breast Badge, 43mm, silver and enamel, *good very fine* £180-220



- x1327 **Hungary**, Republic, Order of Merit, Commander's set of Insignia, comprising neck Badge, 49mm, silver and enamel; Star, 50mm, silver and enamel, *very fine*, with length of neck riband (2) £200-300



x1328 **Hungary, Republic, Order of Merit, Commander's neck Badge, 54mm, silver-gilt and enamel, reverse dated '1946', loop replaced, very fine, with full neck ribband with fixings as worn**

£200-300



x1329 **Hungary, Republic, Order of Merit, Star, 95mm, silver, silver-gilt and enamel, good very fine**

£300-400



- x1330

Hungary, Republic, Order of Merit, Star, 68mm, reverse dated '1949', gilt, silver-gilt and enamel,
good very fine
£180-220
- x1331

Hungary, Republic, Order of Merit, Star, 60mm, reverse dated '1949', gilt, silver-gilt and enamel,
good very fine
£140-180
- x1332

Hungary, Republic, Order of Merit, Star, 60mm, reverse dated '1949', silver, silvered and enamel,
good very fine
£120-150



- x1333

Hungary, Republic, Order of Merit, Badge, 43mm, reverse dated '1946', with Star device upon
 riband, silver-gilt and enamel, *good very fine*
£180-220



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| x1334 | Hungary , Republic, Order of Merit, Badge, 43mm, reverse dated '1946', with Cross device upon riband, silver-gilt and enamel, <i>good very fine</i> | £180-220 |
| x1335 | Hungary , Republic, Order of Merit, Badge, 43mm, reverse dated '1946', silver-gilt and enamel, <i>good very fine</i> | £160-180 |
| x1336 | Hungary , Republic, Order of Merit (2), Badge with emblem device upon riband; Badge, reverses both dated '1949', <i>very fine</i> (2) | £60-80 |
| x1337 | Hungary , Republic, Order of Merit (2), Badge with emblem device upon riband; Badge, reverses both dated '1949', <i>first with slight enamel chipping, very fine</i> (2) | £60-80 |



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| x1338 | Hungary , Republic, Order of Merit, Medal of the Order, 43mm, gilt, reverse dated '1946', <i>good very fine</i> | £40-60 |
| x1339 | Hungary , Republic, Order of Merit, Medal of the Order, 43mm, gilt, reverse dated '1946', <i>good very fine</i> | £40-60 |



x1340 **Hungary**, Republic, Order of Merit, Medal of the Order, 43mm, silvered, reverse dated '1946', *good very fine* £30-40



x1341 **Hungary**, Republic, Order of Merit, Medal of the Order, 43mm, bronze, reverse dated '1946', *good very fine* £20-30

x1342 **Hungary**, Republic, Medal of Merit (6), varying Classes in gilt, silvered, bronze and enamel, *very fine* (6) £30-50

x1343 **Hungary**, Republic, Merit Medal (3), First Class; Second Class; Third Class, each dated '1949' to the reverse, *very fine and better* £40-60



x1344 **Hungary**, Republic, Order of Kossuth, Star, 82mm, reverse dated '1948', silver-gilt, gilt and enamel, *good very fine* £250-300

x1345 **Hungary**, Republic, Order of Kossuth, Star, 60mm, reverse dated '1948', silver-gilt, gilt and enamel, *good very fine* £200-250



x1346 **Hungary**, Republic, Order of Kossuth, with Star device upon riband, reverse dated '1948', silver-gilt, gilt and enamel, *good very fine* £100-140



x1347 **Hungary, Republic, Order of Kossuth, reverse dated '1948', silver-gilt, gilt and enamel, *good very fine***

£100-140



x1348 **Hungary, Republic, Order of the Flag, First Class Star, 81mm, silver-gilt and enamel, enhanced with 10 'diamonds' *good very fine***

£200-300



x1349 **Hungary**, Republic, Order of the Flag, Second Class Star, 81mm, silver-gilt and enamel, enhanced with 10 'rubies' *good very fine*

£200-300



x1350 **Hungary**, Republic, Order of the Flag, Third Class Star, 71mm, silver-gilt, gilt and enamel, *good very fine*

£140-180



1351



1352

- x1351

Hungary, Republic, Order of the Flag, Fourth Class Star, 59mm, silver-gilt and enamel, maker's initials 'RV' and hallmark (crows head with number 2) to retaining pin, *good very fine*
£140-180
- x1352

Hungary, Republic, Order of the Flag, Fourth Class Star, 59mm, silver-gilt, gilt and enamel, *good very fine*
£120-150



- x1353

Hungary, Republic, Order of Freedom (Type I), 44mm, bronze, reverse officially numbered '213' and dated '1946', *good very fine and scarce*
£40-60
- x1354

Hungary, Republic, Order of Freedom (Type II), 44mm, bronze and enamel, reverse dated '1946', *good very fine and scarce*
£40-60



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| x1355 | Hungary , Republic, Order of Freedom (Type II), 44mm, silver and enamel, reverse dated '1946', <i>good very fine and scarce</i> | £50-70 |
| x1356 | Hungary , Republic, Order of Labour (5), gilt and enamel; silver and enamel (2), one dated '1949' to reverse; bronze and enamel, both dated '1949' to reverse, <i>very fine and better</i> (5) | £30-40 |
| x1357 | Hungary , Republic, Wreath of Republican Elders (3), First Class, gilt and enamel; Second Class, silver, gilt and enamel; Third Class, bronze and enamel, all dated '1948', <i>very fine</i> (3) | £20-30 |



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| x1358 | Hungary , Republic, 100th Anniversary of the Uprising (2), 36mm, bronze and enamel, <i>good very fine</i> , upon original ribands (2) | £20-30 |
| x1359 | Hungary , Republic, Long Service Cross (5 Years); Civil Home Defence Cross, <i>some bubbling to surface of the second, nearly very fine</i> (2) | £30-40 |



x1360 **Hungary**, Nurses Red Cross Badge, Great War period, by *Arkanzas, Budapest*, 50mm, bronze and enamel, with clip for wear, *very fine* £30-40



x1361 **Hungary**, Nurses Red Cross Badge, Great War period, by *Belada, Vienna*, 42mm, bronze and enamel, with pin for wear, *very fine* £20-30

x1362 **Hungary**, Nurses Red Cross Badge, Great War period (2), one by *Erbely es Szabo, Budapest*, silvered, gilt, bronze and enamel, *very fine* (2) £30-40

x1363 **Hungary**, Nurses Red Cross Badge, Great War period (3), bronze and enamel, one by *Morzsaný, Budapest*, one with area of repair, *very fine* (3) £40-60

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1364	Iraq , Kingdom, Order of the Two Rivers, Civil Division, Commander's neck Badge, 90mm including wreath suspension x 67mm, silver-gilt and enamel, unmarked, <i>minor blue enamel damage, otherwise nearly extremely fine</i> , with neck riband, in fitted <i>Garrard London</i> case of issue	£200-300
x1365	Iraq , Republic, Order of the Two Rivers, Commander's neck Badge, 98mm including wreath suspension x 67mm, silver-gilt and enamel, <i>loop for riband missing, some light enamel cracking, very fine</i> , with evening riband for wear The Order of the Two Rivers (Wisam-Al-Rafidain) was established in 1922 by King Faisal I 'For Merit' and named after the two rivers, the Euphrates and the Tigris, that flow through the nation. Initially awarded by the monarchy it was retained by the Republic and remains issued to this day.	£150-200
1366	Iraq , Kingdom, Order of the Two Rivers, a case of issue for a Second Class set of Insignia, by <i>Garrard, London, good very fine</i>	£40-60
x1367	Italy , Kingdom, Order of the Crown, Star, by <i>Cravanzola</i> , 76mm, gold, silver and enamel, maker's cartouche to reverse, <i>crack to enamel, otherwise good very fine</i>	£60-80
1368	Italy , Kingdom, Order of the Crown, Knight's breast Badge, 37mm, gold and enamel, <i>good very fine</i> , with rosette upon riband	£60-80
1369	Italy , Kingdom, Naval Long Service Medal, bronze issue, <i>good very fine</i>	£10-20
1370	Italy , Kingdom, Unification Medal (3), silver, by <i>L. R.</i> ; bronze (2), <i>very fine</i> (3)	£20-30
1371	Japan , Empire, Order of the Rising Sun, Fifth Class Badge, 46mm, silver-gilt and enamel with red cabochon, <i>nearly extremely fine</i> , in original lacquered box of issue with red chord and tassels	£140-180
x1372	Japan , Empire, Order of the Rising Sun, Eighth Class breast Badge, silver, with full riband for wear, housed in hinged lacquer case of issue, <i>nearly extremely fine</i>	£20-30
x1373	Japan , Empire, Order of the Golden Kite, Seventh Class breast Badge, silver, with full riband for wear, <i>good very fine</i> , housed in original hinged lacquer box of issue with Japanese characters on lid	£60-80
x1374	Japan , Empire, Order of the Sacred Treasure, Commander's neck Badge, 54mm, silver-gilt and enamel, <i>very fine</i> , with full neck riband and fittings as worn	£140-180
1375	Japan , Empire, Order of the Sacred Treasure, Fourth Class Badge, 44mm, silver-gilt and enamel, <i>some red enamel damage, very fine</i> , in original lacquered box of issue with purple chord and tassels	£120-150
x1376	Japan , Empire, Sino-Japanese War Medal 1894-95, bronze, with full original riband for wear, in fitted leather box of issue, <i>good very fine</i>	£20-30
x1377	Japan , Empire, 1904-05 War Medal, 30mm, gilded bronze, with full riband for wear, in fitted box of issue, <i>very fine</i>	£20-30
x1378	Japan , Empire, China Incident Medal 1939, with full riband for wear, housed in fitted wooden box of issue, <i>very fine</i>	£20-30
x1379	Jordan , Hashemite Kingdom, Order of the Renaissance (Al Nahda), Badge, by <i>Garrard & Co., London</i> , 95mm including crown and flag suspension x 60mm, silver-gilt, silver (hallmarks for Birmingham 1960) and enamel, <i>nearly extremely fine</i>	£80-120
x1380	Latvia , Republic, Order of the Three Stars, Commander's neck Badge, by <i>W. F. Muller</i> , 70mm, silver-gilt and enamel, hallmarked '875' upon obverse of suspension, <i>good very fine</i>	£80-120
x1381	Liberia , Republic, Order of African Redemption, Commander's neck Badge, 100mm, including wreath suspension x 64mm, silver-gilt, silver and enamel, <i>minor enamel chipping, very fine</i>	£50-70

- 1382 Luxembourg, Grand Duchy, Merit Order of Adolph of Nassau, Grand Cross set of Insignia, sash Badge, 105mm including crown suspension x 67mm, silver-gilt and enamel; Star, 75mm, silver, silver-gilt and enamel, unmarked, with two additional support hooks, housed in navy blue leather box of issue with full 100mm-width watered silk Sash for wear, *nearly extremely fine* (2) £1,000-1,400



- 1383 Luxembourg, Grand Duchy, Order of the Oak Crown, Grand Cross set of Insignia, sash Badge, 57mm, silver-gilt and enamel, unmarked; Star, 88mm, silver-gilt and enamel, unmarked, with two additional support hooks, housed in green leather case of issue with boutonniere and full 100mm-width silk Sash for wear, *the Star with hairline cracks to green enamel at centre, overall good very fine* (2) £700-900



1382

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| x1384 | Malawi , Republic, Meritorious Service Medal (0128 Major John Ernest Hampton Kilekwa.), <i>traces of rust, good fine</i> | £40-50 |
| x1385 | Malawi , Republic, Army L.S. & G.C. (0128 Capt. J. F. H. Kilekwa.), <i>good fine</i> | £30-50 |
| x1386 | Malawi , Republic, Independence Medal 1964, <i>nearly very fine</i> | £20-30 |
| x1387 | Malta , Sovereign and Military Order of Malta, Grand Officer's set of Insignia by <i>Cravanzola, Rome</i> , comprising neck Badge, 90mm including crown suspension x 53mm, silver-gilt and enamel; Star, 78mm, silver, silver-gilt and enamel, with maker's cartouche to reverse, <i>good very fine</i> , with neck riband as worn (2) | £200-300 |



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| x1388 | Montenegro , Kingdom, Order of Danilo, Star, 72mm, silver, gold centres and enamel, <i>white enamel cracking, good very fine</i> | £280-320 |
| 1389 | Montenegro , Kingdom, Order of Danilo, Badge, 39mm, silver and enamel, silver marks to loop, <i>good very fine</i> | £100-140 |
| x1390 | Netherlands , Kingdom, Order of Orange Nassau, Civil Division Grand Cross sash Badge, silver-gilt and enamel, <i>good very fine</i> , with full original silk sash riband as worn | £300-400 |
| x1391 | Nicaragua , Republic, Order of Ruben Dario, Grand Commanders set of Insignia, neck Badge, 58mm, silver-gilt, gilt and enamel; Star, 77mm, silver-gilt and enamel, <i>good very fine</i> , with neck riband (2) | £160-200 |
| <i>The Order of Ruben Dario was established on 16 February 1951, in the name of the Nicaraguan poet who initiated the Spanish-American literary movement known as 'modernismo'. It is awarded in seven Classes for services to the nation in the fields of art, literature, science and international relations.</i> | | |
| 1392 | Pakistan , Combat Star 1965, bronze (3839022 Hav. Manzoor Hussain Punjab R), <i>very fine</i> | £10-20 |
| 1393 | Pakistan Independence Medal 1947 (6245228 Sigm. Mohd Safdar P.Sigs.); Pakistan, Republic, Medal of Service, 1 clasp, Kashmir 1948; Pakistan, Republic, Medal of Service, 1 clasp, Dir Bajaur 1960-62; Pakistan Republic Medal 1956; Pakistan, Army Forces Long Service Medal, the last four unnamed as issued, <i>nearly very fine</i> (5) | £20-40 |

x1394 A selection of Pakistani awards comprising:

seven campaign awards, including General Service Medal (3) and War Medals 1965 and 1971,
generally very fine (7)

£10-20



1395 Persia, Empire, Order of the Lion and the Sun, breast Star, 94mm, silver and enamel, *good very fine*

£240-280





1396



1397

1396 **Persia, Empire, Order of the Lion and the Sun, First Class sash Badge, 62mm, silver and enamel, *good very fine***

£180-220

x1397 **Persia, Empire, Order of the Lion and the Sun, a scarce Commander's neck Badge by *Vinc Mayer's Sohne, Vienna*, 66mm, silver and enamel, maker's cartouche to reverse, silver marks to reverse and suspension, *good very fine*, with length of neck riband**

£180-220



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|-------|---|----------|
| 1398 | Persia , Empire, Order of the Lion and the Sun, breast Badge, 64mm, silver and enamel, <i>finely-painted centre, good very fine</i> , with rosette upon riband | £140-180 |
| 1399 | Persia , Empire, Order of the Lion and the Sun, breast Badge, 49mm, silver and enamel, <i>a finely-painted centre, green enamel loss to rays, very fine</i> | £80-120 |
| x1400 | Poland , Republic, Order of Polonia Restituta, neck Badge, 58mm, gilt and enamel, reverse dated '1918', <i>good very fine</i> , with length of neck riband | £80-120 |



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.

For further details please contact:

Ian Copson
icopson@spink.com
+44 (0)207 563 4093

Robert Wilde-Evans
rwilde-evans@spink.com
+44 (0)207 563 4074



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|-------|--|------------|
| 1401 | Poland , Order of the White Eagle, a large fantasy Badge of late 19th/early 20th century manufacture, 87mm, silver, silver-gilt and enamel, the dual-sided Badge enhanced with 27 paste diamonds, <i>of some age, very fine</i> | £800-1,000 |
| x1402 | Poland , Republic, Cross of Valour 1920, 2nd issue, by <i>Knedler of Warsaw</i> , 45mm x 48mm, bronze, unnumbered, <i>nearly extremely fine</i> | £30-50 |
| x1403 | Poland , Republic, Cross of Merit, bronze; War Medal 1918-21; Partisan Cross; Warsaw Medal; Odra-Nysa-Baltic Medal; Victory Medal; Cross of 1921-39-45; Order of the Flower, <i>very fine and better</i> (8) | £40-60 |
| x1404 | Poland , Republic, Cross of Merit (2), gilt and enamel; silvered and enamel; Medal of Merit 1944, <i>generally very fine</i> (3) | £30-40 |
| x1405 | Portugal , Kingdom, Order of Christ, Star with sacred heart, by <i>Da Costa, Lisbon</i> , 74mm, silver, silver-gilt and enamel, sacred heart gold, maker's cartouche to reverse, silver mark to retaining pin, <i>centre re-applied, nearly very fine</i> | £60-80 |

Ministerio Dom Fernando, Rey Regente dos Reinos de Portugal, Algarves, &c, e como Governador de todas as Ordens Militares do Reino, em Nome d'El-Rey. Faço saber aos que esta Minha Carta virem que, Attendendo ao que Me foi representado por parte de Luiz Carlos Bergier, Subdito Francuz, a quem, por Decreto de doze de Dezembro de mil oitocentos e cinquenta e tres, Me Dignui de Nomear Cavalleiro da Ordem de Nossa Senhora Jesus Christo, em attenção ás suas circumstancias e serviços: Hei por bem, em Nome d'El-Rey, Fazer Mercê ao mencionado Luiz Carlos Bergier de o Transfírir desta Ordem para a de Nossa Senhora da Conceição de Villa Viçosa no mesmo Graú de Cavalleiro. Pelo que, Mandando eu passar ao agraciado a presente Carta, para, em virtude della, e na conformidade das Leis e Regulamentos, poder usar das insignias correspondentes á hondecoração de Cavalleiro da referida Ordem de Nossa Senhora da Conceição de Villa Viçosa, com as honras, prerogativas, e obrigações, que directamente se acharem estabelecidas, Ordeno ás Autoridades, e mais pessoas, a quem o conhecimento desta mesma Carta pertencer, que, indo assignada por Mim, referendada pelo

x1406 **Portugal**, Kingdom, bestowal document conferring the Mr. Luiz Carlos Bergier, Knight, from the Order of Christ to the Order of Villa Viçosa, dated 23 April 1853, signed by King Ferdinand II, *very fine*

£70-90

1407 **Rhodesia**, Unilateral Declaration of Independence period, Second Award Bars (10), *in good condition* (10)

£20-30

1408 An impressive continentally-mounted group of seven Romanian medals comprising:



Romania, Kingdom, Order of the Crown, Military Division, with rosette upon riband, silver and enamel; Order of the Star of Romania, Badge, Military Division, silvered, silver and enamel; Long Service Decoration, 25 Years, gilt; Land Inspiration Medal 1913, silver; War Cross 1916-19, 4 clasps, Oituz, Marasti, Carpati, Ardeal; Medal for Hardihood and Loyalty, gilt; King Carol I Jubilee 1906, mounted continental-style as originally worn, *very fine* (7)

£250-300

1409 A continentally-mounted group of five Romanian medals comprising:



Romania, Kingdom, Order of the Star of Romania, Badge, silver and enamel; Order of the Crown, Badge, silver and enamel; Long Service Decoration, 25 Years, gilt; War Cross 1916-19, 1 clasp, Carpati; Victory Medal, mounted continental-style as originally worn, *VM detached from mounting, otherwise good very fine* (5)

£200-300



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| x1410 | <p>Russia, Monarchy in Exile, War Order of St. Stanislaus, breast Badge, 38mm, gilt and enamel, reverse dated '1914-1917', <i>good very fine</i></p> <p><i>The Order was instituted on 19 July 1929 by Grand Duke Cyril Vladimirovich, a cousin of Czar Nicholas II.</i></p> | £60-80 |
| x1411 | <p>Russia, Imperial, Cross of St. George for Bravery, Fourth Class, silver, reverse officially numbered '102403', <i>good very fine</i></p> | £50-70 |
| x1412 | <p>Russia, Imperial, Medal of St. George for Bravery, Fourth Class, silver, unnamed, the reverse officially numbered '122615', <i>lacking ring, good very fine</i></p> | £60-80 |
| x1413 | <p>Russia, Imperial, Cross of St. George for Bravery, Fourth Class, silver, reverse officially numbered '192904', <i>polished, fair</i></p> | £40-60 |
| x1414 | <p>Russia, Imperial, Medal for Zeal, Type V (Nicholas II), 29mm, silver, <i>very fine</i></p> | £100-140 |



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| x1415 | Russia , Imperial, Coronation 1896, silver, marks to ring, <i>almost as struck, extremely fine</i> | £50-70 |
| 1416 | Russia , Imperial, Nicholas II Coronation Medal 1896, 28mm, silver, <i>very fine</i> | £80-100 |
| x1417 | Russia , Imperial, Alexander II Memorial 1881-94, silver, <i>nearly extremely fine</i> | £40-60 |
| 1418 | Russia , Imperial, 25th Anniversary of Prussian King Friedrich Wilhelm IV as Patron of the 3rd Grenadiers, Pernovsky Regiment 1843, 33mm, bronze, <i>good very fine</i> | £400-500 |
| x1419 | Russia , Soviet Union, Order of Glory, silver and enamel, officially numbered '244133' to reverse; Medal for Bravery, silver and enamel, officially numbered '3310387' to reverse; Medal for Military Merit in Battle, silver, officially numbered '667739' to reverse, <i>very fine</i> (3) | £20-30 |



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| 1420 | Serbia , Kingdom, Order of the White Eagle, Military Division, Fifth Class breast Badge, by <i>Arthus Bertrand, Paris</i> , 65mm including crown and crossed sword suspension x 34mm, silver-gilt, silver and enamel, <i>a little blue enamel loss to reverse of banner, otherwise good very fine</i> , in fitted case of issue | £180-220 |
| x1421 | Serbia , Kingdom, Order of the Star of Karageorge, Badge, 37mm, silver-gilt and enamel, <i>enamel damage overall, good fine</i> | £30-40 |
| 1422 | Serbia , Kingdom, Order of St. Sava, breast Badge, silver, silver-gilt and enamel, <i>very fine</i> | £80-120 |
| 1423 | Serbia , Kingdom, Order of St. Sava, Commander's neck Badge, silver-gilt and enamel, with full neck riband, <i>good very fine</i> | £200-300 |



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| x1424 | Serbia , Kingdom, Queen Natalia Medal, 55mm including crown suspension x 33mm, silver, <i>good very fine</i> , mounted for wear upon triangular riband
Issued unmarked by Rothe, Vienna. | £200-300 |
| x1425 | South Africa , General Service Medal (4), each officially numbered; Police Force Reconciliation 1995, the reverse officially numbered '18888', <i>very fine and better</i> (5) | £20-30 |
| x1426 | Spain , Kingdom, Order of Isabella the Catholic, Star, by <i>Cejalvo, Madrid</i> , 70mm, silver-gilt and enamel, maker's name and silver marks to retaining pin, <i>good very fine</i> | £100-140 |
| x1427 | Spain , Kingdom, Order of Isabella the Catholic, breast Badge, 66mm including wreath suspension x 44mm, gold, silver-gilt and enamel, <i>good very fine</i> | £60-80 |
| x1428 | Spain , Kingdom, Order of Isabella the Catholic, Badge, by <i>Cejalvo, Madrid</i> , 20mm, silver-gilt and enamel, with gold and silver flashes upon riband, <i>good very fine</i> , in fitted box with rosette | £30-50 |
| 1429 | Spain , Kingdom, Maria Christina Medal 1902, 30mm, silver, <i>nearly extremely fine and rare</i>
Purchased Seaby, February 1974. | £80-120 |
| 1430 | Sweden , Kingdom, Order of the North Star, Grand Cross sash Badge, 82mm including crown suspension x 57mm, silver-gilt and enamel, <i>severe loss to tips of white enamel, nearly very fine</i> | £140-180 |
| x1431 | Sweden , Kingdom, Order of the North Star, Commander's neck Badge, 80mm including crown suspension x 55mm, silver, gold centres and enamel, <i>good very fine</i> , with length of neck riband | £160-200 |
| x1432 | Sweden , Kingdom, Zeal and Devotion Medal, 31mm, silver, the reverse embossed ' Kronojägaren S. Johansson Alvé n', <i>good very fine</i> | £20-30 |
| x1433 | Sweden , Kingdom, Medal of the Tricentennial of the New-Sweden Colony in North America 1638-1938, by <i>A. Lindberg</i> , 32mm, silver, <i>nearly extremely fine and unusual</i> | £20-30 |

- x1434 **Thailand**, Kingdom, Order of the Crown, breast Badge, 30mm, silver-gilt and enamel, *reverse centre lacking, red enamel chip, nearly very fine*, mounted on triangular riband as would be worn by a European recipient £30-40
- 1435 **Tunisia**, Kingdom, Order of Nichan Iftikar, (Ahmad II ibn Ali, 1929-42), Commander's neck Badge, by *Arthus Bertrand, Paris*, 58mm, silver and enamel, maker's name engraved to the reverse, *good very fine*, in original named case of issue and with neck riband £140-180
- 1436 **United States**, Legion of Merit, officially numbered '5732' on riband buckle, 42mm, gilt and enamel, *good very fine* £60-80



- 1437 **United States**, Distinguished Service Cross, 2nd type (W.W.I French-made issue), 42mm, bronze, original riband, *nearly extremely fine, rare* £40-60
- 1438 **Venezuela**, Republic, Order of Francisco and Miranda, First Class set of Insignia, comprising sash Badge, 40mm, silver-gilt and enamel; Star, 80mm, silver-gilt and enamel, mint mark and stamped '925' to reverse, *extremely fine*, with full sash riband as worn, together with miniature award and boutonniere and in fitted case of issue (2) £80-120
- x1439 **Yugoslavia**, Kingdom, Order of the Crown, breast Badge, 43mm, silver and enamel, *some enamel chipping, very fine* £40-60

THE END OF THE SALE

SPINK

LONDON
1666

NAME _____

ADDRESS _____

POSTCODE _____

WRITTEN BIDS FORM

This form should be sent or faxed to the Spink auction office in advance of the sale. References for new clients should be supplied in good time to be taken up before the sale. Bids received later than one hour before the start of the sale may not be processed.

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SALE TITLE	DATE	CODE NAME	SALE No.
Orders, Decorations and Medals	Wednesday 22 April 2020 at 10.00 a.m. and 2.00 p.m. Thursday 23 April 2020 at 10.00 a.m. and 2.00 p.m.	PIORUN	20001

I request Spink, without legal obligations of any kind on its part, to bid on the following Lots up to the price given below. I understand that if my bid is successful the Purchase Price will be the sum of the final bid and Buyer's Premium as a percentage of the final bid, any VAT chargeable, also postage charge and a fee for paying by card. The Rate of Buyer's Premium is 20% of the final hammer price of each lot. I understand Spink will pursue me for payment for any successful bid. In addition, I understand and consent that Spink may share my personal details relating to the default with other auction houses and live bidding platforms to protect themselves from such defaults.

All bids shall be treated as offers made on the Terms and Conditions for Buyers printed in the catalogue. I also understand that Spink provides the service of executing bids on behalf of clients for the convenience of clients and that Spink will not be held responsible for failing to execute bids. If identical commission bids are received for the same Lot, the commission bid received first by Spink will take precedence. Please note that you will not be notified if there are higher written bids received.

PLEASE PRINT CLEARLY IN BLOCK LETTERS AND ENSURE THAT BIDS ARE IN STERLING

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

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FAX _____ E-MAIL _____

SIGNATURE _____ VAT NUMBER _____

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We will use the personal information you provide to us as set out in our privacy notice available at www.spink.com/privacy-policy



e-auctions **SPINK**

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START

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Log on to www.spink.com by entering your Client Number and Password. Click on the **SPINK LIVE** button on the homepage and select the internet auction you would like to participate in. Use the same credentials to log into the App via the menu. Select the sale and click on **VIEW LOTS**.



Select the lot you would like to bid on and place a bid. You can also place your max bid and the software will bid on your behalf increasing the price in increments to keep you in the lead up to your max bid.



If you are outbid you will receive an email notification giving you the option to increase your bid before the closing time.



The first lot will close on the date and time stated in the auction calendar. Each subsequent lot will close at 30 second intervals. The closing time of each lot will be displayed in the description. If a bid is placed within 30 seconds of the closing time it will be extended by a further 30 seconds, and so on. These lot/s will be automatically placed in order of the new closing time



The highest bid at the closing time will be the successful bid and the price will be the hammer price. All lots sold in the e-Auction are subject to charges per section 5 and all clauses of the T & C for Buyers (e-Auctions).



Invoices will be emailed after the last lot has closed. Invoice total will consist of hammer price, buyer's premium of 20% on hammer price, VAT (where applicable) and postage. Payment will be due within seven (7) days for all clients.

For more information about how to bid in e-Auctions, please contact the Auction Team:
Email: spinklivesp@spink.com

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TERMS AND CONDITIONS FOR BUYERS

These conditions set out the terms on which we (**Spink and Son Limited** of 69 Southampton Row, Bloomsbury London WC1B 4ET (company no. 04369748)) contract with you (**Buyer**) either as agent on behalf of the Seller or as principal if we are the Seller. You should read these conditions carefully.

1 DEFINITIONS

The following definitions apply in these conditions:

Auctioneers' Margin Scheme	means a VAT margin scheme as defined by HM Revenue & Customs;
Buyer's Premium	means the charge payable by you as a percentage of the Hammer Price, at the rates set out in clause 5.1 below;
Certificate of Authenticity	means a certificate issued by an Expert Committee confirming the authenticity of a Lot;
Expert Committee	means a committee of experts to whom a Lot may be sent for an extension in accordance with clause 3.4.3;
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);
Hammer Price	means the amount of the highest bid accepted by the auctioneer in relation to a Lot;
Lot	means any item deposited with us for sale at auction and, in particular, the item or items described against any Lot number in any catalogue;
Reserve	the amount below which we agree with the Seller that the Lot cannot be sold;
Seller	means the owner of the Lot being sold by us;
Spink Group	Spink and Son Limited, our subsidiaries and associated companies.
VAT	value added tax chargeable under VAT and any similar replacement or additional tax; and
VAT Symbols	means the symbols detailing the VAT status of the Lot details of which are set out at the back of the catalogue.

2 SPINK'S ROLE AS AGENT

- 2.1 All sales undertaken by us either at auction or privately are undertaken either as agent on behalf of the Seller or from time to time, as principal if we are the owner of the Lot. Please note that even if we are acting as agent on behalf of the Seller rather than as principal, we may have a financial interest in the Lot.
- 2.2 The contract for the sale of the Lot will be between you and the Seller.
- 2.3 The Seller's sale of the Lot to you is subject to any terms and conditions, disclaimers or exclusions included with any promotional material or catalogue descriptions for the Lot, or otherwise notified to you by the Seller or us on their behalf.

3.4.3 If we accept a request for an expert opinion or Certificate of Authenticity we will submit the Lot to the Expert Committee. You acknowledge and accept that the length of time taken by an Expert Committee to reach an opinion will vary depending on the circumstances and in any event is beyond our control.

3.4.4 We will not accept a request for an extension on account of condition. Any Lot described in the catalogue as having faults or defects may not be returned even if an expert opinion or Certificate of Authenticity cites other faults or defects not included in the catalogue description, other than in the case of a Forgery.

3.4.5 Should Spink accept a request for an extension under the foregoing provisions of this paragraph, the fact may be stated by the Auctioneer from the rostrum prior to the sale of the Lot.

3.4.6 It should be noted that any stamp accompanied by a Certificate of Authenticity is sold on the basis of that Certificate only and not on the basis of any other description or warranty as to authenticity. No request for an extension will be accepted on such a stamp and the return of such a stamp will not be accepted.

3.4.7 If you receive any correspondence from the Expert Committee in relation to the Lot, including but not limited to a Certificate of Authenticity, you must provide us with copies of such correspondence no later than 7 days after you receive such correspondence.

3 BEFORE THE SALE

3.1 Examination of goods

You are strongly advised to examine personally any goods in which you are interested, before the auction takes place. Condition reports are usually available on request. We provide no guarantee to you other than in relation to Forgeries, as set out in clause 5.13 of these Terms and Conditions.

3.2 Catalogue descriptions

3.2.1 Statements by us in the catalogue or condition report, or made orally or in writing elsewhere, regarding the authorship, origin, date, age, size, medium, attribution, genuineness, provenance, condition or estimated selling price of any Lot are merely statements of opinion, and are not to be relied on as statements of definitive fact. Catalogue and web illustrations are for guidance only, and should not be relied on either to determine the tone or colour of any item. No lot shall be rejected on the grounds of inaccurate reproduction. No lot illustrated in the catalogue and online shall be rejected on the grounds of cancellation, centring, margins, perforation or other characteristics apparent from the illustration. Estimates of the selling price should not be relied on as a statement that this price is either the price at which the Lot will sell or its value for any other purpose.

3.2.2 Many items are of an age or nature which precludes their being in perfect condition and some descriptions in the catalogue or given by way of condition report make reference to damage and/or restoration. We provide this information for guidance only and the absence of such a reference does not imply that an item is free from defects or restoration nor does a reference to particular defects imply the absence of any others.

3.2.3 Other than as set out in clause 5.13, and in the absence of fraud, neither the Seller nor we, nor any of our employees or agents, are responsible for the correctness of any statement as to the authorship, origin, date, age, attribution, genuineness or provenance of any Lot nor for any other errors of description or for any faults or defects in any Lot. Every person interested should exercise and rely on his own judgment as to such matters.

3.3 Your Responsibility

You are responsible for satisfying yourself as to the condition of the goods and the matters referred to in the catalogue description.

3.4 Extensions – Stamps only

3.4.1 If you wish to obtain an expert opinion or Certificate of Authenticity on any Lot (other than a mixed Lot or Lot containing undescribed stamps) you must notify us in writing not less than forty-eight hours before the time fixed for the commencement of the first session of the sale. If accepted by us, such request shall have the same effect as notice of an intention to question the genuineness or description of the Lot for the purposes of clause 5.13 (Refund in the case of Forgery) of these Terms and Conditions and the provisions of clause 5.13 (Refund in the case of Forgery) shall apply accordingly.

3.4.2 Notice of a request for an expert opinion or Certificate of Authenticity must give the reason why such opinion is required and specify the identity of your proposed expert which will be subject to agreement by us. We reserve the right, at our discretion, to refuse a request for an expert opinion or Certificate of Authenticity including (without limitation) where the proposed expert is not known to us.

4 AT THE SALE

4.1 Refusal of admission

Our sales usually take place on our own premises or premises over which we have control for the sale, and we have the right, exercisable at our complete discretion, to refuse admission to the premises or attendance at an auction.

4.2 Registration before bidding

All bidders must be registered either by completing a registration form or creating an account online. Please be aware that we usually require buyers to present identification before making a bid at auction, undergo a credit check or provide a trade reference.

If you have not bid successfully with Spink in the past, or you are registering with us for the first time, we reserve the right to require a deposit of up to 50% of the amount you intend to spend. Such deposit will be deducted from your invoice should you be successful. If you are unsuccessful at auction, your deposit will be returned by the same means it was paid to Spink.

Some lots may be designated, prior to the auction, as "Premium Lots", which means a deposit may be required before placing a bid on the item for sale. Information will be posted on our website in such an event.

4.3 Bidding as Principal

When making a bid (whether such bids are made in person or by way of telephone bids operated by Spink, commission or online or email bids), you will be deemed to be acting as principal and will be accepting personal liability, unless it has been agreed in writing, at the time of registration, that you are acting as agent on behalf of a third party buyer acceptable to us.

4.4 Commission Bids

If you give us instructions to bid on your behalf, by using the form provided in our catalogues or via our website, we shall use reasonable endeavours to do so, provided these instructions are received not later than 24 hours before the auction. If we receive commission bids on a particular Lot for identical amounts, and at auction these bids are the highest bids for the Lot, it will be sold to the person whose bid was received first. Commission bids are undertaken subject to other commitments at the time of the sale, and the conduct of the auction may be such that we are unable to bid as requested. Since this is undertaken as a free service to prospective buyers on the terms stated, we cannot accept liability for failure to make a commission bid. You should therefore always attend personally if you wish to be certain of bidding.

- 4.5 **On-line Bidding**
We offer internet services as a convenience to our clients. We will not be responsible for errors or failures to execute bids placed on the internet, including, without limitation, errors or failures caused by (i) a loss of internet connection by either party for whatever reason; (ii) a breakdown or problems with the online bidding software and/or (iii) a breakdown or problems with your internet connection, computer or system. Execution of on-line internet bids on www.spink.com and Spink Live is a free service undertaken subject to other commitments at the time of the auction and we do not accept liability for failing to execute an online internet bid or for errors or omissions in connection with this activity.
- 4.6 **Telephone Bids**
If you make arrangements with us not less than 24 hours before the sale, we shall use reasonable endeavours to contact you to enable you to participate in bidding by telephone, but in no circumstances will we be liable to either the Seller or you as a result of failure to do so.
- 4.7 **Currency Converter**
At some auctions, a currency converter will be operated, based on the one month forward rates of exchange quoted to us by Barclays Bank Plc or any other appropriate rate determined by us, at opening on the date of the auction. Bidding will take place in a currency determined by us, which is usually sterling for auctions held in London. The currency converter is not always reliable, and errors may occur beyond our control either in the accuracy of the Lot number displayed on the converter, or the foreign currency equivalent of sterling bids. We shall not be liable to you for any loss suffered as a result of you following the currency converter.
- 4.8 **Video images**
At some auctions there will be a video screen. Mistakes may occur in its operation, and we cannot be liable to you regarding either the correspondence of the image to the Lot being sold or the quality of the image as a reproduction of the original.
- 4.9 **Bidding Increments**
Bidding generally opens below the low estimate and advances in the following order although the auctioneer may vary the bidding increments during the course of the auction. The normal bidding increments are:
- | | |
|--------------------|----------------------------------|
| Up to £100 | by £5 |
| £100 to £300 | by £10 |
| £300 to £600 | £320-£350-£380-£400 etc. |
| £600 to £1,000 | by £50 |
| £1,000 to £3,000 | by £100 |
| £3,000 to £6,000 | £3,200-£3,500-£3,800-£4,000 etc. |
| £6,000 to £10,000 | by £500 |
| £10,000 to £20,000 | by £1,000 |
| £20,000 and up | Auctioneer's discretion |
- 4.10 **Bidding by Spink**
- 4.10.1 We reserve the right to bid on Lots on the Seller's behalf up to the amount of the Reserve (if any), which will never be above the low estimate printed in the auction catalogue.
- 4.10.2 The Spink Group reserves the right to bid on and purchase Lots as principal.
- 4.10.3 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 (0); 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:
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

1666

SALE CALENDAR 2020

STAMPS

14-15 April	The Philatelic Collectors' Series Sale	London	20026
16 April	British Borneo Stamps and Covers	London	20027
29 April	The Gary Diffen Collection of Australian Colonies Errors Part 1 - New South Wales, Queensland, South Australia	London	20030
29 April	The Lugano Collection of Venezuela	London	20038
4-19 May	Stamps and Covers of Great Britain e-Auction	London	20135
13 May	Stamps and Covers of Great Britain	London	20032
13 May	The "Libra" Collection of the 1961 Decimal Surcharges of Basutoland, Bechuanaland and Swaziland	London	20031
13 June	Stamps and Covers of South East Asia	Singapore	20033
2-16 July	Stamps and Covers of the World e-Auction	London	20136
14 July	The Philatelic Collectors' Series Sale	London	20035
15 July	Specialised Stamps of the British Empire	London	20012
15 July	Historical Documents, Postal History and Autographs	London	20025

COINS

5-20 May	Spink Numismatic e-Circulars: Toy Money, Tokens and Tickets	London	20122
7-8 May	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS48
9 June	The Numismatic Collector's Series Sale	New York	360
10-17 June	The Numismatic Collector's Series e-Auction	New York	361

BANKNOTES

7 April	Prof. Yih-Tzong Hsu Collection of World Banknotes	London	20022
7-8 April	World Banknotes	London	20008
8 April	Charity Auction of Bank of England Notes	London	20036
6 May	British Banknotes	London	20015
7-8 May	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS48

MEDALS

22-23 April	Orders, Decorations and Medals	London	20001
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BONDS & SHARES

16 April-5 May	Bonds and Share Certificates of the World e-Auction	London	20118
7-8 May	Banknotes, Bonds & Shares and Coins of China and Hong Kong	Hong Kong	CSS48

HISTORICAL DOCUMENTS

9 June	The Numismatic Collector's Series Sale	New York	360
10-17 June	The Numismatic Collector's Series e-Auction	New York	361
15 July	Historical Documents, Postal History and Autographs	London	20025

LIFESTYLE COLLECTABLES

May	Luxury Handbags and Accessories e-Auction	London	SHA05
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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 -





BY APPOINTMENT TO
H.M. TREASURY & THE GOVT.
OF GREAT BRITAIN & IRELAND
SINCE 1829



BY APPOINTMENT TO
H.M. THE GOVT. OF SCOTLAND
SINCE 1707

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