

# SPINK

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## ORDERS, DECORATIONS AND MEDALS

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29 JULY 2021  
LONDON







# ORDERS, DECORATIONS AND MEDALS

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Sale Details | Thursday 29 July 2021 at 10.00 a.m

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Tuesday 27 July 2021 at 10.00 a.m. – 5.00 p.m.  
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## INTRODUCTION

*“Hold firm”*

We are now some 19 months into an event which will surely shape the lives of all of those who are reading this. It has been a strange time indeed but most will agree, it has also given us an opportunity to reflect.

In the run-in to the Christmas just past my mind wondered to all those who had their own Christmas plans interrupted some 79 years prior in Hong Kong in the winter of 1941. All knew that if the Japanese made the call to attack, which duly came at 0800hrs on 8 December, they simply could not throw off the enemy. Sir Mark Young, The Governor knew this, but the orders from Winston Churchill were to resist to the bitter end.

He had a small force made up of British, Canadian and Indian troops, besides a merry band of Volunteers. Few expected the Defence of Hong Kong to last long, but they held out for 18 days at huge cost. Having fallen back to Hong Kong Island, Sir Mark finally went up to the 3rd Floor at The Peninsula Hotel to surrender on 25 December. To give you some idea, the oldest casualty of the Volunteers was Private Sir Edward Alfred Des Voeux, 8th Baronet. He was 77 years young when killed in action on 19 December.

Upon reading the tales of ‘daring do’ offered in the forthcoming pages, I hope you will all again be reminded of that fighting spirit which has laced all who answered the call of duty. Indeed, the awards of Lance-Naik Allah Din, who was himself wounded in the Defence of Hong Kong are offered as Lot 137. Fighting against the odds is a mantle handed down in military tradition – no finer example can be seen than in the career of General Sir James Blair, who was decorated with the Victoria Cross for his own remarkable bravery during the Indian Mutiny (Lot 263).

We also take great pleasure in offering a well-formed collection of Naval Medals to a recently-departed warrior who we knew well, Peter Kirk, who served in the ‘Spitfires of the Sea’ as Chief Gunner in M.T.B. 350 in the last World War. His collection includes a fine offering of gallantry groups to comrades in the Coastal Forces and is worthy of note (Lots 166-210).

Humour and good-spirit in adversity goes hand-in-hand with the grit aforementioned – one shining example of that comes in the form of the aptly-named ‘Tubby’ Baker, a big drinking, big eating, big smoking Wing Commander and Heavy Bomber Pilot. His record of 100 Ops over the most heavily defended targets in Europe was not bettered and he was decorated on no less than four occasions. His reward from his comrades for notching up his ‘century’? A pint of beer as he stepped out of the cockpit; you can see the evidence for yourselves (see Lot 247), but rest assured it went down in one!

It is, as ever, a pleasure to present our 29 July Auction. Please do not hesitate if myself, Harry or Robert can provide you with answers to questions, photo requests or assistance in your bids.

We remain at your disposal.

Marcus

June 2021



**THURSDAY 29 JULY 2021****Commencing at 10.00 a.m.**

All Sales are subject to the Terms and Conditions for Buyers printed at the back of this catalogue.  
Please note that 'Spink Live' is now running on a new and improved on-line bidding platform, which is accessible through [www.spink.com](http://www.spink.com) and also as a SpinkLive app available for download from the App Store.  
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**Estimates**

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

## Order of Sale

Single Campaign Medals .....	Lot 1-60
Campaign Groups and Pairs .....	Lots 61-165
Naval Awards from the Collection of the late Peter Kirk, Chief Gunner of M.T.B. 350 – including awards to the Coastal Forces .....	Lots 166-210
Awards for Gallant or Distinguished Service .....	Lots 211-262
The C.B., V.C. group of three awarded to General J. Blair, 2nd Bombay Light Cavalry .....	Lot 263
Single British Orders and Decorations .....	Lots 264-277
Long Service, Coronation & Jubilee Awards .....	Lot 278-301
Miscellaneous, Militaria and Books .....	Lot 302-333
British Miniature Dress Medals .....	Lots 334-359
Foreign Miniature Dress Medals .....	Lots 360-394
Foreign Orders, Decorations & Medals .....	Lots 395-528

## SINGLE CAMPAIGN MEDALS

- 1 The superb Boulton's Trafalgar Medal awarded to Rear-Admiral J. McKerlie, Royal Navy who, despite the loss of an arm early in his career, served with distinction at Trafalgar as First Lieutenant aboard H.M.S. *Spartiate*, went on to see action in the ill-fated Walcheren Expedition, and subsequently took command of the experimental frigate H.M.S. *Vernon*



Matthew Boulton's Medal for Trafalgar, silver (**John M'Kerlie 1st Lieut.**) mounted in an attractive, hallmarked silver frame with glazed lunettes, naming contemporarily engraved around edge, *lunettes slightly chipped, Medal extremely fine*

£1,800-2,200

**John McKerlie** was born on 7 June 1774 at Glenluce, Wigtonshire, the son of John McKerlie, a stonemason. He enlisted in the Royal Navy on 23 April 1794 from the Merchant Navy, as a Volunteer rated Able aboard the 38-gun HMS *Arethusa*, at that time commanded by the renowned frigate captain Sir Edward Pellew. The extraordinary exploits of a later command, HMS *Indefatigable* were to be fictionalised in C.S. Forester's *Hornblower* novels; many of the young officers who served with Pellew aboard this vessel went on to have astonishing careers - more than one has been described as being the inspiration for our eponymous hero Horatio Hornblower and it is not beyond the realms of possibility to consider McKerlie's service providing some of that inspiration.

He must have made an impression on Pellew, following him to his next command - the 44-gun *razee* frigate HMS *Indefatigable* in December 1794 with the rating of quarter-gunner, a swift rise from his original rank in a short space of time. McKerlie's progressive career aboard the *Indefatigable* is testament to his abilities both as a seaman and his intelligence, since he served for a short period as the ship's Schoolmaster.



Pellew's tenure as Captain was highly successful with the most notable engagement being the Action of 13 January 1797. After the failed French invasion of Ireland the *Indefatigable*, accompanied by the 36-gun HMS *Amazon*, were ordered to harass the stragglers of the French fleet in December 1796. They chanced upon the 74-gun French Ship-of-the-Line *Droits de l'Homme*, transporting a demi-regiment of artillery, overloaded and struggling in rough seas. Unable to open her lower-deck gun ports due to the stormy weather (thereby negating her distinct advantage in firepower), and having already suffered damage from the elements, the *Droits de l'Homme* was in poor shape for a fight. Captain De Lacrosse, well aware of his unenviable situation, chose discretion over valour and attempted to escape. Over the course a ten-hour pursuit the *Indefatigable* and *Amazon* used their superior manoeuvrability to repeatedly rake their foe across stem and stern, causing severe damage aloft and even cutting away her mizzenmast. The *Droits de l'Homme* returned fire as she could, but ran so low on ammunition during the engagement that her crew resorted to using the artillery shells they were transporting for use in Ireland. The battle only ended at 04:20 when lookouts spotted land, less than two miles distant. The British broke off immediately - however *Amazon* ran aground, on what turned out to be the coast of Brittany, and her crew were captured. The *Droits de l'Homme* with sails and rigging severely damaged from the running fight, could no longer manoeuvre effectively and consequently ran aground on a sandbank. Trapped in place, the vessel was destroyed by the rough seas and of the 1,350 soldiers and seamen aboard only 400 were able to escape. The action was regarded as a triumph: Pellew had succeeded in using his advantages of speed and manoeuvrability to cripple and cause to be destroyed his far larger and stronger opponent. McKerlie however was in no state to celebrate their victory, having lost his right arm in the fighting as well as suffering a wound to the thigh. Fortunately he survived his wounds, continuing to serve under Pellew despite his handicap.



McKerlie again followed Pellew when in 1799 he captained the 74-gun HMS *Impétueux*, doubtless witnessing the attempted mutiny launched by some of the crew in May of that year. However, the mutineers were suppressed by the ship's Marines, who had remained loyal to the Captain; three men were hanged and another six flogged in response to the uprising.

The next year the *Impétueux* took part in the attack on Brittany at Quiberon which was intended to support a Royalist uprising. The naval squadron landed troops, including their own contingents, destroying coastal forts and taking several ships; during the course of these engagements McKerlie himself participated in several small actions with the ships' boats. He appears to have had a close relationship with Pellew who significantly aided his career. Indeed during the planning of the aborted Belleisle operation, a part of the larger Quiberon expedition, he even appointed him a Temporary Lieutenant commanding the 32-gun frigate HMS *Thames*. Unfortunately the attack was abandoned when it became clear that the Royalist uprising had failed. An amusing incident recounted in the *Royal Naval Biography* (J. Marshall) relates that McKerlie:

'...went up to Sir Edward, interrupted him in a conversation with Major-General Maitland, and asking what part he was to act in the event of a debarkation taking place? The answer was: "McKerlie you have lost one hand already, and if you lose the other you will not have anything to wipe your backside with; you will remain on board with the first lieutenant and fight the ship as she is to engage an 8-gun battery".'

Promoted Lieutenant in October 1800, McKerlie was fortunate to continue serving in that rank throughout the peace which followed the Treaty of Amiens - first in the Channel Fleet and later as part of the Newfoundland Station. However with the recommencement of hostilities in May 1803 he returned to the fold, being appointed to the 74-gun HMS *Spartiate* as First Lieutenant on 13 March 1804; it was with that ship that he participated in the Battle of Trafalgar a year later, on 21 October 1805. During the course of the battle the *Spartiate* was the final ship in Admiral Lord Nelson's own weather column. The *Spartiate* first engaged the 80-gun *Formidable* and later joined HMS *Minotaur* in trapping and pummeling the 80-gun Spanish ship *Neptuno*. By this point it was already late in the day and the *Neptuno* had suffered damage, whilst the *Spartiate* and *Minotaur* were still fresh. Nevertheless the Spanish ship put up a tough fight, being the last vessel of the Franco-Spanish fleet to surrender. The *Spartiate* suffered very lightly compared to many, with only three crewmen dead and 20 wounded. The *Spartiate*'s captain, Francis Laforey, logged the damage to the ship as:

'The Foremast and Bowsprit badly wounded in two places. 1 shot well thro' the heel of Maintopmast, which splintered it much. Fore & Main Shrouds shot away and several of the Top mast Do. Backstays running rigging all cut very much and several shots in our hull & several small grape shot in the Fore and Main masts Empd Regd the damages & getting the Ship ready to renew Action'

Laforey himself was an interesting figure, a contemporary of Nelson with a stellar career already secured; he was the flag-bearer behind Nelson's coffin during his funeral and was later appointed Commander-in-Chief of the Leeward Islands and promoted Admiral in addition to being made a Knight Commander of the Bath in 1814.

Before progressing with McKerlie's career it is worth noting that *Spartiate*'s Union Jack was rediscovered, in excellent condition, in 2009 by the family of Lieutenant James Clephan, to whom it had been presented upon his promotion at the conclusion of the battle: it sold at Charles Miller Ltd., on Trafalgar Day, for £384,000.

Following the battle McKerlie was promoted Commander (24 December 1805): however, he was then seconded from the Navy to work as a surveyor with the famed civil engineer Thomas Telford ('the Colossus of Roads'), being employed in this role from 1806-1808. His work with Telford focused upon a survey of roads and bridges: Telford had requested the aid of a naval officer and, given his father's work as a stonemason, McKerlie must have been the perfect choice.

Upon returning to naval service after his civilian hiatus he was given command the 10-gun Brig *Calliope* (1808); a year later he took part in the ultimately unsuccessful expedition to Walcheren, nevertheless personally distinguishing himself in the command of a number of gun brigs on the Scheldt. He built upon this success when appointed to hunt privateers off North Holland - notably taking the 14-gun *Comtesse d'Hambourg* on 25 October 1810.

Appointed to the command of a Squadron based in North Heligoland (in the process of which he oversaw the defence and eventual retreat from Cuxhaven), upon his replacement at Heligoland in October 1813 McKerlie was directed to launch a raid up the river Weser and seize two 20-gun corvettes there. This was achieved and McKerlie returned to Britain aboard those corvettes in December 1813. Promoted Post Captain on 4 December 1813, he was unfortunately unable to find another command and returned to his native Galloway. Here he married Harriet Stewart, second daughter of James Stewart of Cairnsmuir, with whom he had one daughter.

In keeping with his naval career and love of the sea, McKerlie became the owner and Captain of the merchant ship *Garlies* as well as serving as a magistrate for Wigtonshire; in 1816 he was the recipient of a pension for the loss of his arm. Despite this apparent success in a comfortable civilian life McKerlie was to return to the Royal Navy some twenty years after he left it when, in 1834, he was appointed captain of the experimental frigate HMS *Vernon*, a revolutionary vessel whose unique design made her far faster and more stable than similar ships of that class; her figurehead can be seen to this day at No. 1 Gunwharf Quay, Portsmouth.

Promoted Rear Admiral on 1 October 1846, with the creation of the Naval General Service Medal in 1847 McKerlie found himself one of only eight surviving veterans entitled to the *Indefatigable 13 Jan 1797 clasp*; he is further entitled to the *Indefatigable 20 April 1796* and *Trafalgar* clasps - a unique combination. He died at Corvisel House, Newton Abbott in 1848.



McKerlie is certainly not as well known today as he deserves to be: his exploits saw him rise from Volunteer to Rear Admiral, earning accolades and promotions from great men such as Pellew and Laforey along the way. All the more impressive when one remembers that he did most of it single-handedly.

The National Maritime Museum, Greenwich, holds several examples with lunettes of very similar form to this example, one of which is on public display in the 'Nelson, Navy, Nation' Gallery. The flag flown from the jackstaff of *Spartiate* at the Battle of Trafalgar sold for £394,000 in 2009, now being held in the Zaricor Flag Collection.

- 2      **The rare Naval General Service Medal awarded to Able Seaman Joseph Clark, who served in two celebrated frigate actions, concluding his career aboard H.M.S. *Minotaur* at Trafalgar**
- Naval General Service 1793-1840, 1 clasp, Minerve 19 Decr. 1796 (Joseph Clark.), *suspension refitted, contact marks, nearly very fine*      £8,000-10,000

A unique name upon the rolls.

Entitled to 'Blanche 4 Jany. 1795' and 'Trafalgar' clasps. Another Medal with those two clasps was sold in the Goddard Collection, noting the likely existence of this award.

**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.



- 3 Naval General Service 1793-1840, 1 clasp, Nile, (**Henry Stroud.**) *nearly extremely fine* £800-1,000
- Henry Stroud** is noted as a Drummer, Royal Marines, on the books of the 74-gun third-rate H.M.S. *Bellerophon* at the Battle of the Nile (1 August 1798).
- The ‘Billy Ruffian’, as she was affectionately known throughout her career, was undoubtedly one of the most famous line-of-battle ships in the Royal Navy during the Napoleonic Wars: launched in 1786, she participated in no less than three Fleet Actions - the Glorious First of June (1794); the Nile (1798); and Trafalgar (1805) and she is further renowned for being the vessel which took the official surrender of Napoleon Bonaparte in July 1815.
- At the Nile, *Bellerophon* was eighth ship in the British line and, as the battle developed, found herself alongside the massive 120-gun *Orient*, flagship of the French commander Vice-Admiral Francois-Paul Brueys d’Aigalliers. Pummelled by the heavier French guns and her decks raked with musket fire, *Bellerophon*’s captain, Henry d’Esterre Darby was hit and, as successive officers were killed or wounded, at one point command developed on the senior Midshipman, 13-year-old John Hindmarsh.
- After an hour of this unequal duel, *Bellerophon*’s mizzenmast collapsed and this was followed shortly afterward by the mainmast. As Midshipman Hindmarsh ordered the cable cut and the spritsail hoisted, the strain proved too much for the weakened foremast and that too collapsed to leave the ship totally dismasted and unmanageable. *Bellerophon* drifted away into the night, her crew working hard to put out fires and make essential repairs; there must have been a sense of grim satisfaction onboard when *Orient* blew up in a massive explosion at 10pm.
- Bellerophon*’s crew spent the next five days making her sailable again and dealing with casualties - the ‘Butcher’s Bill’ of 49 killed and 148 wounded were the heaviest losses of any British ship involved in the battle, a testament to the punishment she had received at the hands of the *Orient*. Undoubtedly Drummer Stroud would have been in the thick of the fighting - likely in an exposed position such as the quarterdeck or fo’c’sle - relaying orders and commands by drumbeat amongst the ships’ Company.
- Three further men of this name are noted upon the Admiralty List, all with single-clasp medals: a Commander on the *Asia* for Syria; an Ordinary Seaman on the *Princess Charlotte* for the same action; and a Boy on the *Dartmouth* for Navarino. As a point of interest, Midshipman John Hindmarsh later became a Rear-Admiral and recipient of a seven-clasp Naval General Service Medal: one of only two ever awarded.
- 4 Naval General Service 1793-1840, 1 clasp, Navarino (**James Edgcombe**), *good very fine* £1,000-1,200
- Ex Needes Collection, April 1940.
- James Edgcombe** served as a Private in the Royal Marines aboard H.M.S. *Albion* at Navarino. He was born at Underwood, Devon, and was enlisted by Lieutenant Edwards at the Royal Marines Head Quarters on 22 June 1825, aged 19. He was discharged to Plymouth Hospital suffering from paralysis of his left arm on 4 October 1830. Sold with copied muster rolls.
- x5 Naval General Service 1793-1840, 1 clasp, Syria (**Aaron Cock.**), *very fine* £400-500
- Unsurprisingly, a unique name upon the Medal rolls.
- Provenance:  
Glendining’s, June 1978 & 1987.
- Aaron Cock** served as a Sergeant, Royal Marines aboard *Thunderer* during the operations off the coast of Syria.

x6 The historically important Naval General Service Medal awarded to Admiral J. H. Plumridge, Royal Navy, whose 64-year naval career traversed the ages of sail and steam

He first saw action off Egypt aged 14 - and as a Midshipman aboard *Defence*, Plumridge took part in some of the heaviest fighting of the Battle of Trafalgar, including the capture of the *San Ildefonso*; he commanded daring cutting-out raids against Danish shipping during the Gunboat War, and led the assault against Italian shore batteries at Anzio in 1813

Tasked with overseeing the bombardment of Bomarsund during the Crimean War, Plumridge pioneered the use of steamships and revealed their formidable power; his bombardment took the Russians by surprise and led to their early surrender, avoiding a costly siege. The capture of Bomarsund dealt a lasting blow to Russian interests in the Baltic

Naval General Service 1793-1840 (H. J. Plumridge, Midshipman.), note initial, *suspension replaced with ring, very fine*

£5,000-6,000

Purchased in this state at a silver market in Sri Lanka by the present vendor in the 1980s, since when it has been lovingly worn by his wife as a piece of jewellery.

[K.C.B.] *London Gazette* 10 July 1855.

3 'Egypt' clasps awarded to Officers of H.M.S. *Leda*.

8 'Trafalgar' clasps awarded to Officers of H.M.S. *Defence*.



**James Hanway Plumridge** was born at Hertford Street, Mayfair on 13 March 1787, son of the architect James Plumridge and great-great-nephew of the merchant and philanthropist Jonas Hanway. Employed by the Muscovy Company at St. Petersburg, Hanway oversaw British trade with the Shah of Persia. He explored much of the Caspian Sea in the 1740s, enduring terrible hardships and fighting against pirates. Hanway's exploits in Russia caused a sensation when his narrative, *Historical Account of British Trade over the Caspian Sea*, was published in 1753. Hanway settled in London, becoming victualling commissioner to the Royal Navy. His greatest legacy is undoubtedly The Marine Society, the world's oldest maritime charity, which he founded at The King's Arms Tavern, Cornhill in 1756. This charity recruited, clothed and trained men and boys for naval service, providing 12% of the Royal Navy's manpower between 1756 and 1815. Lord Nelson claimed that the professionalism of this all-volunteer cadre led directly to his victory at Trafalgar. Hanway's lavish monument at Westminster Abbey shows the seated figure of Britannia distributing clothes to young recruits. Though Hanway died in 1786, young James would certainly have drawn inspiration from his great-great-uncle's achievements.

Plumridge received his education at the Naval Academy, Chelsea, another of Hanway's charitable foundations. Situated at Ormond House, Paradise Row (now Royal Hospital Road), this institution trained the sons and orphans of impecunious naval officers. It boasted an observatory, a rope-house,



and a fully-rigged ship called *The Cumberland*, armed with six-pounders. Plumridge entered the Royal Navy as a 1st Class Volunteer on 6 September 1799, serving as a Midshipman aboard the sloop *Osprey* under Commander John Watts. In December 1800 he transferred to the 38-gun frigate *Leda*, under Captain George Hope, which took part in the Egyptian campaign of 1801. During the same year she recaptured the slave ship *Bolton*, captured the French privateers *Desiree*, *Jupiter* and *Venturose*, and liberated the Portuguese vessels *Caesar* and *Tejo*.

Captain Hope relinquished command of *Leda* in September 1802, and was given the third-rate *Defence*, 74 guns. Plumridge followed Hope to this new ship, and was to serve aboard her at the Battle of Trafalgar on 21 October 1805. On that fateful day she was the rearmost ship of Vice-Admiral Collingwood's Lee Division. This brought her into conflict with the tail-end of the Franco-Spanish fleet. Her broadsides dismasted the French ship *Berwick*, 74 guns. She then came alongside the Spanish ship *San Ildefonso*, 80 guns, engaging her yard arm to yard arm for nearly an hour, suffering 36 casualties. After seeing the French ship *Achille* blow up at 5.45 p.m., the *San Ildefonso* struck her colours. The *San Ildefonso* was among the four prize vessels which sailed into Gibraltar following the victory; it must have taken a skilled prize crew from *Defence* to keep her seaworthy during the violent storm that night, and to suppress any attempts recapture by the Spanish sailors. *San Ildefonso*'s colossal ensign (32 x 47 feet) was unfurled over Nelson's funeral carriage as it lay in state at St. Paul's Cathedral, as depicted in Charles Augustus Pugin's painting. The war-ravaged ensign is now held by the National Maritime Museum.

Plumridge served aboard the third-rates *Theseus* and *Repulse* the following year, before joining *Zealous*, 74 guns, as a Lieutenant on 26 October 1806. On 9 March 1809 he transferred to the 38-gun frigate *Melpomene*, under Captain Peter Parker. *Melpomene* was to play a vital role in the Gunboat War (1807-1814), a gruelling contest between the Danish and British navies in which parties of Danish gunboats would ambush and try to capture the heavier British ships. Plumridge led the boats of *Melpomene* in a daring attack on Danish merchant ships, which were lying under the protection of shore batteries at Huilbo Harbour, Jutland. The attack succeeded in destroying a Danish cutter, although Lieutenant George Rennie was killed and five men were wounded. *Melpomene* then repelled an attack by 20 Danish gunboats, emerging victorious despite the loss of 34 men killed and wounded. From 6 February 1810 Plumridge served aboard the 32-gun frigate *Tartar*, under Captain Joseph Baker. *Tartar* scoured the Baltic Sea for signs of Danish shipping, capturing five gunboats in as many months. Plumridge gained an intimate knowledge of the Baltic coastline, presaging his later career.





Plumridge again served under Captain Peter Parker, this time aboard *Menelaus* from 20 May 1810. This frigate was commissioned just in time to suppress a threatened mutiny aboard *Africaine*, 38 guns, whose crew refused to allow the notoriously brutal Captain Robert Corbet to take command. *Menelaus* came alongside with orders to open fire if Corbet was refused entry. *Menelaus* then sailed for the Indian Ocean to reinforce the squadron under Commodore Josias Rowley, which had just suffered a heavy defeat at the Battle of Grand Port. This was an attempt to destroy a French frigate squadron which, operating from Isle de France (now Mauritius), had decimated convoys of East Indiamen bound for England. The Honourable East India Company sent 25,000 soldiers to capture the island, which fell on 2 December 1810.

Serving briefly aboard *Tonnant*, 80 guns, Plumridge next transferred to *Hibernia*, a unique flagship with 110 guns. On 25 July 1813 he joined the 46-gun frigate *Resistance*, under Captain Fleetwood Pellew, which patrolled the Italian coast between Leghorn and Naples. Plumridge led *Resistance*'s boats in an audacious raid against enemy batteries at the port of Anzio. He managed to destroy the batteries while also capturing a merchant convoy. In March 1814 he transferred to *Caledonia*, 120 guns, the flagship of Sir Edward Pellew. He served as Pellew's ADC during the capture of Genoa.

#### *Steamship pioneer*

Promoted to Commander on 7 June 1814, Plumridge's first command was the sloop *Crocus*, but within a month he was transferred to command *Philomel*, destined for the East Indies. He was appointed Acting-Captain of the Bombay-built frigate *Amphitrite*, in which he returned to England in 1817. On 10 February 1818 he was given command of *Sappho*, 18 guns. That year, after a visit to St. Helena, *Sappho* intercepted and captured three American privateers, *Clinton*, *Liberty* and *Maria*, off the coast of Ireland. It was for these services that Plumridge advanced to Post-Captain on 9 October 1821. He was finally given command of the frigate *Magicienne* on 18 July 1831, serving in the East Indies for several years. In 1837 he became Superintendent of the Packet Service at Falmouth, overseeing a postal system which stretched to the far reaches of the British Empire.

Four years later Plumridge became MP for Penryn and Falmouth, residing at Arwenack House, Falmouth's oldest building. He briefly served as Storekeeper of the Ordnance, responsible for the care and maintenance of ordnance stores. Plumridge returned to sea on 9 August 1847, commanding the frigate *Cambrian* in the East Indies and China Station. Following the death of the Commander-in-Chief, Francis Augustus Collier, in October 1849, Plumridge served as C-in-C *pro tem* until Charles Austen's arrival the following year. He was promoted to Rear Admiral on 8 October 1852.

At the outbreak of war with Russia in 1854, Plumridge was assigned to the fleet being assembled by Vice-Admiral Sir Charles Napier for service in the Baltic. On 8 March he hoisted his flag aboard *Leopard*, a steam-powered paddle frigate. Plumridge was to command a "flying squadron" of steamships for the expedition, and his orders were to bombard fortifications and telegraph apparatus along the Finnish coast of the Gulf of Bothnia, which separates Sweden and Finland. Some 30,000 Russian troops were based in this region, and Napier's orders were to prevent any support reaching the Crimea. Plumridge fired on military and civilian settlements indiscriminately, even destroying commodities which were destined for Britain and had been paid for in advance. He was nevertheless charged with overseeing the bombardment of Bomarsund on the Åland Islands, a Russian fortress which dominated the entrance to the Gulf. On 21 June, during the first bombardment, Midshipman Charles Davis Lucas of the gunboat *Hecla* won the first-ever Victoria Cross, by throwing a Russian shell overboard before it could detonate. The Russians had fortified Bomarsund because the waters surrounding it were too shallow for traditional sailing ships, but the innovation of steam power enabled Plumridge to bring his squadron within pistol-shot of the enemy.

Plumridge commanded no fewer than 25 steamships at the second bombardment of Bomarsund on 13 August. Sir Charles Napier supervised the landing of French and British siege guns, which were positioned on heights overlooking the fortress. French infantry assaulted the Brännklint Bastion later that day, though the Russians redirected their fire against this outer-work, scoring a hit to its gunpowder magazine. By 16 August, continuous bombardment from Plumridge's steamships and the land-based batteries had created a practicable breach in the main fortress. The garrison surrendered without offering further resistance, and 2,000 prisoners were taken. French and British engineers saw to Bomarsund's complete demolition, and the land Islands remain a demilitarised zone to this day. Not a single British ship was lost, and the Russian Baltic Fleet was confined to Kronstadt for the rest of the war.

For his services at Bomarsund and the Gulf of Bothnia, Plumridge was made a Knight Commander of the Order of the Bath. He advanced to Vice-Admiral on 28 November 1857, and Admiral on 27 April 1863, but died on 29 November that same year, aged 76. He died at Hopton Hall, a late Georgian manor house in Hopton-on-Sea, Norfolk.

Plumridge married three times. His first wife, whom he married in 1821, was the daughter of Rear-Admiral Hart. She died in 1827, without issue. In 1835 he married Harriet Agnes, daughter of the Rt Hon Hugh Elliot, by whom he had several children. He again became a widower in 1845, before marrying Georgina Skinner, daughter of Lieutenant-Colonel Thomas Skinner of the Royal Artillery. Plumridge had several children by his third wife, who lived until 1897. His maternal niece Catherine German married Hermann Philipp Rée, and their great-great-grandson is the former Prime Minister the Rt Hon David Cameron.

Plumridge is featured in the famous etching of 'Military Leaders of the Allies', stood between Admiral Deschenes and Napier.

7

The rare 2-clasp Naval General Service Medal awarded to Commander Thomas Strover, R.N., who served in the lower decks of the *Centaur* 74 as a young boy in two fine actions before receiving his deserved promotion to Lieutenant



Naval General Service 1793-1840, 2 clasps, 16 July Boat Service 1806 [51], Centuar 26 Augt 1808 [41] note error in spelling of clasp (**Thomas Strover.**), *a little edge bruising, otherwise good very fine*

£6,000-7,000

PROVENANCE:

Glendining's, October 1938.

Sotheby's, March 1980 and May 1992.

16 July Boat Service 1806 [51 issued] - including one officer and 10 men of the *Centaur*, most of whom also claimed the following action.

Centaur 26 Aug 1808 [41 issued] - note the spelling variation 'Centuar' on this actual clasp, which is as recorded in the Glendining's October 1938 catalogue. This variety of spelling was also recorded on the medal to Richard M. Teed.

Thomas Strover is confirmed on the rolls as a Volunteer First Class in the *Centaur* for the Boat Service action, and as an Ordinary Seaman aboard Centaur at the capture of the *Sevolod* in August 1808.

**Thomas Strover** was born at Deptford, and first entered the Navy as a Landsman on board the *Prince Frederick* on 26 August 1805, aged 13 years. He joined the *Centaur* 74 on 27 February 1806, as a Volunteer First Class, being later advanced to Ordinary Seaman. In the *Centaur* he took part in the actions described below and afterwards in the Walcheren expedition in August 1809. After his promotion to Acting-Lieutenant in August 1812, he saw service on the East India station aboard H.M. Ships *Samarang*, *Minden* and *Theban*, until 1816 when he returned to England. Thereafter he saw short periods of employment on the Jamaica, Mediterranean and Lisbon stations before joining the *Poitiers* in 1846, which vessel fulfilled the role of guard-ship at Chatham. One of his final sea-going appointments was as an Admiralty Agent aboard a contract mail steam vessel. He was promoted to the rank of Commander on 9 January 1854, and died at Basford, Nottinghamshire, on 6 September 1863, aged 72 years.

#### *Cutting out of the Caesar*

On the evening of 15 July 1806, twelve boats from Commodore Sir Samuel Hood's squadron, H.M. Ships *Achille*, *Centaur*, *Conqueror*, *Indefatigable*, *Iris*, *Monarch*, *Polyphemus*, *Prince of Wales* and *Revenge*, under Lieutenant Edward R. Sibley of the *Centaur*, set out for the mouth of the Gironde to attack a convoy laden with stores at the entrance of the river, under the protection of two brig-corvettes. At midnight they entered the Verdon road, and immediately attacked the French 16-gun brig-corvette *Caesar* with a crew of 86 men, fully prepared for resistance. While cutting away the boarding netting of the brig, Lieutenant Sibley was badly wounded, but she was boarded and carried after a very gallant defence, her commander, Lieutenant Fourré being among the slain. The other brig, the *Teazer* (late British) of fourteen guns, in the darkness of the night slipped her cable and escaped up the river, followed by the convoy. In the meanwhile the prize, exposed to a fire from the *Teazer* and the batteries on both sides of the river, was worked out under the direction of Lieutenant Parker of the *Indefatigable*, and joined the two frigates at anchor in the offing. The British loss was rather severe, Lieutenant C. Manners, of the *Revenge*, a master's mate, and seven men killed, and four Lieutenants and thirty-five men wounded. Lieutenant Sibley was promoted to Commander for his gallant action.

#### *Centaur and Implacable pursue the Russian fleet and capture the Sewolod 74*

In August 1808, Sir Samuel Hood in *Centaur* accompanied by *Implacable*, Captain Thomas Byam Martin, joined Rear Admiral Nauckhoff and the Swedish fleet in Oro Roads and they all sailed from there on the 25th, in pursuit of the Russian fleet which had appeared off Sweden two days earlier. Due to their superior sailing Centaur and Implacable were soon well in advance and closing on the Russians who appeared to be in disorder. By the morning of the 26th, *Implacable* was able to bring the leewardmost of the enemy's line-of-battle ships, the *Sewolod* 74, Captain Roodneff, to close action. After 20 minutes the enemy's colours and pendant were lowered but the approach of the whole Russian force obliged Sir Samuel to recall Captain Martin. A Russian frigate took the crippled ship in tow but when the Russian Admiral hauled his wind, *Centaur* and *Implacable* gave chase and forced the frigate to slip her tow. The enemy ships again bore down in support but instead of engaging they entered the port of Rager Vik (also known as Port Baltic or Rogerswick). When boats were sent out to try and tow her in to harbour *Centaur* stood in and, after driving the boats off, ran across the bow of the *Sewolod* just as she was entering the harbour. The *Centaur* then lashed the *Sewolod's* bowsprit to her mizen-mast and both ships soon drifted aground. The Russians refused to strike and the battle went on until the arrival of the *Implacable* finally induced the Russian ship to surrender. *Implacable* had to heave *Centaur* off. However, the prize was so firmly aground that after taking out the prisoners and wounded men, Sir Samuel ordered her to be burnt. Implacable lost six men killed and twenty-six wounded including two who did not recover and three who had limbs amputated. *Centaur* lost three killed and twenty-seven wounded, and the *Sewolod* 303 killed, wounded and missing.





- 8 Waterloo 1815 (**John Jacobs 2nd Batt. Grenad. Guards.**), replacement clip and ring suspension, *edge bruising, nearly very fine* £2,000-2,400  
Served in Lieutenant-Colonel West's Company and was wounded in the back and leg at Waterloo.
- 9 Waterloo 1815 (**John M'Intosh 1st Batt. 71st Reg. Foot**), fitted with replacement straight-bar suspension, *some light pitting and edge knocks, otherwise very fine* £700-900  
During the Battle of Waterloo on 18 June 1815, the 71st (Highland) Regiment of Foot (Light Infantry) formed part of the 3rd British Brigade of the 2nd British Infantry Division; alongside the 52nd Light Infantry and two battalions of the 95th Rifles, they formed a strong cohort of regiments which had all seen extensive service during the Peninsular War.  
Stationed on the right flank of Wellington's position, after initially being placed in reserve the 71st were later to see much heavy fighting during the French cavalry attacks and final repulse of the Imperial Guard.  
Private McIntosh, of Captain A.J. McIntyre's Company, is confirmed on the Roll for the Waterloo Medal.

- 10 The interesting Waterloo Medal awarded to Ensign Frederick de Rönne, King's German Legion, who in later life became a noted Prussian jurist, politician, author and diplomat, Prussian Ambassador to the United States from 1834-44

de Rönne was held in such high regard that he was asked by the American Government to act as mediator during negotiations in its dispute with Mexico in 1839

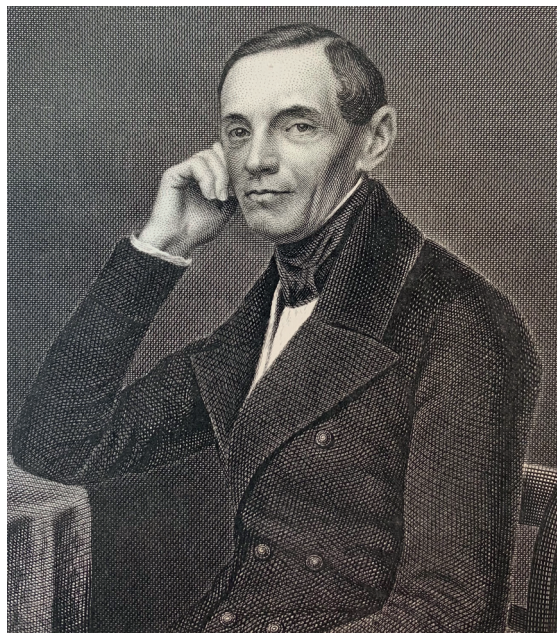
Waterloo 1815 (Ensign. Fred. De Ronne, 3rd Line Batt. K.G.L.), replacement clip and ring suspension, *worn overall, fine*

£1,200-1,500

**Friedrich Ludwig von Rönne**, was born in 1798 at Seestermühe, Holstein, Germany, the third son of Johann Georg von Rönne. He was educated at Glückstadt, and later received private tuition in Berlin under the tutelage of politician and legal professor Charles Twستن.

Young de Rönne joined the King's German Legion as a Gentleman Ensign on 21 March 1814, vice Dehnel, under whom he would serve in the 3rd Line Battalion in the Netherlands and during the Battle of Waterloo. The 3rd Line Battalion formed part of Colonel du Plat's 1st German Brigade, itself part of the 2nd British Infantry Division under Lieutenant General Sir Henry Clinton. The 3rd Line Battalion were initially held in support behind the crucially-important Hougomont Farm, but were later brought in to assist the Guards, Hanoverian and Nassauer troops at 1600hrs in the face of repeated French attacks. Du Plat's Brigade fought off several French cavalry attacks, with the 1st, 3rd and 4th Line Regiments forming square to the left of the farm to resist a particularly strong cavalry charge. Colonel Du Plat himself was mortally wounded, and the young Ensign de Ronne would have made a conspicuous target holding the battalion's colours.

Returning to civilian life, he studied law at Kiel and Berlin, joining the Prussian judicial service in 1820, and being made High Court Judge in Hamm in 1825. He joined the Civil Service in 1831, initially working in Potsdam, before being sent to Washington in 1834 as Minister Resident (Ambassador) of Prussia in the United States of America. Over the next ten years he worked tirelessly in support of German Immigrants to the States, making firm and repeated attempts to establish formal commercial contracts between the German Customs Union and United States. Where these unfortunately faltered, he did succeed in extending the trade agreements between the United States and both Hamburg and Bremen. He latterly acted as mediator during the American dispute with Mexico.



Appointed Head of the Department of Commerce in 1844, in 1848 he was elected to the Frankfurt National Assembly, before being Envoy of the Archduke Johann of Austria in 1849. He retired in 1858, pursuing his career as a Liberal politician, and died in 1865 in Berlin.



- 11 Waterloo 1815 (**Paymaster James Tallon, 10th Royal Reg. Hussars**), fitted with original steel clip and replacement ring suspension, *nearly extremely fine* £1,400-1,800

PROVENANCE:  
Whitaker Collection.  
Christie's 2001.

**James Tallon** was appointed Paymaster in the 10th Hussars on 15 December 1813. He went on half pay in December 1818 and is still shown with the regiment until 1825.

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- 12 Military General Service 1793-1814, 1 clasp, Egypt (**J. Parkins, R. Arty**), *minor edge bruise, good very fine*

£600-800



**John Parkins** was born at Rotherham, Yorkshire in 1773 and enlisted in the Royal Artillery on 5 November 1796. He served during the Egyptian Campaign fought by the British in 1801 to repulse the French from Egypt. Parkins served a full 22 years of service being discharged at on 3 November 1818. His character upon discharge was listed as 'good' and with his occupation being described as 'smith'; sold together with copied service records.

- 13 Military General Service 1793-1814, 1 clasp, Busaco (**John Chetham, Capt. 61st Foot**), *edge bruised and rubbed, polished, otherwise nearly very fine*

£1,200-1,500

The 1/61st (South Gloucestershire) Regiment formed part of Lt-Col Lord Blantyre's 2nd Brigade of the 1st Division at the Battle of Busaco and formed part of the Allied defensive position just south of the village of Busaco itself.



- 14 Military General Service 1793-1814, 1 clasp, Salamanca (**Joseph Bell, Serjt. 11th Lt. Dgns.**), *good very fine* £600-800

Joseph Bell was one of 36 sergeants (along with 32 officers, eight trumpeters and 642 other-ranks) of the 11th Light Dragoons who landed at Lisbon on 30th May 1811 for service in the Iberian Peninsula. The regiment swiftly saw action in several hard-fought skirmishes against the French; one of these (15 August 1811) being the occasion in which they subsequently received their famous soubriquet of 'The Cherrypickers'...albeit for being caught out and surprised by a French force whilst supposedly picking cherries in an orchard!

The 11th's first major action, the 'Affair' at El Bodon (25 September 1811), re-established their reputation as an efficient regiment as they charged the French over twenty times and suffered 30 casualties. They later served in Anson's Brigade during the battle of Salamanca (providing support to Le Marchant's Brigade of heavy cavalry) and subsequently participated in the battle of Garcia Hernandez (23 July 1812), when the cavalry of the King's German Legion made a name for themselves by breaking a square of French infantry.

Sadly the 11th's time in the Peninsular was coming to an end: in October 1812 it was decided to send the regiment home due to the casualties they had sustained in both men and horses and they duly arrived at Portsmouth in June 1813.

Serjeant Bell is confirmed on the roll with entitlement to a Military General Service Medal, clasp Salamanca, only.



- 15 South Africa 1834-53 (**E. McKey. Cape Md. Riflemen.**), *edge bruise, very fine* £240-280

- 16 The rare and emotive Sutlej Medal to Captain J. J. Poett, 27th Bengal Native Infantry, who fought in the desperate defence of Ghuznee when surrounded by Afghan tribesmen during the First Afghan War, and suffered unimaginable hardships as a prisoner of Shumshoodeen Khan before the arrival of Major-General Pollock



Sutlej 1845-46, for Ferozeshuhur 1845 (Capt. J. J. Poett 27th Regt. N:I:), *very fine*, together with an envelope from a previous owner, with ink inscription

£500-600

**John Joseph Poett** was born in Dublin on 25 March 1807, the son of Joseph and Julia Poett. Gaining a commission in the 27th Bengal Native Infantry, he served as a Captain with this regiment during the First Afghan War (1839-42), a conflict which should be remembered not just for its blunders and catastrophes, but also its examples of fortitude and resilience against impossible odds.

Ever fearful of the Russian threat to India, Lord Auckland, the Governor-General, watched with consternation as a Russo-Persian army attacked the city of Herat in western Afghanistan in 1838. Believing Emir Dost Mohammed of Afghanistan to be pro-Russian, Auckland decided to install a new Emir at Kabul, Shah Soojah, effectively a puppet ruler who was forbidden from negotiating with foreign powers without Britain's consent. This required a military expedition to Kabul, for which Auckland mobilised an 'Army of the Indus' at Ferozepore. Poett's regiment, the 27th Bengal Native Infantry, was assigned to the 5th Infantry Brigade under Colonel Dennis, which included the 2nd Bengal Native Infantry and HM's 3rd Foot (The Buffs). By April 1839 the Russians had lifted the siege of Herat and withdrawn, but Auckland decided to invade Afghanistan anyway.

The most direct route lay across the Punjab, but the Sikh Empire, though nominally allied to Britain, would not permit such an incursion. Instead the British force, led by Sir John Keane, had to weave through the treacherous Bolan and Kojak passes. Supporters of the incumbent Emir, Dost Mohammad, rallied at the stronghold of Ghuznee, which lay directly in Keane's path. Ghuznee was an imposing fortress with earthen walls 80 feet high, surrounded by a wet ditch. On the night of 22-23 July, Keane's engineers blew up Ghuznee's Kabul Gate, leading to the fortress's capture after a ferocious hand-to-hand struggle. Leaving the 27th Bengal Native Infantry at Ghuznee to act as a garrison, Keane proceeded to Kabul on 30 July. He entered the capital on 6 August, triumphantly installing Shah Soojah as Emir, but the Afghan population did not take to their new ruler. Instead they flocked to Dost Mohammed, whose son Akbar began harrying British lines of communication. Major-General Elphinstone, a man with no experience of India, was placed in command at Kabul. His incompetence allowed Dost Mohammed's insurrection to spread during the summer of 1841.

Poett and the 27th Bengal Native Infantry were at Ghuznee during this period. Numbering some 600 men, they were commanded by Colonel Thomas Palmer. Palmer had not been allowed to fully provision or repair the fortress after its capture in 1839. He had guns, but little ammunition for them and no gunners. In November 1841, Kabul rose in support of Dost Mohammad and Elphinstone ordered the infamous retreat. On 20 November, Ghuznee was surrounded by 20,000 Afghan tribesmen led by Shumshoodeen Khan, a nephew of Akbar. Ghuznee earned a brief reprieve when Colonel Maclaren approached with three regiments of Bengal Native Infantry, causing the Afghans to scatter into the mountains. Unfortunately, Maclaren was forced to turn back when his supply cattle died of exposure. The effect this had on morale at Ghuznee can well be imagined. Shumshoodeen's army returned on 7 December, and the garrison steelled itself for a long siege. Palmer received separate orders from Elphinstone and the British Political Agent to evacuate Ghuznee. He correctly assumed these orders to have been written under duress, both men being held by the enemy, and he ignored them.


As supplies dwindled and temperatures dropped to -25 degrees, Palmer's junior officers urged him to evict the Afghan inhabitants still inside Ghuznee, but Palmer refused. He believed the Afghan civilians to be loyal, and would not see them freeze to death outside the walls. Though undoubtedly noble and humanitarian, Palmer's decision was to be the garrison's undoing. While the sepoy on the ramparts were being picked off by Afghan jezails, the Afghan inhabitants were secretly tunnelling beneath the walls. On 16 December they completed their subway, and signalled to Shumshoodeen's pickets. Thousands of Afghans then surged forward, pouring through the tunnel and emerging into the middle of Ghuznee. The sepoys staged a heroic defence, and Poett would have been in the thick of the action. Fighting alongside him was a young Lieutenant named John Nicholson, whose exploits at Delhi during the Indian Mutiny are well known. The Afghans found the garrison's unmanned guns and quickly put them to use. As round shot tore through their ranks, the 27th pushed the Afghans back three times until forced to retreat to the citadel.

The garrison held out for another month. With water supplies cut off, Palmer negotiated a truce on 15 January. He agreed to capitulate after Shumshoodeen promised safe passage to Peshawar. The garrison left the citadel on 6 March, and were held in captivity in the town. Asked to surrender his sword, Nicholson instead broke it across his knee and flung the parts at his captors. Sikh and Hindu sepoys who refused to convert to Islam were butchered while their British officers watched helplessly. The few sepoys who escaped from Ghuznee were killed or captured. The ten remaining officers, including Poett, were imprisoned in a filthy, ordure-ridden cell. Palmer was tortured to make him reveal the location of treasure, which the enemy believed to be hidden in the fortress. One of the officers, Lieutenant Davis, died of typhus.

Poett was to be incarcerated in the cell until 19 August. On that day, Shumshoodeen got word of the approach of Sir George Pollock's 'Army of Retribution', and ordered his men to give the prisoners far better treatment. On 24 August the nine surviving prisoners were taken to join other British hostages at Kabul. There they dined with Dost Mohammed's son Akbar. As news of Pollock's advance reached Kabul, Akbar moved the prisoners to Bamian to keep them out of reach, but Pollock sent a flying column under Brigadier Sale to rescue them. When news of the Afghan defeats reached their guards, the hostages (including Lady Florentia Sale) were able to negotiate their release before Sale even arrived. Pollock entered Kabul on 15 September and laid waste to its Grand Bazaar. Having exacted revenge, the combined British force withdrew from Afghanistan.

After this nightmare campaign, it took years to bring the 27th Bengal Native Infantry back up to strength. Poett nevertheless fought at the Battle of Ferozeshuhur on 21 December 1845, during the First Sikh War. Sir Hugh Gough's crude tactics and misuse of artillery in this battle led to unnecessarily high casualties, but Poett survived to claim his Sutlej Medal. Afterwards he returned to England on furlough. He married Rebecca Helena de Castilla, by whom he fathered five children. Poett was promoted to Major in the 27th Bengal Native Infantry on 6 February 1855, only to hear of his regiment's disarmament at Peshawar on 22 May 1857, during the early stages of the Indian Mutiny. He does not appear to have served in India after the First Sikh War.

Poett lived with his family in Exeter until his wife died in 1858. The family then moved to a house at Ashfield Terrace in Terenure, a suburb of Dublin (possibly where Poett was born). Poett died there on 10 January 1879.

- x17 Sotlej 1845-46 for Sobraon 1846, 1 *unofficial* clasp, Subraon [sic] (**Lieut. T: E: B: Lees 43rd Regt L:I:**), *clasp fitted, very fine* £160-200
- Thomas Ellis Bridgman Lees** was born 1820, the son of Reverend Sir Harcourt Lees, 2nd Baronet of Black Rock, Ireland and Sophia Lyster. His grandfather was Sir John Lees, Black Rod in Ireland from 1780-81. Lees was accepted as a Cadet in 1840 and graduated Ensign with 43rd Bengal Light Infantry in September 1840. Promoted Lieutenant on 24 January 1845 he took part in the Battle of the Sobraon the next year. The 43rd was stationed on the left of the British Line during this engagement and despite heavy fire their brigade succeeded in capturing the Sikh defences on the outskirts of the village. However they were driven back by overwhelming numbers, losing their hard won gains. Regardless of this they soon reformed and continued the engagement. The ferocious fighting in this portion of the battlefield resulted in the death of General Sir Robert Dick, the brigade commander. Lees survived the melee, continuing to serve with the 43rd Bengal Light Infantry and being advanced Captain on 23 November 1856. He married Janet Balfour on 10 March 1857 and was later appointed Second-in-Command of the 2nd Assam Light Infantry in June 1859. Finally posted to Bengal Staff Corps having been promoted Major, Lees died on 19 September 1865 at Nynce, India.
- x18 Maharajpooor Star 1843, contemporarily engraved (**Surgeon J. V. Leese 1st Reg Light Cavalry**), retaining partial original suspension with alterations including ring and eyelet, *minor wear, very fine* £500-600
- x19 Punjab 1848-49, 2 clasps, Chilianwala, Goojerat (**Gunner Wm. Madgwick, 3rd Tp. 2nd Bde. H. Arty.**), *contact marks, nearly very fine* £350-400
- 20 Crimea 1854-56, 1 clasp, Sebastopol (**M. C. C. Roberts, Midshipman, H.M.S. Sidon**), officially engraved naming by Hunt & Roskell, *pitting, nearly very fine* £260-300
- Marmaduke Coghill Cramer Roberts** was born in Ireland in 1841 and served as a Naval Cadet aboard *Sidon* from 14 June 1855-30 July 1856, removing to the *Gladiator*. Made a Midshipman in July 1858, he was discharged on 1 April 1864; sold together with copied research.
- 21 Baltic 1854-55, unnamed as issued, *good very fine* £80-120
- 22 India General Service 1854-95, 1 clasp, Naga - 1879-80 (**1365 Sepoy Toolaram Booratokie 44th Gurkha L. Infy.**), *minor official correction to unit, very fine* £100-140
- The 44th Gurkha Light Infantry, which became 1st Battalion, 8th Gurkha Rifles in 1907, was en-route to Afghanistan in 1879 when it was recalled to take part in operations in the Naga Hills District with its two 7-pounder mountain guns. The 44th Gurkha Light Infantry subsequently led two assaults on the village of Komoma, the stronghold of the Naga tribes, in November 1879 and along with the gallantry of Lieutenant Ridgeway, forced an entry into the strongly defended stockade, for which he was awarded the Regiment's first Victoria Cross. By the following morning the defenders had abandoned the position but fighting of a guerrilla nature followed until the Nagas finally submitted at the end of March 1880. Fever, dysentery and Naga sores had taken their toll during the campaign, which had been conducted at the same time as India's Army was committed to operations in Afghanistan and was very much considered to be a side-show.
- 23 India General Service 1854-95, 1 clasp, Hazara 1888 (**808 Sepoy Shera 2d. Sikh Infy.**), *very fine* £70-90
- 
- Sold together with a copied photograph of soldiers of the unit during the campaign.
- 24 India General Service 1854-95, 1 clasp, N. E. Frontier 1891 (**362 Pte. Ranoo Dogra Kubo Valley Mil. Police Bn.**), *worn, fine* £40-60
- In this period, personnel of the Kubo Valley Military Police Battalion were drafted in to replace personnel of the 10th Regiment Madras Infantry, whose soldiers were mustered out.





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|-----|---|----------|
| 25  | <p>India General Service 1854-95, 3 clasps, North West Frontier, Bhootan, Perak (<b>Sepoy Jussoo Demaie 1st Goorkha Regt.</b>), unofficial rivets, <i>very fine</i></p> <p>The 1st Goorkha Regiment took part in the expedition against the Black Mountain tribes in 1868, which verifies its eligibility for the first clasp; it thence served during the campaign in Bhootan; and was the first Gurkha Regiment to serve overseas in the Perak Campaign 1875-76, during which Captain G. N. Channer, who was serving with the Regiment, was awarded the Victoria Cross.</p>   | £160-200 |
| 26  | <p>China 1856-60, 2 clasps, Taku Forts 1860, Pekin 1860 (<b>Corpl. Geo. Hatton, 2nd Bn. 60th Rl. Rifles.</b>), <i>suspension neatly re-fitted, worn, fair</i></p> <p><b>George Hatton</b> was born in 1834 and joined the 60th Rifles at Winchester in May 1855, a cheesemonger by trade upon his enlistment. Having seen active service during the Indian Mutiny (Medal without clasp), he sailed for China aboard the <i>Indomitable</i> and shared in the actions in that campaign (Medal &amp; 2 clasps). Twice in the defaulter's book in 1861, which required his being held prisoner, he was discharged at Dover on 29 May 1865; sold together with copied research.</p> | £140-180 |
| x27 | <p>Indian Mutiny 1857-59, no clasp (<b>542 John Hughes, 32nd. Foot.</b>), number and unit unofficially engraved, <i>nearly very fine</i></p>  | £100-140 |
| x28 | <p>Indian Mutiny 1857-59, no clasp (<b>Drummer J. Eate, 1st Madras Fusrs.</b>), <i>contact marks and edge bruise, very fine</i></p>   | £180-220 |
| x29 | <p>Indian Mutiny 1857-59, no clasp (<b>Gunner. John Davies, 2nd Tp. 2nd. Bde. Bl. He. Ay.</b>), <i>contact marks and edge bruise, very fine</i></p> <p>2nd Troop, 2nd Brigade, Bengal Heavy Artillery.</p>  | £140-180 |

30

*'Even the European hospital which had been established in the banqueting-hall was not safe from the fire of the enemy. One of the doctors had his pillow taken away from his head by a round shot. Dr. Boyd, the indefatigable surgeon in charge, could tell of many more extraordinary occurrences which he had heard of from some of the wounded men.'*

The superb 'Defence of Lucknow' Indian Mutiny medal awarded to Assistant Surgeon W. Boyd, 32nd (Cornwall) Regiment, who superintended the European Garrison Hospital - in addition to his Regimental duties - for the entirety of the siege, surviving to be promoted Surgeon and earn a brace of 'Mentions' for his brave and valiant work over the course of those horrific months



Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (Asst. Surgn. W. Boyd, 32nd L.I.), mounted on silver riband buckle, nearly extremely fine

£1,000-1,200

**William Boyd**, a native of Tomintoul, Banffshire, was born on 21 June 1828 and after four years of study at Marischal College Aberdeen (1843 - 1847) was appointed Assistant Surgeon of the 4th (King's Own) Regiment of Foot on 12 March 1852. Two years later, on 20 January, he exchanged into the 32nd (Cornwall) Regt. and fought with them throughout the Defence of Lucknow between 30 May - 27 November 1857.

The 32nd made a name for themselves during the siege, with no fewer than four awards of the Victoria Cross being made to members of the regiment for acts of supreme gallantry and the whole regiment was later honoured with the distinction of being made a regiment of Light Infantry. Furthermore, upon the death of Sir Henry Lawrence (4 July) it was the commanding officer of the 32nd, Lieutenant-Colonel John Inglis, who assumed overall responsibility for the ongoing defence of the Residency and its environs.

We find Boyd, too, singled out by name for his good work - Julia Selina Inglis (wife of Colonel John) in her book *The Siege of Lucknow: A Diary* wrote: '4th...There is no end to the stories that might be told of extraordinary shots and hair-breadth escapes during the defence. Even the European hospital which had been established in the banqueting-hall was not safe from the fire of the enemy. One of the doctors had his pillow taken away from his head by a round shot. Dr. Boyd, the indefatigable surgeon in charge, could tell of many more extraordinary occurrences which he had heard of from some of the wounded men'.

Boyd later received official recognition for his valuable services, earning a pair of 'Mentions' from Colonel Inglis and the Governor-General respectively (the former 16 January 1858, *London Gazette* refers) and promotion to Surgeon "for eminent services" rendered throughout the whole siege. Boyd is further mentioned as officiating medical officer-in-charge of the European garrison hospital, in addition to his duties with the 32nd. It is recorded in the regimental history: (*'Historical Records of the 32nd (Cornwall) Light Infantry'*, 1893, refers) that he saw further service at the defeat of the rebels at Cawnpore and accompanied the battalion during various skirmishes with rebels both before and after the harrowing ordeal of the 87-day siege.

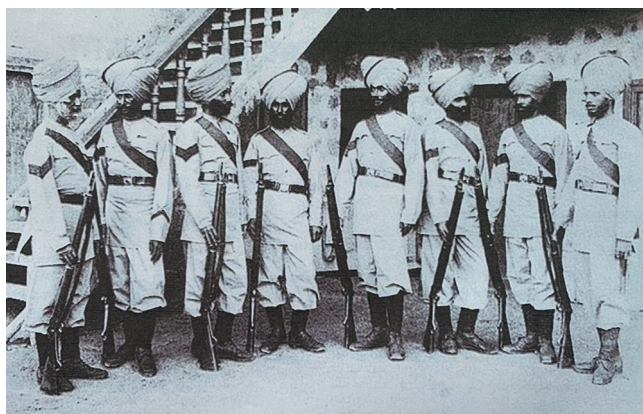
Boyd must have felt a draw back to his homeland, as though he remained in the Army after the Mutiny we find him serving with several Scottish regiments in subsequent years - namely the 25th (The King's Own Borderers) from 1860-62 and the 90th (Perthshire Volunteers) during 1863-68; these appointments being interspersed with Staff duties.

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|-----|---|----------|
| x31 | Indian Mutiny 1857-59, 1 clasp, Lucknow ( <b>Bombr. A. Gibson, 2nd. Tp. 3rd. Bde. Bl. H. Art.</b> ), <i>claw a little loose, edge bruising, thus nearly very fine</i> | £260-300 |
| x32 | Indian Mutiny 1857-59, 1 clasp, Delhi ( <b>J. Simmonds, 52nd L.I.</b> ), <i>contact marks and edge bruising, very fine</i>  | £300-400 |
| x33 | Indian Mutiny 1857-59, 1 clasp, Delhi ( <b>Joseph Beggs. 2nd. Eurn. Bengal Fusrs.</b> ), <i>contact marks and edge bruising, very fine</i>                            | £280-320 |
- Ex-Brian Kieran Collection.



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|-----|---|----------|
| x34 | Indian Mutiny 1857-59, 3 clasps, Delhi, Relief of Lucknow, Lucknow ( <b>Gunr. J, Callaghan. 1st Bde. Bengl. H. Art.</b> ), <i>very fine</i> | £600-800 |
|-----|---|----------|

- 35 Ashantee 1873-74, no clasp (**74 Pte. T. Homewood. 2.Bn. R. W. Fus: 1873-4.**), *note spelling of surname, pawnbroker's mark before naming on rim, very fine* £140-180  
**Thomas Homewood** enlisted with the 1st Battalion, 23rd Regiment (Royal Welch Fusiliers) at London on 31 October 1870, aged 20. He joined the 2nd Battalion in 1873 and served on active service in Africa. Homewood was invalided to Netley on 8 August 1878; sold together with copied research.
- 36 South Africa 1877-79, 1 clasp, 1877-8 (**Pte. C. Wilmot. F.A.M. Police.**), *very fine* £500-600
- x37 Afghanistan 1878-80, 3 clasps, Charasia, Kabul, Kandahar (**58B/702 Pte. J. Graham. 72nd. Highrs.**), *contact marks and pitting, post loose, nearly very fine* £260-300
- 38 Cape of Good Hope General Service 1880-97, 2 clasps, Basutoland, Bechuanaland (**Sergt. S. R. Style.. C. M. Riflen.**), *official correction to second initial, very fine* £300-400
- 39 Egypt and Sudan 1882-89, dated reverse, no clasp (**16273. Sapr. G. Carter. 16th Co. R.E.**), *pitting and wear, nearly very fine* £60-80  
Sold together with copied roll extract.
- 40 East and West Africa 1887-1900, 1 clasp, Witu 1890 (**J. Kinnane. Pte. R.M., H.M.S. Bodicea.**), *good very fine* £200-240  
**John Kinnane** was born at Aldershot on 2 March 1857 and joined the Royal Marines at Gosport on 2 April 1883. Invalided from the service in September 1894, he died at Alverstoke in 1900; sold together with copied service record.



- 41 India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (**1715 Sepoy Rup Chand 25th Pjb. Infy.**), *worn, fine* £40-60
- x42 Queen's South Africa 1899-1902, 4 clasps, Belmont, Modder River, Orange Free State, Transvaal (**2759 Cpl. A. Sanders. Nthptn: Regt.**), *good very fine* £100-140
- x43 Queens South Africa 1899-1902, 5 clasps, Cape Colony, Orange Free State, Diamond Hill, Belfast, South Africa 1901 (**7420 Pte. J. B. John, VI: Co: Welsh Regt.**), *mounted as worn, edge bruise, contact marks, very fine* £140-180  
**John Bevan John** was born at Longhon, Glamorgan in 1876. He enlisted in 1900 with 1st Volunteer Service Company, Welsh Regiment and is confirmed on the roll medal for this unit with four clasps. Further entitled to the King's Medal & clasp.





- 44 China 1900, no clasp (Pte. W. F. Inglis. Shanghai Vols.), *nearly extremely fine* £240-280



**William Fleming Inglis** was born in 1862 at Bethnal Green, London, the son of John, an Engineer. By 1880 young Inglis was a Temporary Assistant at the Hong Kong Central School and soon after joined the staff of Jardine Matheson & Co., being at Swatow from 1884. Married at St John's Cathedral Hong Kong in December 1886, he was an Agent at Canton, reporting on silk filatures and infection.

Despite being born in London, Inglis was of Scottish lineage, and become an original member of the Shanghai Scottish Company, Shanghai Volunteer Corps. Having served during the Boxer Rebellion (Medal without clasp), Inglis was living at 91 Bubbling Well Road in 1904 and was Shipping Manager for Jardine's by 1910. Having attended the Annual Dinner of the Shanghai Scottish in November 1919, he retired soon after, with his wife sadly passing away on the journey home. Inglis settled in Northwood, Middlesex and died on 12 June 1928; sold together with copied research.

- 45 Natal 1906, 1 clasp, 1906 (Pte: R. M. Toomey, Cape Mtd: Riflemen.), *very fine* £140-180



- 46 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**Capt. F. B. Hartnoll, 3-7 Grks.**), *good very fine*

£100-140

**Frederic Browne Hartnoll** was born on 17 March 1882 and was commissioned on 20 March 1916. Advanced Lieutenant on 20 March 1917, he was made Acting Captain and Adjutant on 18 June 1917. He was released from military service in 1920.

The 3rd Battalion, 7th Gurkha Rifles was raised in June 1917. On the outbreak of the Third Afghan War, it was mobilised at Quetta as part of the Baluchistan Field Force. One Company took part in the capture of the Afghan fort, Spin Baldak. The remainder of the Battalion followed this company to Chaman in June, where it remained as part of the garrison until December 1920. Thereafter, it moved to Quetta and on 31 March 1921 disbanded.

- 47 India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**2054 Rfmn. Phurba Lama, 2/10/Gks.**), *very fine*

£40-60

The 2nd Battalion, 10th Gurkha Rifles, served in the Gallipoli Campaign and thereafter returned to India. On the outbreak of the Third Afghan War on 6 May 1919, the unit was mobilised and responsible for the protection of Chaman, its water supply and rail communications pending the arrival of reinforcements. An attack was mounted on 27 May 1919 to capture the Afghan fort at Spin Baldak, which lay six miles north-west of Chaman just inside the Afghan border and reputed to be the second strongest fort in Afghanistan. The 2nd Battalion was held in reserve and did not take part in any of the fighting that led to its capture. Thereafter the Battalion was involved in the defence of Chaman and protecting working parties from marauding tribesmen. At the beginning of July, it returned to garrison the surrounding heights of Spin Baldak Fort. Following the official ending of hostilities in August 1919, the 2nd Battalion remained at Chaman to dismantle the defences until it moved to Quetta the following month.

- 48 India General Service 1908-35, 1 clasp, Waziristan 1921-24 (**680 Rfmn. Anantabahadur Thapa, 1-2 G.R.**), *very fine*

£40-60

The 1st Battalion, 2nd (King Edward VII's Own) Gurkha Rifles deployed to Razmak, Waziristan in January 1924, which at the time was in active service conditions. Shortly after its arrival, it took part in a four battalion strong column march and although it was too formidable for serious interference, the so called 'peace march' sustained some 21 casualties from Mahsud snipers. This was followed by a month on road protection duties and road construction. The 1st Battalion continued to serve in Waziristan, based at Razmak (the equivalent of Camp Bastion in Helmand Province), until March 1926 when it returned to Dehra Dun, its home station.

- 49 India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (**335303. L.A.C. A. E. Greentree. R.A.F.**), *nearly extremely fine* £80-100

[B.E.M.] *London Gazette* 8 June 1944. The original recommendation states:

‘This airman is a senior fitter in charge of Inspections and he has been largely responsible for the high serviceability of V.L.R. aircraft at the unit. The standard of work turned out by the men working under him has been of a very high order and his encouragement and devotion to duty have had a direct bearing on the squadron’s ability to fulfil its task. Sergeant Greentree has obtained the maximum response from his men, who have willingly worked long hours. He has shown great devotion to duty and he has set a fine example to all’

**Albert Edward Greentree** was born on 30 August 1904 at Portsmouth, Hampshire. Enlisting on 10 February 1920 as a Boy Entrant. He was posted to No.1 Flying Training School, Netheravon on 26 May 1923 as Aircraftman Class 1. Posted to Iraq in September 1925 and two years later to India on 15 October 1927. Transferred to No. 20 Squadron, based in Peshawar on 20 October, the Squadron was at this time performing an Army Support role. They co-ordinated with a column moving out of Peshawar towards Shabkadar for operations against the Mohmands. Moving on from this posting he joined the School of Naval Co-operation at Lee-On-Solent on 6 December 1930, an institution intended to foster greater cohesion between officers in the air and on the sea. Discharged to Class ‘E’ Reserve on 9 February 1932 he was transferred to RAF Gosport on 25 August 1939 and transferred to No. 3 Flying Training School at South Cerney on 29 August 1939. Posted No. 17 Operational Training School at Upwood on 28 October 1939 and promoted Corporal later that year on 1 December. Transferring to Canada on 20 May 1941 he was posted to Greenwood on 30 May and promoted Sergeant on 7 October 1942. Greentree joined 86 Squadron on 5 February 1942 at Ballykelly, which flew Liberators on anti-submarine Coastal Patrols. Posted to No.1 Torpedo Training Unit at Turnberry on 24 March 1944, transferring to No.5 Operational Training Unit, again at Turnberry after only a couple of months on 15 May 1944. Greentree joined 224 Squadron at St Eval on 24 July 1944, finally he retired on 1 November 1945; sold together with copied service records and B.E.M. recommendation.

- 50 The British War Medal awarded to 2nd Lieutenant H. H. Sherratt, ‘C’ Company, 12th Battalion, Tank Corps, who won a superb M.C. on 8 October 1918 in a superb tank-on-tank action in which the gallant Sherratt, in command of ‘L49’, took out a pair of enemy tanks with a comrade, despite coming under fire from two 77mm field guns and an array of enemy infantry



- British War Medal 1914-20 (2. Lieut. H. H. Sherratt.), *good very fine* £180-220

[M.C.] *London Gazette* 14 February 1919. The citation followed on 30 July 1919:

‘For conspicuous gallantry and devotion to duty in the operations on October 8th, 1918, east of the La Targette-Esnes Road. When the enemy delivered a counter-attack with two tanks, assisted by two 77-mm field guns, he moved his tank into position behind the road and, with the assistance of another tank, bombarded the two enemy tanks at a distance of about 300 yards, completely disabling the latter. His fine action saved a difficult situation.’



**Harold Howe Sherratt**, a native of Weymouth, Dorset was born in 1893 and first saw action during the Great War serving in France in the ranks of the London Regiment from 4 November 1914 (1914 Star) and thence as a Corporal in the Machine Gun Corps. Commissioned 2nd Lieutenant in the Tank Corps on 28 August 1917, it was for his gallant actions on 8 October 1918 he earned the Military Cross, whilst assisting the attack of the 2nd Rifles (2nd Battalion, 3rd New Zealand Rifle Brigade). Their War Diary confirmed how the two enemy tanks were in fact captured British tanks captured by the enemy, which had been re-painted and sent into action. As the artillery had sadly failed to knock them out, the attack of the Rifles was slowed, their men being mowed down and only being able to get within 150 yards. Sherratt in command of L49 and 2nd Lieutenant Clark in L45 set upon them with their 6-pounders.

The War Diary of the 2nd Rifles stated:

‘Two of our own male tank released from the mopping up of Seranvillers came upon the scene, behind the line of trees on the road, and laid out both of the Bosche tanks in quick succession and saved an awkward situation.’

As the survivors of the crews bailed out, the Lewis gunners turned upon them. The action remains a rare occasion of a tank-on-tank action.

Having been married in 1919, Sherratt worked as a buyer going between the United Kingdom and Canada. He was living at Beckenham in 1935 a tragically drowned at Bournemouth in August 1935. Taking to the water from a hut near Middle Chine, together with his nephew and a friend, Sherratt remained in the water after his companions returned to shore. As recalled in the *Bournemouth Graphic*:

‘They then watched what appeared to be Mr Sherratt’s head bobbing about in the water some distance out. It proved, however, to be a bird.’

Aged just 42, the gallant Sherratt had been dragged to his death by a strong tide.

- 51 British War Medal 1914-20 (2) (**0486 Rfmm. Rana Jit Kavar, 1R.; 611 Rfmm. Padam Bahadur Khatri, Shere.**); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (**345 Rfmm. Dhana Bahadur Khatri, 2R.**), *very fine* (3)

£60-80

The 1st Rifle Regiment served with the Nepalese Brigade stationed at Rawalpindi January 1916-April 1917; Derajat Frontier Brigade, April-May 1917; 43rd Brigade May-August 1917; and the Nepalese Brigade at Rawalpindi from August 1917.

The Shere Battalion, raised in 1807 and which fought in Nepal’s Second Tibet War 1854-6 and alongside the British during the Indian Mutiny 1857-8, served with the Nepalese Brigade stationed at Rawalpindi January 1916 - April 1917; Bannu Brigade at Bannu followed by Miranshah June - August 1917; and from August 1917 with the Nepalese Brigade at Abbottabad and Rawalpindi.

During the Third Afghan War 1919, the 2nd Rifle Regiment is listed as forming part of the North West Frontier Force joining from Abbottabad on 23 July 1919 for service in Gilgit and Mardan. It was the only regiment/battalion of the Nepalese Contingent listed as serving in the Third Afghan War 1919 (*The Third Afghan War 1919 Official Account*, Calcutta, Government of India Central Publication Branch 1926, P172).

- 52 Great War Bronze Memorial Plaque (**Carsten Francis Henry Titjen**), *one or two verdigris spots, very fine*

£100-140

**Carsten Francis Henry Titjen** served on Gallipoli with the 3rd & 11th Battalions, Manchester Regiment. He was evacuated due to sickness (renal colic) and died on 12 September 1916 at a Nursing Home at 24 Devonshire Street, London, being buried in the Hastings Cemetery.



- |    |   |              |
|----|---|--------------|
| 53 | 1939-45 Star, clasp, Battle of Britain, <i>good very fine</i>   | £1,200-1,500 |
| 54 | General Service 1918-62, 1 clasp, Iraq (Subdr. Sakharam Pa...le.), <i>area of erasure on rim, very fine</i><br><b>Sakharam Patole</b> entered the Indian Army on 12 May 1901 and was made Subadar on 1 October 1917 in the 2/117 Maharatas. | £60-80       |
| 55 | General Service 1918-62, 1 clasp, Palestine 1945-48 (AS.4559. Sjt. K. Khalla. A.P.C.), <i>good very fine</i>  | £60-80       |
| 56 | U.N. Korea 1950-54, U.N. Medal UNFICYP, <i>good very fine</i> (2)   | £20-30       |

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57

The G.S.M. awarded to Marine D. M. Wilson, 45 Commando, Royal Marines, who was killed in action at Wadi Dhubsan in Radfan on 26 May 1964: as is the custom in the Royal Marines on such occasions, his kit was subsequently auctioned amongst his comrades in 'X' Company and the proceeds sent to his next of kin - his cap badge and green beret raised £100



General Service 1962-2007, 1 clasp, Radfan (RM.21814 D. M. Wilson, Mnc. R.M.), *nearly extremely fine*

£1,200-1,500

**David MacDonald Wilson**, a native of Liverpool, was killed in action at Wadi Dhubsan in Radfan on 26 May 1964, while serving in 1 Troop, 'X' Company, 45 Commando, R.M. His patrol was advancing down a steep-sided valley when it came under fire from several directions simultaneously and Wilson was shot in the chest and died almost instantaneously. The following account of the action appears on the Britain's small wars website under the title '45 in the Radfan':

'On 25 May, X Company, Four Five, flew up to join 3 Para on Arnold's Spur. The Wessex helicopters of 815 Squadron, H.M.S. *Centuar*, had now come into the theatre of operations to relieve the R.A.F. Belvedere.

X Company, once established on Arnold's Spur, began to make final plans for the raid on the Wadi Dhubsan. The Wadi Dhubsan lay some 2,000 feet below the Bakri Ridge and the sides were steep. To the west of Dhubsan, and half a mile south of the Bakri Ridge, lay the Jebel Haqla, a flat topped feature rising to over 1,500 feet, which dominated the surrounding wadis. It was known that the Wadi Dhubsan was a stronghold of the dissidents and was therefore the next objective. Throughout the afternoon, sections of X Company moved cautiously to the edge of Arnold's Spur and began to reconnoitre their routes for the following day. C Company, 3 Para, moved to establish pickets on the Jebel Haqla as A Company, 3 Para, descended the steep escarpment to secure the western end of Dhubsan. X Company's, Four Five, task was to advance 1,000 yards and conduct a sweep as far as the village of Hawfi. The pickets of 3 Para reported some fifty dissidents coming up the Dhubsan and did not make their presence felt. For the next 600 yards, X Company progressed in silence until suddenly Sgt. W. Patterson of 1 Troop spotted a group of dissidents way up on the steep ridge to the right. 3 Troop was in the lead on the wadi floor.

The leading sections under command of Cpls. 'Jan' Bickle and Terry Warterson took cover behind a wall and opened fire, sending the well armed dissidents scuttling behind a rock, dragging their wounded with them. The dissidents, from the protection of their well-concealed sangars, opened up from all directions to the front of X Company. The Marines slowly picked their way up the slope,



dodging from rock to rock with the enemy fire increasing every minute. The high-pitched drone of a Scout helicopter, carrying the Commanding Officer and Intelligence Officer of 3 Para, could be heard approaching from the rear. The Scout became the target for a strong barrage of enemy fire and was hit on several occasions. The pilot, Major Jackson, skilfully kept the helicopter under control and landed it safely in front of 3 Troop and the Marines dashed forward to give it protection.

Lt. Col. Farrar-Hockley then ordered A Company, 3 Para, to move up on the high ground. Air strikes were authorised and X Company began to lay out bright red and orange fluorescent panels with the panels pointing towards dissident sangars, thus giving the Hunter pilots, approaching at over 400 m.p.h., a clear reference point to the target. Moving out from behind cover with the bright panels, Capt. R. Brind 2i/c X Company soon became the target for heavy fire and was shot through the thigh and stomach. He completed his task and was dragged to safety, before sustaining further injury through steady sniper fire, by Marines Brownnett and Robertson and was treated for his wounds by one of X Company's Naval Sick Berth Attendants, SBA Williams.

1 Troop, commanded by Lt. J. Barr, came under the heaviest fire. The majority of the troops were down in the bottom of the wadi near the wall, where Marine Kimber with the GPMG had been keeping up a steady rate of covering fire; the Marines approached the top of the knoll. Marine David Wilson, the troop signaller, was shot through the chest by enemy fire and died almost immediately as Lt. Barr began to drag him behind a rock. 1 Troop suffered another casualty when Marine Dunkin was shot in the knee and his leg was later amputated.

As is the custom in the Marines on these occasions, the kit of Marine David Wilson was later auctioned amongst his comrades in X Company and the proceeds forwarded to his relatives. The Company group of 150 men raised £700 in the auction. His cap badge (on his green beret) fetched £100 ...'

Sixteen Royal Marines died on active service in Radfan 1961-67; sold with copied research.

- 58 General Service 1962-2007, 2 clasps, Borneo, Malay Peninsula (**21154858 Rfn Yambahadur Pun 2/2GR.**), *heavy edge marks before number, very fine* £50-70
- The 2nd Battalion, 2nd (King Edward VII's Own) Gurkha Rifles undertook three operational tours to Borneo between 1964-66, to include a number of cross border CLARET operations. In between tours, it was stationed in Singapore and qualified for the second clasp. Pun's Army number would indicate that he would have been in one of the recruit intakes that joined the Battalion in the middle of Confrontation, which ended in 1966.
- x59 Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (**24762125 Tpr A D Jones SAS**), *extremely fine*, in its named box of issue £600-800



**Alun D. Jones** served in Afghanistan with 21 Special Air Service, passing his Army Team Medic Course in September 2007; sold together with named ISAF Certificate, Medic Certificate and a plethora of images from his tour.



x60

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

£100-140

**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.

## CAMPAIGN GROUPS AND PAIRS

61

Pair: Sergeant C. Munro, 79th (Cameron Highlanders) Regiment of Foot



Waterloo 1815 (Charles Munro [sic], 1st Batt. 79th Reg. Foot.), fitted with replacement silver clip and straight bar suspension; 79th Foot Order of Merit 1819, 1st Class, silver, for 12 Years service, reverse with Scottish infantry sword hilt, unnamed, fitted with silver clip and straight bar suspension, *first with heavy contact marks and edge wear, fine, the second very fine* (2)

£1,600-2,000

**Charles Munro** was born in 1797 at Loth, Sutherland and enlisted in the 79th Foot at Dornoch on 5 February 1813. At Quatre Bras and Waterloo he served in Captain James Campbell's No. 6 Company. During those famous Battles, the 79th suffered a total of 447 killed and wounded - one of the highest suffered by any unit. Munro served a total of 3 years 5 months in France before returning home, being promoted Corporal in January 1830 and Sergeant in April 1836. He was discharged medically unfit at Edinburgh Castle, with 'excellent' conduct and character on 30 June 1837.

The 79th Foot Order of Merit (*Balmer* R486C) was instituted by Lieutenant-Colonel Neil Douglas, with the 2nd Class bronze Medal being awarded for 7 Years Service, with this award exchanged for the 1st Class silver Medal after 12 Years Service. The Medal was to be worn on the left breast, upon 2" of Regimental tartan riband, with the recipient's name recorded in the Book of Merit. The award was discontinued in 1838, but those in receipt of the Medal could wear them as long as they continued to serve.

Sold together with copied service record and other research.

62

Three: Private J. Philpot, Grenadier Guards, who was wounded at Waterloo



Military General Service 1793-1814, 2 clasps, Nivelle, Nive (James Philpot, 1st Foot Gds.); Waterloo 1815 (James Philpott, Grenad. Guards.) fitted with original steel clip and bar suspension; Army L.S. & G.C., W.IV.R. (James Philpot, Grenadier Guards. 1831.) fitted with original steel clip and bar suspension, *the second with heavy edge bruise on obverse and polished, better than good fine, contact marks, otherwise very fine or better* (3)

£3,500-4,000

## PROVENANCE:

Sotheby's, March 1979.

Christie's, February 1989.

**James Philpot** was born in 1793 at Bathford, Bath, Somerset, and was a labourer upon his enlistment into the First Foot Guards at Trowbridge on 28 December 1810. According to his record of service he 'Went to Corunna in 1812, was engaged at Bayonne, came home in 1814, went to Flanders in 1815. Was at Waterloo, Peronne and Paris, wounded in the wrist at Waterloo, returned to Cambray and came to England in 1817.' He was discharged at his own request on 13 July 1831; sold together with copied discharge papers.



A rare campaign group of three awarded to General H. B. Stevens, 12th Native Infantry, Sylhet Light Infantry and 41st Native Infantry



Sutlej 1845-46, for Ferozeshuhur, 1 clasp, Sobraon (Lieutenant H. B. Stevens late 41st N.I.), officially engraved naming; Indian Mutiny 1857-59, no clasp (Captain H. B. Stevens Sylhet Light Infantry), officially engraved naming; India General Service 1854-95, 1 clasp, Bhootan (Lt Col H. B. Stevens 12th N.I.), mounted as worn, second Medal detached, *contact marks, nearly very fine*, housed within a J. R. Gaunt, Conduit Street case of issue (3)

£800-1,000

PROVENANCE:

Glendining's, November 1980.

**Henry Borlase Stevens** was born in 1824, was educated at Addiscombe and was thence appointed Ensign to the 41st Native Infantry in 1841. He served in both the Battles of Ferozeshah and Sobraon with that unit.

Stevens was appointed Second-in-Command of the Sylhet Light Infantry in 1856 and was the Officiating Commandant during its skirmishes with the mutinous 34th Native Infantry in 1857-8 in the Cachar District in the North East Frontier of India, for which he received the thanks of the Government of India.

*The History of the Indian Mutiny 1857-1858* by Colonel Malleon noted:

‘On 12th January they [34th Regiment Native Infantry which had mutinied at Chatgaon in November 1857] were attacked by a party of the Silhat corps [which had been ordered to pursue the rebels by the Chief Civil Officer of Silhat], under the command of Captain Stevens, and after a fight which lasted for two hours, they were driven into the jungles, with the loss of twenty men killed. Ten days later, the same officer, having learnt where they were encamped, succeeded in surprising them while their arms were piled, and putting them to flight, with the loss of all their arms and accoutrements. On this occasion they lost ten men killed. Eight days later another detachment of them was attacked and completely defeated, with the loss of thirteen men, by a small party of the Silhat regiment ...This was the finishing stroke.’

In 1858, he was appointed Commandant of the Kelat-I-Ghilzie Regiment, later designated 12th Bengal Native Infantry, whom he commanded during the Bhootan Campaign. He commanded the 12th Bengal Native Infantry for no less than seventeen years after which he was promoted Colonel and in command of Delhi, when he had the honour to receive HRH The Prince of Wales during his Royal Visit in 1876.

Stevens was promoted Major-General in 1881, Lieutenant-General in 1883 and General in 1888, being placed on the unemployed supernumerary list from 1884. He died on Guernsey in 1904, with his obituary featuring in *The Times*; sold together with copied research.

x64 Pair: **Gunner D. Collins, 1st Bengal Artillery**

Punjab 1848-49, 2 clasps, Chillianwala, Goojerat (Gunner Denis Collins. 1st Compy. 1st Battn. Arty.), officially engraved naming; Indian Mutiny 1857-59, no clasp (Gunnr. Denis Collins, 1st Bn. Bengal Art.), *first with contact marks, very fine* (2)

£500-700

65 Three: **Colour-Sergeant J. Johnson, 24th Regiment of Foot, wounded in action during the Battle of Chillianwala**

Punjab 1848-49, 2 clasps, Goojerat, Chillianwala (J. Johnson, 24th Foot.); Indian Mutiny 1857-59, no clasp (2538 J. Johnson 1st Bn H Ms 24th Regt); L.S. & G.C., V.R. (2558 Color Serjt John Johnson 1st Battn. 24th Foot), *severe pitting on first and third, nearly very fine* (3)

£500-600

**John Johnson** served with the 24th Foot during the Second Anglo-Sikh War, being present at the battles of Chillianwala and Goojerat. He suffered a wound during bloody fighting over the Sikh guns at Chillianwala on 13 January 1849. Here the 24th were launched into a frontal attack against the Sikh guns, suffering appalling losses before they reached them. Upon making the enemy line and overrunning the guns, the survivors faced a major counterattack and after a ferocious hand-to-hand melee they were turned back. Whilst fighting with this regiment Brigadier Pennycuik was killed; his son Alexander (who served with the 24th), upon hearing the news, returned to the battle from the rear. He died whilst fighting to protect his father's body and was found lying next to him having been shot in the back. The commander of the 24th, Lieutenant-Colonel Brookes, was also killed during the battle along with 14 officers and 241 men with another 10 officers and 266 men wounded. Despite all that effort, the battle was indecisive and the Sikh army withdrew from the field in reasonable order: the British were too battered to follow-up. It was not until the next month at Goojerat on 21 February 1849 that the war was decided. The 24th fought in Carnegie's Brigade under General Campbell, securing the left flank of the river Dwara.

Johnson was in India with the outbreak of the Indian Mutiny in 1857. At this time the 24th was garrisoning the Punjab and as such was largely isolated from the fighting. They did however play a role in disarming potential rebels, most notably at Jhelum where a large contingent, led by Lieutenant-Colonel Ellice, were heavily engaged in July 1857. Johnson was promoted Colour-Sergeant at some stage after the conclusion of the Mutiny and discharged on 24 September 1867 at Birmingham.

x66

The Crimean War pair to Ensign Malcolm Drummond, Viscount Forth, 42nd Royal Highlanders, who carried the Regimental Colour at the Battle of the Alma



Crimea 1854-56, 2 clasps, Alma, Sebastopol (Ensign. Vist. Forth. 42d. Foot.) contemporary engraved naming by *Hunt & Roskell*; Turkish Crimea 1855, Sardinian issue, Hunt & Roskell die, unnamed, both fitted with silver *Hunt & Roskell* riband buckles, *traces of adhesive to reverses of ribands, good very fine* (2)

£1,600-2,000

PROVENANCE:

John BurrIDGE, 'A superb collection of Crimea War Medals', April 1997.  
Spink Medal Circular, September 1998.

**George Henry Charles Francis Malcolm Drummond**, later Viscount Forth, was born on 13 May 1834, in Naples, the only surviving child of George Drummond, soldier, and his first wife, the Countess Rapp, née Baroness Albertine von Rothberg Rheinweiler Coligni, who died in 1842. In 1853 his father was restored as fifth Earl of Perth and second Earl of Melfort, but failed to recover the Drummond Castle estates from the Willoughby de Eresby family. From this date Malcolm Drummond took the title Viscount Forth.

He was appointed Ensign in the Black Watch on 4 November 1853, and reached the Crimea on 14 September 1854, where, on 20 September, he was present at the battle of Alma. He is depicted carrying the Regimental Colour in the famous painting *Forward the 42nd!* by Robert Gibb RSA. Captain Peter Halkett (afterwards Lieutenant-Colonel Sir Peter, Bart.) carried the Queen's Colour on the same occasion and later recorded:

'I had now some trouble and anxiety, as when advancing in line, the whole Regiment 'dresses' upon the Colours, which are in the centre of the line, and Forth kept hanging back, requiring me constantly to keep on saying "Come on will you, you're putting out the whole line" - and the Major of the left line, old Tom Tulloch rode up at once, and pitched into him.'

He afterwards served on trench and picquet duty before requesting leave to sell out [his commission] as soon as Sebastopol was taken. He then clashed with his commanding officer, Lieutenant-Colonel D.A. Cameron. By Forth's own account, having not eaten for twenty-four





hours, he refused to accompany a covering party until he had dined. Cameron, however, charged him with cowardice or insubordination. Forth resigned his commission on 17 October 1854, amid widely circulated detrimental versions of this incident.

Forth married on 24 October 1855, at St Peter's Church, Pimlico, Harriet Mary, daughter of the Hon. Adolphus Capel. They lived with her parents at Wroughton, Wiltshire, where Forth soon manifested delirium tremens. He was violent and abusive to his wife, threatened to contract syphilis so as to infect her and their only child, a son born in 1856. She separated from him in 1858, and in 1860 petitioned for divorce on the grounds of his cruelty and adultery. After the Queen's Proctor intervened, in 1861, to prevent her suit on the grounds of her adultery with Edward Cholmeley Dering, Sir Cresswell Cresswell ruled that a wife 'guilty of adultery' could not petition for relief on account of cruelty. Shortly afterwards Forth, who wished to avoid his creditors in London, settled at the Spa Hotel in Gloucester under the name of Captain Drummond, together with a woman who passed as his wife. She fell ill after delivering a daughter on 19 September 1861, and was devotedly nursed by Forth in a hotel room. Following her death on 8 October of that year he raved with grief, drank three-quarters of a pint of brandy, and swallowed a half bottle of laudanum, dying at the hotel from its effects after a few hours. A verdict of suicide was recorded. Forth was buried at Gloucester; sold together with copied research.

x67

Three: **Sergeant F. J. Horneman, 66th Canadian Regiment, late 62nd (Wiltshire) Foot**

Crimea 1854-56, 1 clasp, Sebastopol (F. H. Horneman. 62nd Regt.), regimentally impressed naming; Colonial Auxiliary Forces L.S. & G.C., V.R. (Sergeant F. J. Horneman 66th Regiment), Turkish Crimea 1855, good quality private purchase type signed 'J.B.', *note initial to first, very fine* (3)

£300-400

Sold together with seven related sports Medals and Badges, one named to Horneman, besides a period photo portrait, understood to be the recipient.

68

Pair: **Fleet Paymaster W. E. L. Veale, Royal Navy**

India General Service 1854-95, 1 clasp, Pegu (Wm. E. L. Veale, Clerk, "Spartan"); China 1857-60, no clasp, unnamed as issued, *minor edge nicks, nearly extremely fine* (2)

£300-400

**William Edward Lyne Veale** was born on 14 February 1826, and entered the Royal Navy as an Assistant Clerk on 16 May 1842. He served as Clerk of *Larne*, Captain Brisbane, on the coast of Africa in 1844-47, and continuously as passed Clerk in *San Josef*, *Belleisle*, *Racer* and *Spartan*, from 1847 till December 1852 (Medal & clasp), when appointed Clerk in charge of *Minden* at Hong Kong. He was Paymaster of *Barracouta* from January 1855 till August 1857, which vessel was actively engaged whilst on the China station in searching for the Russian squadron, in the suppression of piracy by Chinese junks, and especially on the outbreak of hostilities with the Chinese Government in 1856-57; engaged in the destruction of 26 war junks and the French Folly Fort, and in the bombardment of the Bogue Forts, and all the Canton River fortifications. He subsequently served as Additional Paymaster of the *Russell*, *Neptune* and *Indus*, and as Paymaster of *Cossack*, 1863-64, when appointed Secretary to Admiral the Hon. Joseph Denman, Commander-in-Chief on the Pacific station, 1864-67, and from 1870-73 as Paymaster of flagships *Pembroke* at Sheerness, and *Royal Adelaide* at Devonport. He retired after 31 years service on 13 September 1873, and was later appointed Fleet Paymaster (Retired) on 17 February 1886.

69 Pair: **Lieutenant-Colonel Sir. A. A. Brooke-Pechell, Royal Army Medical Corps**  
 India General Service 1854-95, 1 clasp, Burma 1885-7 (Surgeon A. A. Pechell Medical Staff);  
 Coronation 1911, mounted court-style as worn, *minor contact marks, overall good very fine* £200-300

**Augustus Alexander Brooke-Pechell**, 7th Baronet Pechell was born at Shrewsbury on 31 July 1857 the son of Sir George S. Brooke-Pechell, 5th Bt. Having been educated at Edinburgh University and earned his M.B. Brooke-Pechell joined the Army. Promoted Surgeon Captain on 29 July 1882, only a few years before his Burma service and further advanced Surgeon-Major on 29 July 1894. He later married Mabel M. Briggs, the daughter of Major-General George Briggs on 24 September 1888. Brooke-Pechell was an early member of the Royal Army Medical Corps and was promoted Lieutenant-Colonel on 29 July 1902, succeeding his brother to the Baronetcy in 1904. With the outbreak of the First World War he was re-employed as Deputy Surgeon at Royal Hospital, Chelsea from 10 December 1914. During course of the war his son, George D. Brooke-Pechell served with the Indian Army, attached to the Royal Flying Corps, he was killed while flying on 21 December 1916. His eldest son Paul Brooke-Pechell earned the Military Cross with the Essex Regiment in 1915 for holding his trench with a handful of men against an overwhelming attack despite the enemy's use of gas. Brooke-Pechell died on 6 October 1937 at Boston Spa, Yorkshire and was succeeded to the baronetcy by his eldest son; sold together with copied pages from the *Peerage and Baronetage*, an entry from the *Army Medical Service* and handwritten notes from an obituary in *The Times*.

x70 A rare Chin Hills pair awarded to **Lieutenant-Colonel A. B. Drummond, 39th Garhwalis**



India General Service 1854-95, 1 clasp, Chin Hills 1892-93 (Lieutt. A. B. Drummond, 39th Garhwalis) old erasure between name and unit; Afghanistan, Gold Medal of the Order of Izzat-i-Afghani, dated AH 1320 [1901], the pair mounted individually upon pins and contained in old fitted case by *Hamilton & Co., Calcutta & Simla*, *nearly extremely fine* (2) £1,400-1,800

Ex-Arthur B. King Collection & Strong Collection.

**Arthur Berkeley Drummond** was born on 27 November 1869, son of the Rev. Arthur Hislop Drummond. He was first commissioned into the Northumberland Fusiliers on 18 June 1890, and shortly afterwards transferred to the Indian Army. In June 1898 he was appointed Political Assistant in Baluchistan, later becoming assistant to the Resident at Mewar in April 1900, and assistant to the Political Agent at Kalat in October 1903. Promoted to Political Agent in Rajputana, March 1905, he later became Resident in Mewar, September 1906 and Political Agent at Haraoti and Tonk, April 1908.

In September 1912 he was appointed Boundary Commissioner in Bhopawar, moving shortly afterwards to the Political Office, Deoli, in January 1913 and becoming Political Agent at Bundi, May 1913. Drummond was the Assistant Agent to the Governor-General in Central India, October 1913, and in November 1914 was posted on special duties to the Governor-General in Rajputana. Assistant Resident at Mewar in February 1915, his final posting was as Political Agent, Kotah and Jhalawar in March 1916.

x71 **The Indian Mutiny and Second Afghan War** pair awarded to Colonel W. T. Mills, 30th (late 25th) Bombay Native Infantry; having disarmed the mutinous Hyderabad Contingent at Aurangabad, Mills took part in Sir Hugh Rose's famous assault on Jhansi and was twice recommended for the V.C.

Indian Mutiny 1857-59, 1 clasp, Central India (Lieut. W. T. Mills, 25th Bombay N.I); Afghanistan 1878-80, no clasp (Lt. Col. T. Mills. 30th. Bo. N.I.), *the first with light scratches, better than very fine* (2)

£1,600-2,000

**William Thomas Mills** was born at Stepney, London c. 1833, the son of Henry Mills, secretarial Assistant to James Cosmo Melville, Director of the East India Company. Educated at Stepney Grammar School, young William was nominated for a Cadetship with the Bombay Infantry by George Lyall, another E.I.C. Director. Lyall wrote earnestly to Henry Mills:

'It is a source of personal gratification to me that I have this opportunity of promoting the views of so old a servant of the Company.'

William Mills passed his examination at East India House, Leadenhall Street on 11 December 1850. He was already capable of reciting Shakespeare in Hindustani, having studied at Mr. Howard's School throughout 1850. He embarked for India aboard the steamer *Indus*, which departed Southampton on 20 January 1851. On arrival he was commissioned an Ensign with the 9th Bombay Native Infantry.

Mills transferred to the 25th Bombay Native Infantry on 24 November 1855, with the rank of Lieutenant. This regiment was stationed at Ahmedabad on the North-West Frontier during 1856, and was due to support Major-General Sir James Outram's force in the Anglo-Persian War. Before the regiment marched, however, an uneasy peace was concluded with Persia under the Treaty of Paris (4 March 1857). This armistice came just in time for the British, enabling troops to be diverted to India for the forthcoming struggle.

#### *Central India*

On 8 June 1857, the 25th left Poona and rushed to Aurangabad, covering the distance of 138 miles in fifteen days. Aurangabad was the Headquarters of the mutinous Hyderabad Contingent, which the 25th quickly disarmed and punished. On 2 August the regiment relieved the British garrison at Mhow, which, under Captain Hungerford, R.A., had made a brave stand against overwhelming numbers.

The 25th then became part of the Malwa Field Force under Colonel Mortimer Durand. Durand invested the fortress of Dhar, held by a rebel Mahratta Raja, on 25 October. Though breaches were made on 31 October, the garrison fled before the stormers arrived. Durand pursued the mutineers across the River Chambal, making contact with them at a village called Goraria. The 25th led the British advance. One of its Sepoys, Private Dariyal Singh, rushed out and bayoneted a mutineer who was in the act of cutting down his Commanding Officer, Major Robertson. Robertson promoted Singh to Lance-Naik on the spot, laying his sword on his shoulder. Not one Sepoy of the 25th Native Infantry joined the rebel cause: all remained loyal to their British officers.

With the victory at Goraria, the rebellion in Malwa was stamped out; Durand prevented the Malwa mutineers from reaching the Deccan. In late November, the 25th joined Sir Hugh Rose's Central India Field Force, based at Mhow. Rose's column would sweep through Central India, crushing any resistance, before investing the great fortress of Jhansi. The 25th formed part of Brigadier-General Stuart's Brigade, which left Mhow on 10 January 1858. Stuart's first objective was the fortress of Chanderi in Gwalior. The 25th acted as an advance guard, seizing a narrow pass known as the Khatti Ghat. Alongside the 86th Foot, the 25th led the assault on Chanderi on 17 January, seizing the fortress by escalade. In his report to Sir Hugh Rose, Stuart praised the regiment's gallantry:

'Nothing could exceed the brilliant courage displayed by both Officers and Men of Her Majesty's 86th Regiment and the 25th Regiment Native Infantry. Colonel Sowth, commanding the former, and Major Robertson, the latter regiment, led their men in the most gallant manner, and I felt that, with such troops and so commanded, success, however we might be opposed, was certain.'

#### *Storming of Jhansi*

Stuart's Brigade rejoined Sir Hugh Rose's column for the march on Jhansi, which was reached on 10 March. A formidable stronghold built of granite, Jhansi was the seat of a Mahratta Rani whose lands had been confiscated by Lord Dalhousie, the former Governor-General. Jhansi's garrison numbered 11,000. The surrounding countryside had been laid waste, denying supplies to the British.





The moment Rose arrived at Jhansi, he received the alarming news that Tantia Tope, a rebel general, was marching to Jhansi's relief with 22,000 men and 28 guns. Rose knew that if he raised the siege in order to confront Tantia Tope, the garrison of Jhansi would sally forth and attack his rear. Leaving the bulk of his army to contain the city, he engaged Tantia Tope on the River Betwa with just 1,500 men. Mills was present at this action, the 25th Native Infantry forming the skirmish line. The 25th captured six enemy guns, and Tantia Tope was decisively beaten. Showing 'gallantry under fire', Mills was recommended for the Victoria Cross by Major Robertson (*L/MIL/12/96*). He bravely cleared a body of the enemy from a defensive position in a mass of rock.

At the storming of Jhansi on 3 April, the 86th Foot and 25th Native Infantry formed the left attack. Mills was again recommended for the Victoria Cross, this time for rescuing a wounded man of the 86th Foot under heavy fire. At great cost, the two regiments crowned the breaches and a ferocious mêlée ensued. Having gained the upper hand, they went to assist the right attack, which was foundering under murderous rebel fire. At length, the besiegers formed up inside the city and advanced through labyrinthine streets towards the Palace, which was taken room-by-room at the point of the bayonet. The Rani fled to Jhansi's inner fortress, which the British shelled continuously the following day. On 5 April the inner fortress surrendered; British losses in the assault were 37 officers and 307 men killed.

Rose pursued Tantia Tope and the Rani of Jhansi to Gwalior, seizing the rebel arsenal at Kalpi. The Rani was captured by the 8th Hussars on 6 June, effectively concluding the Central India campaign. For his bravery in the assault on Jhansi, Mills received a special mention in the despatches of Brigadier Stuart (*London Gazette*, 10 August 1858).

#### *Afghanistan*

Mills transferred to the 30th Bombay Native Infantry after the Mutiny, promoted to Wing Commander on 1 July 1865. He served as Lieutenant-Colonel of the regiment during the 2nd Afghan War of 1878-80 (medal), when the regiment was initially stationed at Quetta. The 30th formed part of the Kandahar Field Force under Lieutenant-General Sir Donald Stewart, which protected lines of communication.

Whilst on furlough in England, Mills married Louisa Carver, daughter of the architect Richard Carver, at St. Matthew's Church, Bristol on 26 October 1872. They had three children, and lived at Gore House, Uffculme, Devon. Mills retired on 20 November 1879 with the rank of Honorary Colonel. He died at Gore House on 7 May 1901; sold with a file of copied research, artwork, V.C. recommendations and photographs.

x72 The unique and exceptional group of four awarded to Lieutenant-Colonel Sir R. R. Holmes, K.C.V.O., V.D., 1st Volunteer Battalion, Royal Berkshire Regiment, who was 'Archeologist to the Force' in the Abyssinian Expedition 1867-68, following the Storming of Magdala, he negotiated the acquisition of a plethora of items now on display in the British Museum and Victoria and Albert Museum; he also had the task of sketching the portrait of Emperor Theodore immediately after his death

Returned home - apparently with the Kwer'ata Re'esu icon for his own collection - Holmes was appointed by Queen Victoria as Royal Librarian at Windsor Castle in 1870, being re-appointed by King Edward VII and holding the office until 1905



Jubilee 1887, clasp, 1897, silver, unnamed; Coronation 1902, silver, unnamed; Abyssinia 1867 (Richard R. Holmes Esqre. Archeologist to the Force); Volunteer Officers' Decoration, V.R., unnamed, hallmarks for London 1892, complete with top bar, mounted court-style for wear, *first and third with contact marks, very fine* (4)

£1,600-2,000

[M.V.O. 4th Class] *London Gazette* 9 July 1897.

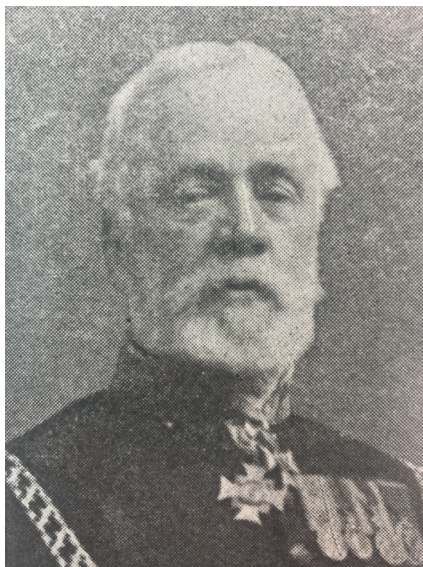
[C.V.O.] *London Gazette* 2 February 1901.

[K.C.V.O.] *London Gazette* 28 January 1905.

**Richard Rivington Holmes** was born in London on 16 November 1835, the son of John Holmes (1800-54) of the British Museum. Holmes was educated at Highgate School, 1843-53, where he obtained a foundation scholarship. After spending a short time in a merchant's office, he then assisted his father unofficially at the British Museum until the latter's death in 1854. He was then appointed Assistant in the Manuscript Department where he rapidly acquired a fair knowledge of palaeography. It was thanks to this attainment and his skill as a draughtsman, that he was selected for the post of Archeologist to the Abyssinian Expedition of 1867-68.

He took part in the operations - the march to and capture of Magdala. In Abyssinia, Holmes purchased about 400 manuscripts for the British Museum, these having been previously taken by King Theodore from Christian churches. The British Museum also list (and illustrate) some 62 items related to him, including amulets, a number of communion cups and a pair of slippers. A number of his watercolours and drawings, done on the campaign, besides the aforementioned portrait of Emperor Theodore, are also held in the collection (<https://www.britishmuseum.org/collection/term/BIOG31917>). Also acquired was the gold crown of the sovereigns of Abyssinia and a 16th Century chalice, now residing in the Victoria and Albert Museum. In October 1869 he was appointed by Queen Victoria to be Librarian in Ordinary, and in February 1870 he became Keeper of the Prints and Drawings. This posting saw Holmes become the third Royal Librarian, after the official creation of the role in 1837. Just ten individuals to date have held the office.

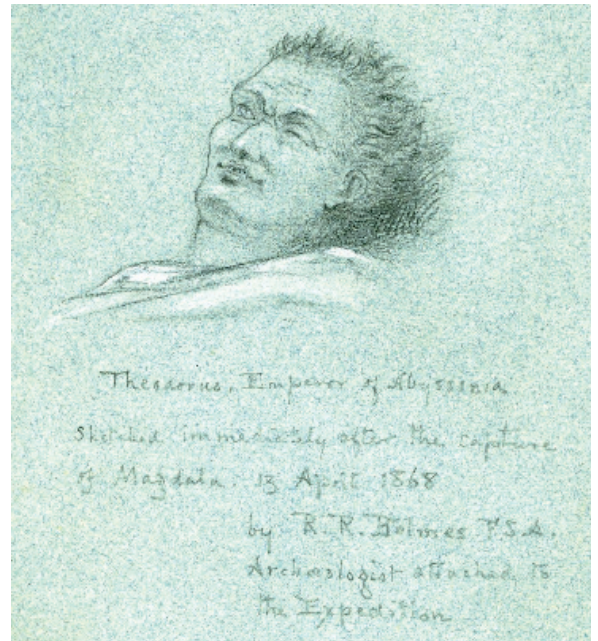




A zealous Volunteer, he was appointed a Lieutenant in the 2nd Corps, Berkshire Rifle Volunteers, on 8 June 1871. The Corps became part of the 1st Administrative Battalion, and he was based at Windsor. On 15 March 1873 he was promoted to Captain in the 2nd Berkshire Rifle Volunteer Corps. He was granted the honorary rank of Major in the 1st Volunteer Battalion, Princess Charlotte of Wales's (Royal Berkshire Regiment) on 10 April 1886. Promoted to Major on 11 October 1890, he was granted the honorary rank of Lieutenant-Colonel on 22 November 1890. Holmes resigned his commission, being permitted to retain his rank and wear his uniform, on 28 May 1892. Honorary Lieutenant-Colonel Holmes was subsequently awarded the V.D. (*London Gazette* 6 December 1892). In addition to his British honours, Holmes was a Commander 2nd Class of the Wurttemberg Order of Friedrich.







He remained as Librarian at Windsor Castle until his retirement in 1906. He had been elected a Fellow of the Society of Antiquaries in March 1860 and became their Vice-President in 1907. He was Sergeant-at-Arms to Queen Victoria, 1898-1901, and to King Edward VII, 1901 until the king's death. Holmes was a prolific writer and published *Queen Victoria* (1897), *Edward VII: His Life and Times* (1910), *Specimens of Bookbinding in the Royal Library, Windsor Castle* (1893), *Naval and Military Trophies* (1896-7), *The Queen's Pictures* (1897) and *Windsor* (1908). His contribution to art should also not be overlooked, with Holmes regularly exhibiting at the Royal Academy, Grosvenor Gallery and New Gallery. He acquired a collection of Whistler drawings in the Royal Collection, solely as a result of their friendship.

He married on 27 October 1880 Evelyn, the eldest daughter of Rev. Richard Gee, Canon of Windsor, by whom he had 2 daughters. He died on 22 March 1911, whilst residing at 16 St. Thomas's Mansions, Westminster Bridge.

Sold together with a quantity of copied research, including: gazette and newspaper extracts, biographical details and copied photographs. Amongst the paperwork is a newspaper cutting reporting on the location of a 'lost' picture of Christ, the 16th Century Kwer'ata Re'esu (The Striking of the Head) which was purportedly taken by Holmes and retained by him.

## Pair: Captain F. H. P. de Lacy Staunton, Cape Mounted Rifles

South Africa 1877-79, 1 clasp, 1877-8 (Pte. F. Staunton, No. 6 Tp: C.M. Rifles.); Cape of Good Hope 1880-97, 2 clasps, Transkei, Basutoland (Cpt. F. H. P. de Lacy Staunton. C.M. Rifs.), *light contact marks, good very fine* (2)

£1,400-1,800

## PROVENANCE:

The Armoury, November 1982.

**Francis Henry P. de Lacy Staunton** was born in Christchurch, Hampshire, in 1858, and emigrating to Southern Africa to farm, saw active service with No. 6 Troop, Cape Mounted Riflemen 1877-78, a period that witnessed his unit taking part against the Gaikas, Galukae and other Kafir tribes. Promoted Captain, Staunton saw further service in the Transkei and Basutoland operations of 1880-81. During those campaigns, Staunton was appointed Chief of Staff to Major Elliot, Chief Magistrate for Tembuland. Staunton was later appointed Harbour Master of Port Shepstone, Sub-Collector of Customs, and placed in charges for a time of Native Police.

The following account of his service, written by Staunton himself, and dated 8 March 1889, survives in a letter written by the recipient when he applied for a civil service position:

‘Sir, In accordance with notice in the *‘Natal Mercury’* asking for applications for the post of Secretary to Land & Immigration Board, I have the honour to forward my application for the said post herewith –

I have been for six years & upwards in the customs dept at Port Shepstone and have had charge of the native police there – Previously, I was in the Cape Mounted Rifles for several years and served for sometime as principal staff officer to Major Elliot, R.M. C.M.G. – now chief magistrate of Tembuland, Cape Colony – and to whom reference can be made –

A short time ago I applied for promotion and during an interview I had with his excellency last month, after seeing my testimonials and hearing the length of time I had served promised to enquire into my case and do what he could for me.

I have no doubt, should you entertain my application favourably I could be transferred immediately. For local reference Mr Rutherford, the late collector and major Giles R. M Harding will testify to my character, ability and the satisfaction I gave them in all my official duties – I enclose testimonials in duplicate from Major Elliot also one from Major Giles and would ask that the originals may be returned to me – Hoping that you will view my application favourably and that my length of service may be taken into consideration.

Signed: F. H. P. de Lacy Staunton.’

Staunton’s position of Sub-Collector of Customs and Harbour Master at Port Shepstone was abolished on his retirement in November 1907, after serving twenty-five years with the Colonial Service.

A number of newspaper reports concerning Captain de Lacy Staunton’s death in 1912 vary as to his title. One described him as an old South African Constabulary Officer, which probably relates to the time he was in charge of Native policemen. Another describes him as a Captain formerly of the Cape Mounted Rifles. The 1911 census describes him as a retired R.N. Captain (possibly a title given to him as Port Harbour Master). However, all are clear that he had seen a considerable amount of active service, as he was engaged in both the Zulu war and in the South African campaign and resided in apartments at 7 Warwick Place, Worthing, before meeting his death by burning early on a Monday morning. The papers describe how a fellow lodger aroused from his sleep about four o’clock, amidst much smoke, found Captain Staunton lying in a huddled heap, with his clothes burnt almost to a cinder. Assistance was immediately obtained, but Captain Staunton died an hour later. At the inquest held by Mr. F. W. Butler on Wednesday it appeared that deceased suffered from chronic nervousness and was being looked after whilst his wife went into a nursing home to undergo an operation. The Jury returned a verdict of ‘Accidental death.’

Note: There is a Queen’s South Africa Medal with Transvaal clasp on the roll to a ‘Collector F. Staunton’ serving with the Transport Live Stock Recovery Department - it is quite possible that Collector Staunton and Captain Staunton are the same man as one is noted as ‘a collector’ in the T.L.S.R.D., and Captain Staunton was employed as a Sub-Collector, with some research articles referring to him as serving in the South African War.

Captain Staunton is mentioned in *Sugar and Settlers; A history of the Natal South Coast 1850-1910*.

74 Pair: **Private J. Allwright, 60th Foot**

Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (2110 Pte. J. Allwright. 2/60th Foot.); Kabul to Kandahar Star 1880 (2110 Private J. Allwright 2/60 Foot), *first with pitting and polished, otherwise very fine* (2)

£300-400

75 Pair: **Trumpeter G. England, 9th Lancers**

Afghanistan 1878-80, 2 clasps, Kabul, Kandahar (1690. Trumpr. G. England. 9th. Lancers.); Kabul to Kandahar Star 1880 (1690 Trumpeter G. England 9th Lancers), *pitting to obverse and reverse of first, otherwise good very fine* (2)

£600-800

**G. England**, a member of 'F' Troop, 9th Lancers, served with the regiment in the Second Anglo-Afghan War. The 9th saw significant action during the campaign, most famously at the Battle of Killa Kazi (11 December 1879) when Headquarters and three Troops under the Commanding Officer, Lieutenant-Colonel Cleland (who later died of wounds received in this action) made multiple charges against vastly superior Afghan forces in attempts to save the guns of F Battery, A Brigade, Royal Horse Artillery.

76 A fascinating Second Afghan War campaign pair awarded to Mr. H. Hensman of *The Pioneer*, one of only two War Correspondents to take part in the Kabul to Kandahar march

Afghanistan 1878-80, 3 clasps, Charasia, Kabul, Kandahar (Mr Howard Hensman.); Kabul to Kandahar Star 1880 (Mr Howard Hensman), *good very fine* (2)

£2,000-2,400

**Howard Hensman** was born in Manchester and was best known for his work as a Correspondent for *The Pioneer* newspaper. Over the course of his long career he became known to many in high office as a Confidante and Adviser. He was a close friend of Sir Ian Hamilton and worked with Kipling during his journalistic career. His book entitled *The Afghan War of 1879-80* was much respected by those who fought in the conflict including General Roberts who noted in 1881:

'Allow me to congratulate you most cordially on the admirable manner in which you have placed before the public the account of the march from Cabul, and the operations of 31 August and 1 September around Candahar. Nothing could be more graphic. I thought your description of the fight at Charasia was one that any soldier might have been proud of writing; but your recent letters are, if possible, even better.'



After the death of the British Envoy, Sir Louis Cavagnari, and the massacre at the Kabul Residency perpetrated by rebellious Afghan troops, General Roberts assembled an army at Shutargarden named the 'Kabul Field Force'. With this Army was Correspondent Howard Hensman of The Pioneer and the London Daily News. This force moved through the Shutargarden pass by 1 October 1879 and met with the Emir Mohammad Yaqub Khan who had fled Kabul to escape his mutinous troops.

Five days later on 6 October 1879, the opposing armies clashed at Charasia with the Afghan forces being led by Nek Mohammed Khan, Governor of Kabul and uncle to the Emir. The British won the battle, forcing the Governor's army out of their path and opening the way to Kabul. Hensman offered his services to General Roberts and served under his command for the duration of the engagement. He notes in his book that after the battle concerns over the loyalty of Yaqub Khan began to surface:

"The attitude of the Amir is not altogether satisfactory (...) He assured us that we should not meet with any resistance at Charasia, and yet it is now believed that Nek Mahomed visited him in our camp, told him of the force ready to fight, and appealed to him to desert the British and head a national rising."

(*The Afghan War of 1879-80* refers)

On the 8 October an explosion was heard from the camp of the Afghan army at Sherpur which, as it transpired was their magazine. Hensman reports that this was intentionally done as the army was withdrawing and wished to deny their ammunition stores to the British. The British advanced into Sherpur, the way being led by a force of around 700 horse under General Massy which Hensman accompanied. Unfortunately their attempts to prevent the escape of the remaining rebel troops were stymied by the terrain and the onset of night and the Afghan forces dispersed along with their leadership, leaving Kabul to the British.

Despite their early success the British had underestimated the resilience of Afghan resistance and by the 11 December an army under Mohammad Jan had gathered in the hills above Kabul. Believing it to be a small force General Roberts sent a cavalry detachment to clear them out, numbering 220 men in total (the 9th Queens Royal Lancers and the 14th Bengal Lancers) with four guns of the Royal Horse Artillery in support. This force engaged the Afghan army only to belatedly discover that it numbered around 10,000 men. The Afghans soon threatened to overrun and capture the guns and the cavalry made a brave charge in an effort to save them, pitching three squadrons of horse into the enemy army. Perhaps unsurprisingly this failed to save all the guns which were overrun. However, when the enemy army turned away to face the 72nd Highlanders a scratch force of Lancers, Gunners and baggage guards led by Colonel Macgregor and Captain Dean were able to retake them.

"He gave the order to the Infantry to advance in skirmishing order, and I can tell you it did not take very long to retake the guns. The remainder of the enemy had made off for the city, but were checked by the 72nd Highlanders and some Native Infantry and what was left of our Squadron."

(*The Life of a Trumpeter* by C. E. Duly refers)

After a mixed day of fighting the British had repulsed Mohammad Jan's army but not defeated them. During this action Chaplain James Adams was awarded the Victoria Cross for his actions in rescuing several troopers of the 9th Lancers who had been trapped before the enemy advance. By 15 December the Afghan numbers had risen to as many as 40,000 and the British Army was effectively besieged in its camp at Sherpur. However after eight days of siege news arrived that a British relief column was advancing and Mohammad Jan decided to attack the camp on 23 December and take it by storm. This was thrown back with 'ridiculous ease' (*The Afghan War of 1879-80*, refers) which combined with the proximity of British reinforcements caused the Afghan army to collapse.

After this victory the British settled down to the consolidation of Afghanistan and the decision was taken for them to remove Emir Yaqub Khan, whose trustworthiness was in doubt and whose power was now reliant on the British. He was to be replaced with Abdur Rahman Khan who was formally acknowledged as the Emir of Kabul on 22 July 1880. A good many former rebel leaders placed their backing behind the new Emir. However a new army raised by Ayub Khan - Yaqub Khan's younger brother - defeated a British Brigade under Burrows at Maiwand, a battle which elicited a famous last stand, the 'Last Eleven at Maiwand', and two Victoria Crosses. The surviving British troops withdrew to Kandahar where Ayub Khan placed them under siege.

The news caused consternation in Kabul where Hensman was still reporting from the Army of General Roberts. The British had been hoping to start a withdrawal from Afghanistan, their primary objectives having been met, so the rise of a new hostile claimant to the throne was a disaster. Indeed it was doubly a disaster for the terrible losses which had been suffered by Burrows' Brigade.

It was resolved that a column under General Roberts would advance to relieve Kandahar and confront Ayub Khan while General Stewart would see to the withdrawal to India of the remaining troops. Hensman was one of only two war correspondents to accompany the column as it moved towards Kandahar with the other being Luther Vaughan of the *The Times*.

The time constraints and logistical challenges of this journey were immense and it was decided that only the light mountain guns could be brought with the army - a decision which caused some concern as it had been Ayub Khan's superiority in artillery which had seen him achieve victory at Maiwand. Nevertheless the march was an astonishing success, as Hensmen himself relates:

"From Ghazni we have covered 136 miles in eight days, giving an average of 17 miles per day (...) taking Beni Hissar as our starting point, we have done 286 miles in fifteen days, or on an average 15.7 miles per day. For a regiment alone to do this would not be extraordinary, but for a force numbering 18,000 souls, with between 8,000 and 9,000 baggage animals, to cover this distance without a day's halt, is a feat in marching which is perhaps unrivalled."

(*The Afghan War of 1879-80* refers)

They arrived at Kandahar on the evening of the 31 August 1888. At the time General Roberts was too ill to walk and was being carried in a litter. However he felt that to enter the city in this manner would be beneath the dignity of his rank and summoned the strength to mount his horse and ride the last few miles in.

Ayub Khan had broken the siege and withdrawn to the hills outside the city upon receiving word of the relief column's presence and General Roberts decided to engage him as soon as possible. After a forceful probe to reconnoitre the Afghan positions, a full-scale attack was planned for the 1 September. This was carried off very successfully with the 92nd Highlanders and the 2nd Gurkhas proving particularly effective in clearing the village of Gundi Mulla Sahibdad at bayonet point. During this action Hensman again offered his services to General Roberts.

The battle marked the end of Ayub Khan's army which fell apart as it withdrew. Hensman remained with the army while the war was concluded.

He had marched with the army for the most onerous portion of the war, sharing in its hardships and enjoying the confidence of men and officers alike. His in-depth and well-informed descriptions of it still have the power to excite and inform today. The secret to his success is best described by Sir Frederick Sykes in his 1942 autobiography *'From Many Angles'*:

"A newspaperman who had immense knowledge of affairs in India and was a most delightful companion was H. Hensman, the correspondent of the 'The Pioneer'. Hensman knew many secrets and was absolutely trusted. Needless to say, this confidence was never abused, and 'The Pioneer' at that time deservedly enjoyed a reputation in India like that of 'The Times' in England."

Howard Hensman continued to work as a correspondent in India for some time. He died in June 1916; sold together with copied research including medal roll conformation for the Afghanistan Medal and an original copy of *The Afghan War of 1879-80*.

77

Pair: **Private J. Hope, 72nd Highlanders**

Afghanistan 1878-1880, 4 clasps, Peiwar Kotal, Charasia, Kabul, Kandahar (1387 Pte J. Hope. 72nd Highrs); Kabul to Kandahar Star 1880 (1387 Private J. Hope 72nd Highlanders), mounted as worn, *pitting, nearly very fine* (2)

£500-600

The 72nd Highlanders served during the Second Afghan War from November 1878, firstly as part of the Karrum Field Force pushing through the Karrum Valley. They formed part of the army which attacked Peiwar Kotal on 2 December 1878 in a decisive action which ended the first phase of the war. When the second phase began the 72nd, under General Baker, took a leading role in the attack upon the two lines of Afghan defences. They later aided in holding the Sherpur Cantonment until British reinforcements arrived to break the siege, driving off the assault of 23 December 1879. Finally, the regiment formed part of the army which marched to the relief of Kandahar after the disastrous battle of Maiwand. They formed part of the Central Brigade, taking the village of Gundigan despite fierce resistance which saw their commander, Lieutenant-Colonel Brownlow, killed, before advancing on the final line at Pir Piamal.

- 78 Pair: **Squadron Sergeant-Major O. H. Court, South African Mounted Rifles, late Cape Mounted Rifles**
- Cape of Good Hope 1880-97, 1 clasp, Bechuanaland (1923 Cpl. O. H. Court. C.M. Rif.); Permanent Forces of the Empire L.S. & G.C., G.V.R. (No. 7. Sqn. Sgt. Maj. O. H. Court. 1st S.A.M.R.), *the first with light contact marks and lacquered, very fine, the second nearly extremely fine* (2) £300-400
- x79 Pair: **Private C. Sullivan, Royal Irish Fusiliers**
- Egypt and Sudan 1882-89, dated reverse, no clasp (2241. Pte. C. Sullivan. 1/R.I Fus.); Khedive's Star 1882, *worn, thus fine* (2) £100-140
- Scarce to this unit with only 84 Medals claimed
- C. Sullivan** further entitled to the Tel-El-Kabir clasp.
- 80 Pair: **Private H. Spanswick, East Surrey Regiment**
- Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (1359. Pte H. Spanswick. 2/E. Surr. R.); Khedive's Star 1884-86, *very fine* (2) £180-200
- Henry Spanswick** was born at Pewsey, Wiltshire in 1854. Enlisted with 47 Sub-District Brigade on 14 November 1878 at Kingston on Thames. He served here until 18 December 1879 before being posted to East India. While Spanswick was serving here the two regiments which made up 47 Sub-District Brigade were amalgamated to become the East Surrey Regiment. His India posting came to an end on 25 September 1884 when 2nd Battalion, East Surrey Regiment was transferred to the Suez from which they moved to Cairo. Joining Sir Gerald Graham's Field Force they were ordered to defeat Osman Digna's forces near Suakin.
- The East Surrey's arrived in Suakin on 27 February 1885 and encamped to the north of the town. They took part in repeated minor engagements including the clash at Hashin on 19 March but were acting as a garrison during the battles of Tofrek and Tamai and as such played no role in the fighting. The Regiment returned to Egypt by 11 May and Spanswick returned home on 7 September 1885. He continued to serve with the East Surrey Regiment until 14 November 1890, although he was not posted with them to South Africa on the outbreak of the Boer War; sold together with copied attestation and service records.
- x81 Pair: **R. Stanbrook**
- Egypt and Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (R. Stanbrook); Khedive's Star 1884-86, *unnamed as issued, rank erased on first, second silvered, pitting and edge bruise, nearly very fine* (2) £60-80
- x82 Pair: **Private W. Brown, Royal Irish Fusiliers**
- Egypt and Sudan 1882-89, undated reverse, 1 clasp, El-Teb\_Tamaai (1411. Pte. W. Brown. 2/R. Ir: Fusrs.); Khedive's Star 1884-6, unnamed as issued, *pitting, nearly very fine* (2) £140-180
- William Brown** was born at Blaris, Antrim, Ireland in 1863 and served with the Royal Irish Regiment from 1879. Later re-enlisting on 15 April 1885 with 1st Battalion, Royal Inniskilling Fusiliers. He clearly didn't enjoy his second spell as he deserted on 1 August 1885, being captured on 3 November. After a stretch in prison he was released back to duty on 13 January 1886. In his absence the Regiment had been posted to Malta and Brown joined them serving there until 14 May 1886. Posted again that same year this time to South Africa where they served for an extended period from 7 October 1886-20 January 1889.
- 83 Pair: **Able Seaman G. Aplin, Royal Navy**
- Egypt and Sudan 1882-89, dated reverse, 1 clasp, Alexandria (G. Aplin. A B. HMS. "Alexandra"), official corrections to rating, pawnbroker's mark to rim; Khedive's Star 1882, *pitting, edge bruising, nearly very fine* (2) £120-150
- George Aplin** was born in Dorset on 21 November 1861. Upon the birth of his daughter, Beatrice May Aplin, on 31 May 1904 he had left the Royal Navy and was living at Saint Lawrence Lane, Ashburton, Devon and working as a General Labourer. Aplin died on 17 March 1942 in San Diego, California and is buried in Greenwood Cemetery, San Diego; sold together with a copied entry in the Newton Abbot registry of births and a photograph with birth and death details handwritten on the reverse.



84 Three: **Quartermaster Sergeant A. W. Ferrett, Royal Engineers**

Egypt and Sudan 1882-89, undated reverse, 1 clasp, The Nile 1884-85 (17602. Driv: A. W. Ferrett 4...Bn. R.E.); Khedive's Star 1884-86 (7602 2/Corpl A. W. Ferrett 4/Sec T.B. R.E.); Army L.S. & G.C., V.R. (17602 Serjt: A. W. Ferrett, R. E.), *heavy contact marks and bruising, thus fine* (3)

£200-240

**Arthur William Ferret** was born at Southampton in 1860. Enlisted with the Royal Engineers at Aldershot on 23 January 1883, listing his previous occupation as Telegraphist. Ferret was posted to Egypt with the Telegraph Battalion, Royal Engineers for the 1884-5 Nile Expedition, arriving on 3 September 1884. The battalion's role here was to ensure continued communications between the expedition and Cairo, with some 70,000 being sent. In the course of fulfilling his duties Ferret was specially commended for good services by Prince George, the Duke of Cambridge, at that time Commander-in-Chief. After the British withdrawal, several sections of the Telegraph Battalion remained in Egypt and the Sudan in order to support the Egyptian Forces. Ferret was no exception, not only remaining but being promoted Second Corporal on 21 September 1887. Returning to Britain on 20 November 1887 he continued to serve with the Royal Engineers, being promoted Corporal on 4 December 1889. During his home service Ferret was to serve another fifteen years being promoted Sergeant on 11 September 1892 and further promoted Quartermaster Sergeant on 19 February 1897. However he did not adapt well to his new rank and reverted to Sergeant at his own request on 19 February 1897. Discharged at Aldershot on 22 December 1905; sold together with copied attestation, service and discharge records.

x85 Pair: **Corporal T. S. Vicary, Devon Regiment**

India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (3456 Corpl T. S. Vicary 1st Bn Devon Regt.); Queens South Africa 1899-1902, 2 clasps, Tugela Heights, Relief of Ladysmith (3456 Pte T. S. Vicary. Devon: Regi.), *contact marks, edge bruise, very fine* (2)

£180-220

**T. S. Vicary** died of Enteric Fever at Pietermaritzburg, South Africa on 17 April 1900 with the rank of Lance-Sergeant.

x86 Pair: **Private T. Boraston, Duke of Cornwall's Light Infantry**

India General Service 1895-1908, 2 clasps, Tirah 1897-98, Punjab Frontier 1897-98 (3424. Pte. T. Boraston. 1/D.C.L.I.); Queen's South Africa 1899-1902, 5 clasps, Cape Colony, Paardeberg, Driefontein, Johannesburg, South Africa 1901 (3424 Pte T. Boraston, 2: D. of C. Lt Infy.), fifth clasp attached by wire, *minor contact marks, edge bruise, very fine* (2)

£200-220

**Thomas Boraston** was born at Winsor Green, Warwick in 1872. He enlisted in 1891 with 1st Battalion, Duke of Cornwall's Light Infantry and is confirmed on the medal roll for that unit. Transferred to the 2nd Battalion, Duke of Cornwall's Light Infantry and is confirmed on the medal roll. Discharged to 'A' Class reserve after 1901.

x87 Pair: **Company Sergeant-Major H. E. Webb, Yorkshire Regiment**

Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1902 (5180 Corpl: H. E. Webb. Yorks: Regi.); Army L.S. & G.C. (5180 G.Sjt: H. E. Webb. York: Regt.), *edge bruising, very fine* (2)

£140-180

**Herbert Edward Webb** served with the Yorkshire Regiment during the Second Boer War. During the First World War he again served with the Yorkshire Regiment, with the 1/5th (Home Service) Battalion with the rank of Company Sergeant-Major. He was commissioned into the Yorkshire Regiment on 14 October 1917.

For his son's Medals, please see Lots 96 and 97.

x88 Four: **Private T. Newbury, Royal Army Medical Corps**

Queen's South Africa 1899-1902, 4 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Laing's Nek (10576 Pte T. Newbury. R.A.M.C.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (10576 Pte T. Newbury. R.A.M.C.); British War and Victory Medals (93998 Pte. T. Newbury. R.A.M.C.), *contact marks, very fine* (4)

£180-220

89

Six: Private C. Williams, King's Royal Rifle Corps, late South African Constabulary, Natal Carbineers and 1st Rhodesian Regiment, a veteran of the Boer War and Natal rebellion, Williams saw action in German South-West Africa and on the Western Front, being killed in action on 1 July 1916



Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1902 (2437 3rd Cl. Tpr. C. Williams. S.A.C.); Natal 1906, 1 clasp, 1906 (Tpr: C. Williams, Natal Carbineers); 1914-15 Star (Pte. C. Williams 1st Rhodn. Rgt.); British War and Victory Medals (R-16258 Pte. C. Williams. K. R. Rif. C.); together with his Great War Bronze Memorial Plaque (Charles Williams), *number prefix slightly overstruck on the BWM, otherwise very fine* (6)

£500-700

**Charles Williams** was born at Winford, Somerset in 1882 and was a baker by trade. Having served in the South African Constabulary for 3 years, including during the Boer War, he was 6 months with the Natal Carbineers during the Natal rebellion and thence served for 11 months with the 1st Rhodesian Regiment (Regimental No. 510) from 16 December 1914. They served with the 3rd Infantry Brigade in the German South-West Africa (1915 Star) campaign under General Botha. Having seen action in that theatre, he was discharged on 31 July 1915 but joined the King's Royal

Rifle Corps on 27 October 1915 at London. Joining the 2nd Battalion in France from 31 December 1915, Williams was killed in action on 1 July 1916. The unit had moved up to work on the line near 'Haymarket' on 30 June and made their attack on 'The Triangle' that night, three mines being sprung at 2115hrs. Having thrown themselves forward, in the face of heavy enemy fire and uncut wire, Major Barber was forced to order the withdrawal. The left column made their target and had taken their trench, remaining in action until 0200hrs on 1 July 1916, when they were ordered to pull back. The action cost the Battalion 5 Officers killed and 6 wounded, with 36 other ranks killed, 24 missing and another 167 wounded. Williams is commemorated upon the Arras Memorial. His Medals were sent to his father at Waterloo Villa; sold together with a copied photograph of the recipient, wearing his first 2 Medals, an image of Waterloo Villa, besides research and War Diary extracts.





A rare 7-clasp Q.S.A. and Naval Good Shooting Medal campaign group of six awarded to Petty Officer R. T. Read, Royal Navy, who served ashore with the Bluejackets of *Monarch* during the Boer War

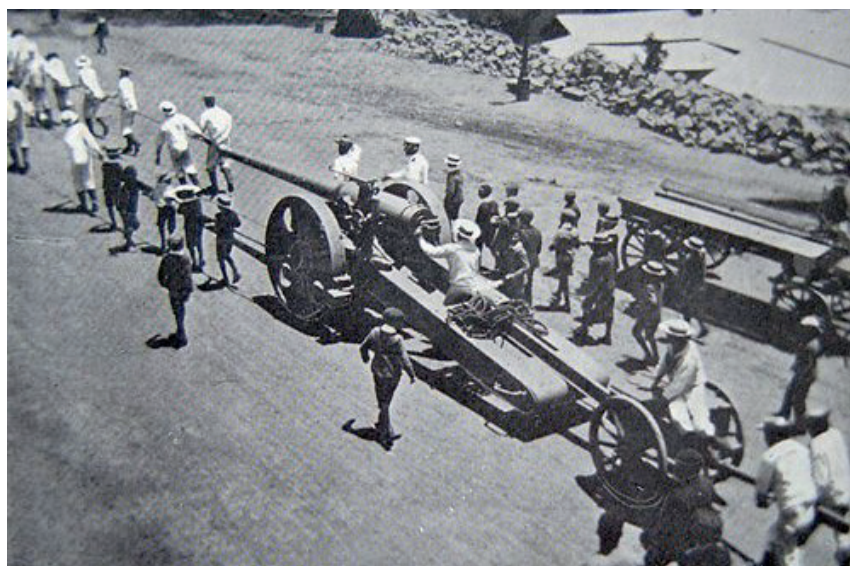


Queen's South Africa 1899-1902, 7 clasps, Belmont, Modder River, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Belfast (R. T. Read, Lg. Sean. H.M.S. *Monarch*.), large officially impressed naming; 1914-15 Star (179330, R. T. Read. P.O., R.N.); British War and Victory Medals (179330 R. T. Read. P.O. R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R., Admiral's bust issue (179330 Ch. A. 2269 R. T. Read. P.O. R.F.R.); Naval Good Shooting Medal, E.VII.R. (179330 R. T. Read, A.B, H.M.S. *Antrim*. 1909. 7.5in. B.L.), *very fine and better* (6)

£1,400-1,800

Confirmed on the roll as one of 39 Medals issued to H.M.S. *Monarch* with 7 clasps, and one of only 88 issued to the Royal Navy in total.





**Robert Thomas Read** was born on 9 November 1877 at Manningtree, Essex and was ‘unoccupied’ upon his joining the Royal Navy on 9 November 1895. He served in *Monarch* from 26 January 1897-14 October 1900, which included his landing as a member of her Naval Brigade ashore during the Boer War. The Medal Roll noted he was allotting 25s a month to his mother at 13 Regent Street, Manningtree.

He earned his Naval Good Shooting Medal manning the 7.5 inch breech-loading guns of *Antrim* in 1909 and was a Petty Officer aboard the Cressy-class cruiser *Euryalus*. Remaining in her until 9 August 1917, she had become the flagship of Rear-Admiral Rosslyn Wemyss in April 1915, after he was put in charge of the main landings at Gallipoli. During the landings at Cape Helles on the morning of 25 April, *Euryalus* transported three Companies of the 1st Battalion, Lancashire Fusiliers and a Platoon of the Royal Naval Division, and then provided fire support to the landing after the soldiers were transferred to their boats for the actual landing on Beach ‘W’. She also bombarded Turkish positions during the Second Battle of Krithia on 6 May.

Read joined the Royal Fleet Reserve on 6 November 1917, his final posting being aboard *Marshall Soult* from 24 August-24 November 1918. He was shore demobilised on 4 March 1919; sold together with copied service record and Medal Roll confirming a duplicate QSA was issued.



An impressive campaign group of four awarded to Major A. P. Berthon, Royal Munster Fusiliers, mentioned in despatches for services in the Defence of Kumassi



Ashanti 1900, 1 clasp, Kumassi, high relief bust (Capt: A. P. Berthon. R.M. Fus:) officially impressed naming, erasure before rank; 1914-15 Star (Major A. P. Berthon. R. Muns. Fus.); British War and Victory Medals (Major A. P. Berthon), *good very fine* (4)

£2,000-2,400

**Alderson Preston Berthon** was born in 1872 at Southend, Essex, son of Major-General Thomas Porter Berthon. He was commissioned 2nd Lieutenant in the Royal Munster Fusiliers on 9 September 1893, becoming Lieutenant in January 1896, and Captain in March 1906. He served in West Africa in 1900, was present during the operations in Ashanti, and took part in the defence of Kumassi.

With stores dwindling about the fate of the small band who had formed the defending party, Cassell's *Battles of the 19th Century* gives a good account of the breakout, in which Berthon shared:

‘And so it came to pass that on the night of the 22nd June 1900, the order was silently circulated that at daybreak on the morrow the Exodus from Kumassi would be attempted.

Nature, hitherto so pitiless, for once was kind. A heavy morning mist hung low and veiled the withdrawal. It was a sad and tragic parting at dawn of day on the 23rd June, in the white, shivering morning mist, the lean, gaunt garrison of Kumassi, with its leaner, gaunter string of carriers, and its leanest, gauntest trail of tottering refugees, crept out of the fort, and silently vanished into the gloom of the great dripping forests. With what poignant feeling did those, who were leaving to seek safety, wave their hands, in what most must have feared was a last farewell, to the comrades they were abandoning. Comrades who had fought with them, shoulder to shoulder, in the sore strife of the last ten weeks! To the dauntless three, and their hundred trusty black followers, who, in this hour of appalling peril, rose to the wonderful level of the white man's heroism.



The evacuating force consisted of the Governor and Lady Hodgson; Major Morris, who was in command; Messrs. Marshall, Digan, Aplin, Armitage, Parmeter, Leggett, Berthon, Cochrane and Reade, all officers of the various military forces; Drs Garland, Chalmers, Tweedy and Graham, of the Medical Service; two mining engineers, Messrs. Baird and Grundy, of the Ashanti Company; a telgraph clerk; and the Basel Missionaries, viz. Mr and Mrs Ramseyer, Mr and Mrs Josy, Mrs Hoasis, and Mr Weller. Amongst the natives were the loyal Kings of Akwanta and N'Souta, with their followers. The column on the line of march extended over a length of two miles - and "like a wounded snake dragged its slow length along". In the centre, surrounded by a special guard, were the four ladies, whose admirable behaviour was worthy of all that is best and bravest.'

They left behind them a small garrison of two officers and and a medical officer with about a hundred men, who were relieved by the relief force under Brigadier-General Sir J. Willcocks on the 15th July. Willcocks took away the sick and wounded and again left behind a small garrison.



The Europeans in the Fort

Berthon had been photographed in the fort and it is no surprise that he was mentioned in the despatch of Major A. Morris, D.S.O., late Commanding Kumassi Garrison, to the Governor of the Gold Coast, dated 12 July 1900 and published in the *London Gazette* of 4 December 1900:

'Assistant Inspector A. P. Berthon, Gold Coast Constabulary, looked after his men well, and was most energetic in shelling the various camps and working the rocket trough.'

Berthon remained on appointment with the Gold Coast Constabulary until 2 August 1904. He returned to the fold, by this time aged 43, to serve on Gallipoli as a Major with the 7th Battalion, Royal Munster Fusiliers. He was one of 28 original Officers to land at Suvla in August 1915. His Medals were addressed to 27 St Stephen's Square, W2 and the Reading War Hospital.





Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (G. J. Hammond, P.O. 2CL., H.M.S. Porpoise.); 1914-15 Star (161137. G. J. Hammond, C.P.O. R.N.); British War and Victory Medals (161137 G. J. Hammond. C.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R. (161137. G. J. Hammond, C.P.O. H.M.S. Monarch.); Italy, Messina Earthquake, 1908, rim privately engraved (G. J. Hammond P.O.1.); Russia, Empire, Order of St. George, Medal for Bravery, 4th Class, silver, reverse impressed, 'No. 1272840', mounted as worn, *very fine* (7)

£600-800

**George John Hammond** was born on 30 April 1875 at Shoreditch, London. A clerk by profession, he joined the Royal Navy and served as Boy 2nd Class at the Portland shore establishment *Boscawen* from 19 June 1891. Promoted Boy 1st Class on 17 November 1892 and Ordinary Seaman whilst aboard *Alexandra* on 30 April 1893, he saw further advancement aboard *Assistance* and *Camperdown*, being appointed Ships Corporal 1st Class at the 'stone frigate' *Excellent* on 9 October 1902. On 23 April 1903, Hammond joined *Porpoise* and took part in the operations on and off the coast of Somaliland against Muhammed bin Abdullah which lasted from 18 January 1902-11 May 1904. The defeat of troops loyal to the Mullah on the Judballi plain by British Commander, General Charles Egerton, forced enemy forces to flee to Majeerteen country on the Horn of Africa, and enabled *Porpoise* to return home, 237 of the crew qualifying for the clasp Somaliland 1902-04.

Promoted Petty Officer 1st Class on 1 December 1905 at *Victory I*, Hammond was posted on 25 May 1907 to the battleship *Exmouth* which at that time served as flagship to the Mediterranean Fleet. It was whilst serving with *Exmouth* that Hammond is confirmed as assisting with recovery efforts following the earthquake that struck Messina on 28 December 1908. Ultimately this involved digging people out of piles of rubble, the earthquake having devastated the Norman cathedral and trapped almost half the inhabitants of the city in their homes as they slept. The American consulate was reduced to 'a pile of rubble' (*Italy's Great Horror*, by J. H. Mowbray, refers), and American Consul Arthur S. Cheney and his wife, Laura, were killed. Similar tales were experienced by the French and British consuls: Ethel Ogston, wife of the British Vice-Consul, being killed instantly after being struck by a falling balcony as she attempted to escape through the streets with her family.

Returned home, Hammond was advanced Acting Chief Petty Officer on 1 November 1913 and served aboard the battleship *Monarch* from 7 April 1914, being aboard her at the outbreak of hostilities and as part of the 2nd Battle Squadron of the Grand Fleet, based at Scapa Flow. Having sailed forth in response to the German bombardment of Scarborough, Hartlepool and Whitby in December 1914, she then sortied in response to an attack by German ships on British light forces

near Dogger Bank on 10 February 1916, but was recalled two days later when it became clear that no enemy vessels larger than a destroyer were involved. On the night of 25 March 1916, *Monarch* and the rest of the fleet sailed from Scapa Flow to support Beatty's battlecruisers and other forces raiding the Zeppelin base at Tondern. By the time that the Grand Fleet approached the area on 26 March, British and German forces had already disengaged and a strong gale threatened the light craft, so the fleet was ordered to return to base. On 21 April, a demonstration was conducted off Horn's Reef to distract the Germans whilst the Imperial Russian Navy re-laid defensive mines in the Baltic Sea. This was repeated from 2-4 May 1916 in an attempt to focus German eyes upon the North Sea and prevent further bombardments of the east coast.

#### *Jutland - Russian reward*

On 31 May 1916, *Monarch*, under the command of Captain George Borrett, was the sixth ship from the head of the battle line after deployment. During the first stage of the engagement, the ship fired three salvos of armour-piercing capped shells from her main guns at a group of five battleships at 18.32hrs, scoring one hit on the dreadnought S.M.S. *König* that knocked out a 15cm gun, temporarily disabled three boilers and started several fires. At 1914hrs, *Monarch* engaged the battlecruiser S.M.S. *Lutzow* at a range of around 18,000 yards with five salvos of A.P.C. shells and claimed to straddle her with the last two salvos. Struck similarly by the *Orion*, the enemy vessel experienced a fair amount of flooding and heavy casualties. This was the last time that *Monarch* fired her guns during the battle, having expended a total of fifty-three 13.5-inch A.P.C. shells.

Hammond was awarded the Order of St. George Medal for Bravery, 4th Class, as 'conferred by the Russian Government on the following men of the Grand Fleet for services rendered in the Battle of Jutland' (ADM 116/1493, National Archives, refers). However, due to the fact that the Tsar had by then been deposed, the award could not be published in the *London Gazette*; Hammond would however have received the permission to accept and wear the ribbon of this decoration. He remained aboard *Monarch* for the duration of the war and was also still serving aboard her when awarded the L.S. & G.C. on 12 January 1919. Demobilised ashore on 20 February 1919, Hammond later enrolled into the Royal Fleet Reserve; sold with copied service record and research.

#### x93 Four: **Private Johnson, Royal Marine Light Infantry**

Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (J. Johnson, Pte. R.M. H.M.S. Merlin); 1914-15 Star (Ply. 7525, Pte. J. Johnson, R.M.L.I.); British War and Victory Medals (Ply. 7525 Pte. J. Johnson. R.M.L.I.), *minor pitting, very fine* (4)

£140-180

**John Johnson** was born on 25 August 1876, enlisting with the Royal Marines on 5 February 1895.

#### x94 Four: **Able Seaman W. T. Read, Royal Navy**

Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (235590. W. T. Read, A.B. H.M.S. Alert.); 1914-15 Star (235590. W. T. Read. A.B., R.N.); British War and Victory Medals (235590 W. T. Read. A.B. R.N.), *good very fine* (4)

£140-180

**William Thomas Read** was born at Monkton, Kent on 31 August 1888 and was a labourer upon his joining the Royal Navy in August 1906. Having served aboard H.M.S. *Alert*, a Sloop armed with 6 x 4" guns and 4 x 3-pounders during the Persian Gulf operations, Read began the Great War aboard *Bacchante*. She shared in the Gallipoli operations and during the landing at Anzac Cove, suppressed Turkish artillery positions at Gaba Tepe after touching her bow on the beach to get a better angle to fire. On 28 May *Bacchante* and the destroyer *Kennet* destroyed enemy shipping in Budrum harbour. Three months later the cruiser bombarded Turkish troops during the Battle of Lone Pine on 6 August and at the Battle of Chunuk Bair, 7-9 August. Read then served aboard *Repulse* from August 1916-November 1917, which saw her serve at the Second Battle of Heligoland Bight. He was invalided ashore on 20 March 1918.

#### 95 Pair: **Corporal C. D. Robbins M.M., Worcestershire Regiment**

1914 Star (10982 Pte. C. D. Robbins. Worc. R.), British War Medal 1914-20 (10982 Cpl. C. D. Robbins. Worc. R.), *Star with traces of verdigris, both polished, fine*

£40-60

[M.M.] *London Gazette* 21 October 1916.

**Charles David Robbins**, a native of Bridgnorth, Shropshire landed in France in August 1914 and subsequently earned a 'mention' (*London Gazette* 17 February 1915 refers) to go with his Military Medal.



- x96      **Three: Private R. Webb, Yorkshire Regiment, who was killed in action on 15 June 1915**
- 1914 Star (6693 Pte R. Webb. 2/York: R.); British War and Victory Medals (6693 Cpl. R. Webb. York. R.), contact marks, very fine (3) £100-140
- Richard Webb** was born at Richmond, Yorkshire, the son of Herbert Edward Webb. Having joined the Yorkshire Regiment served on the Western Front from 5 October 1914 with 2nd Battalion. Webb was killed in action on 15 June 1915, likely in the fighting around Givenchy and is commemorated upon the Le Touret Memorial.
- For the Medals of his father and his brother, please see Lots 87 and 97.
- x97      **Three: Lance-Corporal O. Webb, Yorkshire Regiment, who deserted on 15 January 1915**
- 1914 Star (9380 Pte C. Webb. York. R.); British War and Victory Medals (9380 Pte. O. Webb. York. R.), *note initial on first, good very fine* (3) £70-90
- Oliver Webb** was born in 1891, the son of Hebert Edward Webb. Enlisting with the Yorkshire Regiment on 5 January 1910, he served on the Western Front from 5 October 1914. He was noted as having deserted on 15 January 1915 and as such his Medals were forfeited, only the intervention of the General Secretary of the Comrades of the Great War ensured they were issued. Promoted Lance-Corporal, he was discharged on 5 June 1918; further entitled to the Silver War Badge (No. 379738).
- For the Medals of his father and his brother, please see Lots 87 and 96.
- 98      **An unusual campaign group of five awarded to Lieutenant T. E. Beck, Southern Rhodesia Forces, late Warwickshire Yeomanry, 11th Hussars, Army Service Corps, British South Africa Police and Rhodesian Staff Corps**
- 1914 Star, with *copy* slide clasp (10285 Pte. T. E. Beck. 11/Hrs.); British War and Victory Medals (10285 Pte. T. E. Beck 11-Hrs.); War Medal 1939-45; Army L.S. & G.C., G.V.R., robed bust, Southern Rhodesia (24. Col. Sgt. T. E. Beck.), officially engraved naming, mounted as worn, *very fine* (5) £260-300
- Thomas Edward Beck** was born at Walthamstow on 6 May 1895, the son of a Saddler in the Life Guards and a grandson of a Light Brigade Charger. Young Beck entered the Warwickshire Yeomanry in November 1912 and was discharged on 9 July 1913, in order to join the 11th Hussars. He sailed with his unit and landed in France on 15 August 1914, the unit being at a strength of 26 Officers and 523 other ranks. Beck would have shared in the actions of Mons and Le Cateau and it appears he was wounded at Ypres, as he was returned to England on 2 December due to having been wounded in the knee. This wound halted his career, for he was posted as a Driver to the 12th Reserve Cavalry Regiment at Aldershot, before being discharged on 31 August 1917. Clearly keen to do his bit, he managed to re-enlist in the Army Service Corps on 15 October 1918 and served in London, being discharged again on 31 March 1919 and having drawn a Disability Pension from 25 November 1919, being rated in B1 condition.
- His next application came in his joining the British South Africa Police, to whom he joined on 15 May 1919, passing into Rhodesia from Cape Town on 12 September, part of a batch of 20 recruits. Beck remained with the force until 1928, mainly serving with the Topographical Office in Salisbury, besides gaining Lewis Gun Training in November 1920 and being Assistant Instructor of Topography at the Depot by 1921. With the requirement of Rhodesia to train its own Territorial Army, Beck was posted to the newly-formed Staff Corps (Regimental No. 24) on 1 April 1928. He applied for his L.S. & G.C. on 4 February 1933, with his terms of service being verified between the Rhodesian authorities and those in the War Office, the Medal being made the following January (*Southern Rhodesia Government Notice 31* of 1934, refers). Beck was raised Warrant Officer Class 1 in 1938 and made Lieutenant in August 1940. He was present for the Royal Visit of 1947 and retired on 11 October 1949, some 36 years of service in all. Beck died in Natal on 10 April 1978, his ashes being scattered on Durban Bay by the Point Yacht Club.
- Sold together with copied research, cap Badges representing his five units and a copy of *Medal News*, April 2015, which features an article 'Under Five Cap Badges - The extraordinary long service of Thomas Beck'.
- For his Royal Visit 1947 Medal, please see Lot 309.

99 A notable survivor's Great War campaign group of three awarded to Able Seaman T. H. Griffiths, Royal Navy

Among those rescued after the mining and loss of the battleship H.M.S. *Irresistible* in the Dardanelles in March 1915 - around 150 of his shipmates became casualties - he was extremely fortunate to survive the mining of the destroyer *Express* in what became known as the 'Texel Disaster' in August 1940

The detonation of the mine blew *Express*'s bows clean off with an immediate loss of four officers and 54 ratings: Griffiths was among the wounded

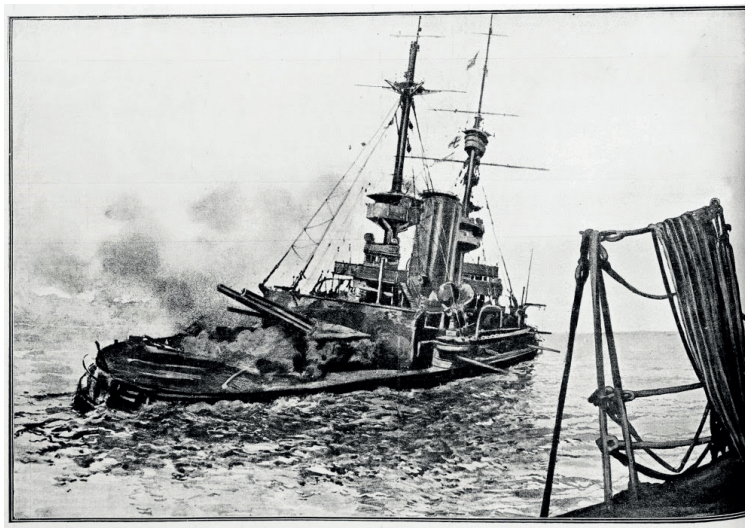
1914-15 Star (J. 25982 T. H. Griffiths, Boy 1, R.N.); British War and Victory Medals (J. 25982 T. H. Griffiths, Ord., R.N.), *polished, nearly very fine* (3)

£80-100

**Thomas Harold Griffiths** was born in Edmonton, London on 26 April 1898 and entered the Royal Navy as a Boy 2nd Class in July 1912. By the outbreak of the Great War in August 1914, he was serving in the cruiser H.M.S. *Hermione* but, at the year's end, he removed to the battleship *Irresistible*.

#### *Loss of H.M.S. Irresistible*

In February-March 1915, 16-year-old Griffiths witnessed several prominent bombardments of the Ottoman forts; *Irresistible* also landed Bluejackets and Marines to destroy Turkish batteries and guns on three occasions, although it is not known whether he was among them.



*The stricken H.M.S. Irresistible captured on camera on 18 March 1915; a photograph taken from H.M.S. Nelson*

A new attack was launched on 18 October. *Irresistible* joined the fray at 1439 hours, shortly after the French battleship *Bouvet* was mined and sunk in the straits; she and several other battleships attempted to suppress the Turkish guns that were firing on boats that were picking up survivors from *Bouvet*. *Irresistible* herself quickly came under heavy fire from the "Hamidieh I" Battery, which targeted her with four-shell salvoes. At 1514, *Irresistible* was rocked by an explosion, and by 1532, had begun to take on a list, prompting Admiral de Robeck to order her to withdraw to avoid further damage. At 1615, *Irresistible*, having idled her engines, struck a mine that caused extensive damage to the ship. The mine detonated under her starboard engine room, flooding it and killing all but three of the men on duty therein. The bulkhead that divided the starboard from the port engine room collapsed under the sudden weight of water, disabling that engine as well.

Unable to manoeuvre, with a list of 7 degrees to starboard, and down by the stern, *Irresistible* became a sitting duck for the Ottoman gunners. She drifted helplessly into range of Turkish guns, which laid down a heavy fire on her. Her main gun turrets began to malfunction, and she was obscured by smoke and spray. De Robeck ordered the battleship *Ocean* to take her under tow and pull her out of range of the Ottoman guns, and the destroyer *Wear* came alongside and rescued most of the crew - 28 officers and 582 men - despite the punishing Ottoman shelling. A group of ten men remained aboard to try to secure a line from *Ocean* but by the time *Ocean* closed it was apparent that *Irresistible* could not be saved. Her list had increased and the fire from the Ottoman guns had become very heavy, so the remaining men were evacuated and *Ocean* withdrew.

The Turks later reported that the derelict *Irresistible* had drifted closer to shore and suffered further severe damage from their shore batteries before sinking at about 1930.

Griffiths subsequent seagoing appointments in the Great War included the cruiser *Blenheim* (March 1915-December 1916), and the destroyers *Colne* (January-May 1917) and *Shakespeare* (May 1918-March 1919).

### *Further action: Dunkirk*

Remaining actively employed between the wars, he was serving as an Able Seaman in the destroyer *Express* on the renewal of hostilities in September 1939. And he remained likewise employed until at least the end of 1940.



*H.M.S. Express prepares to cast off at Dunkirk, by Randall Wilson*

On 29 May 1940, *Express* towed the disabled destroyer *Jaguar* clear of a wreck in Dunkirk harbour and transferred many of her evacuees aboard before she could repair her engines later that day. The following day, Rear-Admiral Wake-Walker, commanding the ships involved in the evacuation, briefly hoisted his flag aboard her. She was damaged by bomb splinters on 31 May, but continued to ferry soldiers back to England. In fact, *Express* - and her consort *Shikari* - were the last ships to leave Dunkirk with troops on 4 June when the evacuation ended. She brought out 3,419 troops over the course of Operation "Dynamo".

### *The Texel Disaster*

Otherwise assigned to the 20th Destroyer Flotilla, *Express* spent her time laying defensive minefields in British waters and offensive minefields off enemy coasts. And it was during just one such an operation that disaster struck.



*The stricken Express*

On the evening of 31 August 1940, *Express*, *Esk*, *Icarus*, *Intrepid*, and *Ivanhoe* departed Immingham to lay an offensive minefield off Texel, with cover provided by three destroyers of the 5th Destroyer Flotilla. At 2307 hours, it became clear that the ships of the 20th Flotilla had entered a German minefield when *Express* struck a mine abreast 'B' gun, losing her entire bow up to the bridge. The detonation killed four officers and 54 ratings; one officer and seven ratings were later rescued by the Germans.



*Esk* and *Ivanhoe*, the closest ships to *Express*, closed to render assistance, while the other two destroyers turned hard to starboard and retraced their route to exit the minefield, according to standing orders. Five minutes after the first mine detonated, *Esk*'s bow struck a mine and she came to a stop. Five minutes later *Ivanhoe* struck another mine that badly damaged her bow. At about 2320, *Esk* struck another mine amidships that detonated her magazines. By 0140, *Express* had managed to raise steam again and went astern to minimise the pressure of the water on her shored-up bulkheads.

The Admiralty dispatched nine M.T.B.s to go to the assistance of *Express* and *Ivanhoe* once they had been notified of the incident by *Intrepid*. Captain Louis Mountbatten of the 5th Destroyer Flotilla also came to the rescue, having received the report of a Royal Air Force Lockheed Hudson bomber that had spotted the two damaged destroyers about 0700, about 25 miles east of his position. The M.T.B.s reached the ships first, around 0800, and evacuated all of *Express*'s crew.

Mountbatten's destroyers spotted *Express* around 0840, and *Kelvin* took her in tow, stern first, 20 minutes later. The tow cable, however, fouled one of *Kelvin*'s propellers and had to be cut. *Jupiter* then took over the tow. The threat of aerial attack at 1945 forced *Jupiter* to slip her tow and allow one of the attending tugboats to take over the task. *Express* finally arrived at Hull in the early evening of 2 September 1940.

Among the wounded - his service record, refers - Griffiths was released 'Class A' in September 1945; owing to several stints in the cells for theft in back in 1916, he was not entitled to the L.S. & G.C. Medal.

- 100 Three: **Petty Officer P. H. Cannell, Royal Navy, who died in the Douglas Asylum on the Isle of Man in December 1915**

1914-15 Star (207819 P. H. Cannell, P.O., R.N.); British War and Victory Medals (207819 P. H. Cannell, P.O., R.N.), *good very fine* (3)

£60-80

**Philip Henry Cannell** was born at Braddon on the Isle of Man on 27 April 1882 and entered the Royal Navy as a Boy 2nd Class in January 1900. A Petty Officer serving aboard the destroyer H.M.S. *Ardent* by the outbreak of hostilities in August 1914, he remained similarly employed until coming ashore in October 1915. He subsequently died at Douglas Asylum on 3 December 1915 and is buried at Kirk Braddan (St. Brendan) New Churchyard, Isle of Man; his next of kin received his L.S. & G.C. Medal in March 1920.

- 101 Three: **Petty Officer 2nd Class F. Skoyles, Royal Navy**

1914-15 Star (143587 F. Skoyles, P.O. 2, R.N.); British War and Victory Medals (143587 F. Skoyles, P.O. 2, R.N.), *good very fine* (3)

£40-50

**Frank Skoyles** was born at Yarmouth, Norfolk on 2 September 1872 and entered the Royal Navy as a Boy 2nd Class in December 1887. He was subsequently invalided ashore as a Petty Officer 2nd Class in November 1900 but, as noted on his service record, he was actively employed on Defensively Armed Merchant Ships (D.A.M.S.) from August 1914 until November 1918.

- 102 Six: **Paymaster Lieutenant, late Leading Cook W. V. Stear, Royal Navy**

1914-15 Star (M.12115. W. V. Stear. Ck. Mte. R.N.); British War and Victory Medals (M.12115. W. V. Stear. Ck. Mte. R.N.); Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R. (M.12115 W. V. Stear. L. Ck. H.M.S. *Daffodil*), Trio and L.S. & G.C. mounted as worn, *pitting, nearly very fine* (6)

£120-150

**William Vincent Stear** was born on 10 December 1892 at Kingsbridge, Devon and was a baker upon his joining the Royal Navy on 29 February 1915. He served aboard *Carysfort* from 27 August 1915-18 May 1919, being advanced Cook 1st Class on 17 May 1919. Having been married in 1921, Stear was awarded his L.S. & G.C. in 1930 whilst serving aboard *Daffodil*. He was a Warrant Cook at *Drake* in 1939 and was commissioned Paymaster Lieutenant on 12 February 1943, before being retired on 10 December 1943. Stear died at Plymouth in December 1972; sold together with corresponding miniature group of four, Admiralty enclosure for the Second War Awards, 1925 Universal Cookery & Food Exhibition 1925 silver Medal, photograph of the recipient and copied research.



1914-15 Star (R.M.B. 316. Bd. Cpl. L. Forbes.); British War and Victory Medals (R.M.B. 316 BdMr. 2. L. Forbes.); Royal Navy L.S. & G.C., G.V.R. (R.M.B. 316 L. Forbes. Bd.Cpl. R.M.B.); Russia, Empire, Medal of the Order of St George, 4th Class, reverse officially numbered '1272434', contact marks, minor edge bruising, nearly very fine (5)

£180-200

**Lawrence Forbes** was born at Glasgow, Scotland on 15 July 1888. Enlisting at Manchester on 16 February 1904 with the rank of 'Band Boy' he served first at Eastney Barracks in Portsmouth from 15 February-21 July 1904. After a brief stay at Chatham from 22 July-21 October 1904 he returned to Eastney being promoted Musician on 15 July 1906. His first posting to a warship was aboard the *Invincible*-Class Battlecruiser HMS *Indomitable* from 29 June-7 August 1908. Later that year he served aboard HMS *Britannia*, the Royal Yacht, from 13 October-20 January 1910. At the outbreak of the First World War he was serving aboard *Britannia* however on 10 August 1915 Forbes was posted to HMS *Canada* serving with 4th Battle Squadron in the Grand Fleet. The *Canada* was one of the vessels to engage during the Battle of Jutland from 31 May-1 June 1916. During the battle *Canada* engaged the heavily damaged SMS *Wiesbaden* and targeted a number of destroyers. She escaped without having suffered any hits or taken any losses. Forbes continued to serve with the *Canada* for the duration of the war, being promoted Bandmaster on 5 July 1918. Returned to the rank of Corporal while serving aboard HMS *Benbow* on 18 August 1920. Forbes served for another seven years including a turn on HMS *Iron Duke* from 8 March 1921-23 October 1923. He was demobilised on 14 July 1927; sold together with copied research listing the then Band Corporal Forbes' award of the Bravery Medal of the Order of St. George.

x104

Six: Chief Ship's Cook F. W. Watkins, Royal Navy

1914-15 Star (340832, F. W. Watkins, Ch. Sh. Ck., R.N.); British War and Victory Medals (340832 F. W. Watkins. Ch. Sh. Ck. R.N.); Defence and War Medals 1939-45; Royal Navy L.S. & G.C., E.VII.R. (340832 F. W. Watkins, Ch. Ships Cook, H.M.S. *Magnificent*), good very fine (6)

£100-140

**Frederick William Watkins** was born at Litchfield, Hampshire on 30 October 1875. Watkins was promoted Chief Ship's Cook while serving ashore at *Pembroke I* on 22 January 1908, earning L.S. & G.C. aboard *Magnificent*, with whom he served from 26 September 1910-27 February 1911.

During the Great War he served aboard *Blenheim*, a depot ship with Fifth Destroyer Flotilla in the Mediterranean from 24 April 1914-30 June 1916.

- 105 **An impressive World War and Palestine operations group of nine awarded to Able Seaman E. J. Turner, Royal Fleet Reserve, late Royal Navy, a long-served seadog who survived the much-photographed demise of H.M.S. *Gurkha* in January 1942**

British War and Victory Medals (J. 48471 E. J. Turner, Ord., R.N.); Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (J. 48471 E. J. Turner, A.B., R.N.); 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Royal Navy L.S. and G.C., G.V.I.R., 1st issue (J. 48471 E. J. Turner, A.B., H.M.S. Vivid), *generally very fine* (9)

£160-200

**Edwin John Turner** was born at Devonport, Devon on 20 June 1900 and entered the Royal Navy as a Boy 2nd Class in January 1916.

His subsequent wartime appointments included the cruiser H.M.S. *Royalist* (September 1916-June 1917) and the armed merchant cruiser *Teutonic* (November 1917-April 1918).

Awarded his L.S. & G.C. Medal in June 1933, Turner witnessed active service off Palestine in the destroyer *Griffin* in 1936 and was serving at the shore establishment *Drake* on the renewal of hostilities in September 1939.

### *The gallant Gurkha*

In February 1941, he joined the destroyer *Gurkha* and he remained similarly employed up until her loss in January 1942.

Laid down in 1938, *Gurkha* was to have been named *Larne*, but on the loss of her namesake in 1940, the Gurkha Brigade offered to pay for a new ship. In gratitude, the Prime Minister, Winston Churchill, ordered that the destroyer to be launched should be named *Gurkha*; the launching ceremony was performed by his daughter *Mary*, and the ship was completed on 18 February 1941.

At the end of July 1941, after working up at Scapa, *Gurkha* formed part of an anti-submarine escort to a Middle East troop convoy to Suez. On 29 August she was ordered to join the escort of convoy OC-71 which had suffered severe losses and, on her arrival at Gibraltar, she came under the orders of the Flag Officer Force H.

Early in the morning of the 30 September 1941, while acting as anti-submarine screen to Force H, she destroyed the Italian submarine *Adua* east of Cartanga. Later in the year she escorted the *Nelson* home after she had been torpedoed in a Malta convoy whilst giving passage to the *Ark Royal* survivors. A very sudden storm caused *Gurkha* serious damage and she made for Plymouth for repairs.



Back in Gibraltar by mid-December 1941, *Gurkha* returned to escort duties. On 16 January 1942, she left Alexandria escorting convoy MW-8B and during the night she took the astern position. At first light, while proceeding at 25 knots to take up a new station, she was hit by a torpedo from the *U-133* and her aft magazine blew up.

Amidst dramatic scenes - she was ablaze from bow to stern - the stricken *Gurkha* was towed clear of burning surface oil by the Dutch destroyer *Isaac Sweers*, thus saving the greater part of her crew. The survivors were transferred to the Dutch destroyer by boats and later landed at Tobruk; Turner was among them.

Turner was released 'Class A' in September 1945.



106

A poignant Third Battle of Gaza Officer Casualty group of four awarded to Major H. L. Kekewich, 1st/1st Sussex Yeomanry and 16th Sussex Yeomanry Battalion, Royal Sussex Regiment, who saw service in command of 'C' Company at Gallipoli, and later took part in the defence of the Suez Canal and then during the advance into Palestine, he was killed in action on 6 November 1917 whilst Second-in-Command of his Battalion

1914-1915 Star (Capt. H. L. Kekewich. Suss. Yeo.); British War and Victory Medals (Capt. H. L. Kekewich.), together with his Great War Bronze Memorial Plaque (Hanbury Lewis Kekewich) and his Memorial Scroll, dedicated to 'Capt. Hanbury Lewis Kekewich Sussex Yeomanry', housed within a superb period display cabinet as displayed by his family, *nearly extremely fine* (4)

£600-800

**Hanbury Lewis Kekewich** was born on 30 July 1885 at the family home in Ebury Street, London. Young Hanbury was the son of Lewis Pendarves and Lilian Emily Kekewich, his father being a metal broker agent, and Hanbury was the eldest of three brothers. His mother was the daughter of Sampson Hanbury, part of the brewing family of Truman, Hanbury, and Buxton's. As of 1891 he was living with his family at Twisden's, Foots Cray, Bromley, Kent, and then went up to Eton College, having been housed in Broadbent House.

Having left school and joined the family business, he travelled for the firm, being noted as on an incoming passenger list in 1907 on a ship travelling from New York to Liverpool, and her made another return journey from New York in 1912. As of 1911 he was living at Kidbrooke Park in Forest Row, Hove, Sussex, and working as a metal merchant in his fathers business, along with his brother George. He later had a home in Clapham Common, London, but whenever he was down from London at Kidbrooke Park, he was kept busy as the Master Scout with the Boy Scout group that he founded in Forest Row.



Kekewich who was originally commissioned into the Territorial Force as a 2nd Lieutenant with the Sussex Yeomanry on 31 May 1910, and was then mobilised on the outbreak of the Great War as a Lieutenant and temporary Captain with the 1st/1st Sussex Yeomanry, and serving with the machine gun section, he then commanded 'C' Company. Having married Dorothy Anne Lane at Saint Barnabas Church in Clapham Common on 1 November 1914, a daughter, Sylvia Lilian was born in 1916.

Kekewich was promoted to Captain on 3 February 1915, and was based with his regiment at Maresfield, but in September 1915 it marched to Wrotham in Kent and then entrained for Liverpool, and on 25 September embarked the *Olympic*, and headed for Lemnos where it arrived on 1 October. On 8 October the 1st Sussex Yeomanry landed at Gallipoli, Kekewich in command of 'C' Company, and men soon started to come down with enteritis and other illnesses. Men of the regiment served in the trenches at Border Barricade and Fusilier Bluff. On 30 December the regiment was evacuated to Mudros, and it must have been then that Kekewich gathered the seed of a tree which having been planted, is now still standing at Pond House in Belsted, Essex, a plaque affixed to the trunk reading 'Seed sent by Hanbury Kekewich from Mudros 1915'.

In February 1916 Kekewich was moved with his regiment to Egypt, and then took up positions to defend the Suez Canal and spent almost a year there. His Battalion was retitled the 16th Sussex Yeomanry Battalion of the Sussex Regiment whilst located at Mersa Matruh on 3 January 1917, and saw dismounted service under the command of the 230th Brigade in the 74th (Yeomanry) Division in Palestine. Kekewich was still in command of 'C' Company.

Promoted to Acting Major on 6 July 1917 for service with Battalion Headquarters, Kekewich was then appointed second-in-command of the 16th Sussex Yeomanry Battalion, and commanding the Headquarters Company during the attack on the Turkish lines defending Gaza. During the action which became known as the Third Battle of Gaza, Kekewich was killed in action on 6 November 1917 and is buried in Bersheeba War Cemetery in Palestine. He is also commemorated by name on the Eton College War Memorial, the Forest Row War Memorial as well as on a plaque in the parish church there, and also is commemorated on the Hove Library World War I Memorial, and the Middlesex County Cricket Club War Memorial.

Aged 28 at the time of his death, his parents were living at 45 Brunswick Square, Hove, Sussex. The eldest of four sons, he was the last of the three of the sons to die in the Great War.

x107 Three: **Corporal A. Booth, Gordon Highlanders, who was killed in action during the German Spring Offensive on 22 March 1918**

1914-15 Star (4170. Pte. A. Booth. Gord. Highrs.); British War and Victory Medals (4170 Cpl. A. Booth. Gordons), *good very fine* (3)

£70-90

**Alexander Booth** was born in 1888 and served in France from 1 December 1915 with the 4th Battalion, Gordon Highlanders. Booth was killed in action on 22 March 1918, when the Battalion was stationed in the vicinity of Cambrai.

x108 Three: **Private A. E. Ford, London Regiment, who died of wounds in France on 2 May 1917**

1914-15 Star (1710 Pte. A. E. Ford. 2-Lond. R.); British War and Victory Medals (1710 Pte. A. E. Ford. 2-Lond. R.), *good very fine* (3)

£60-80

**Albert Edward Ford** served in France from 30 March 1915, before being transferred to the Balkans on 7 October 1915. Returned to France in April 1916, he died of wounds on 2 May 1917.

109 Three: **Rifleman B. Rai, 2nd Battalion, 7th Gurkha Rifles**

1914-15 Star (No. 2356 Rfmn. Balbahadur Rai, 2/7/Gurkha Rfls.); British War and Victory Medals (2356 Rfmn. Balbahadur Limbu, 2-7 Grks.), *note surname, worn, nearly very fine* (3)

£60-80

**Balbahadur Rai** is not listed as a Prisoner of War at Kut. It is therefore assumed that he was serving with the Battalion echelon, which did not form part of the Kut Garrison or had become a casualty during fighting before the siege of Kut who had been evacuated and therefore avoided capture.

The 2nd Battalion, 7th Gurkha Rifles deployed to Egypt in defence of the Suez Canal in 1914. It was then re-deployed to Mesopotamia in 1915 and formed part of the Kut Garrison, which was besieged and eventually surrendered to Turkish forces in April 1916. A new Battalion was raised almost immediately in Mesopotamia and took part in the capture of both Kut-al-Almara and Bagdad in 1917. The Battalion went on to serve in Palestine in the final year of the War.



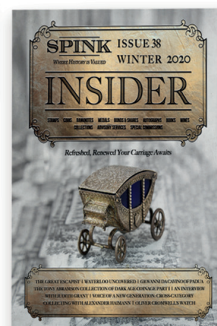
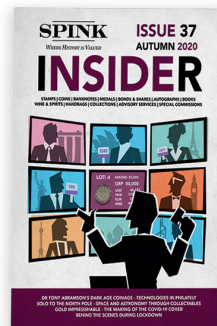
1914-15 Star (11817 Pte. H. Brooman. Yorks. L.I.); British War and Victory Medals (11817 Pte. H. Brooman. Yorks. L.I); Southern Rhodesia Service Medal 1939-45, *good very fine* (4)

£280-320

**Harry Brooman** served in France with the 6th Battalion, Yorkshire Light Infantry from 21 May 1915 and was discharged on 11 January 1919. He subsequently went out to Southern Rhodesia, for he served in their forces during the Second World War and was issued with his Southern Rhodesia Service Medal on 11 August 1950; sold together with a letter, dated 19 July 1978, confirming the award, signed by Captain Holmes on behalf of the Lieutenant-General, Commander of the Army.

# SPINK INSIDER

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- 111      Three: **Captain J. V. Knox, Royal Flying Corps and 18th London Regiment, killed in a flying accident near Norwich on 4 January 1918**

1914-15 Star (Lieut. J. V. Knox. 18/Lond. R.); British War and Victory Medals (Capt. J. V. Knox.), *nearly extremely fine* (3)

£240-280



**John Vesey Knox** was born on 17 October 1892 at Chelsea, London and was educated at Wixenford, then Rugby (until 1910), before going up to the Royal Military Academy, Sandhurst, February to December, 1911. Knox was commissioned 2nd Lieutenant in the 1st Battalion, Northamptonshire Regiment on 14 February, 1912. He resigned his commission to take up a civil appointment. It was in February 1914 he was appointed a Clerk in the Principle Probate Registry at Somerset House, whilst living at 76 Elm Park Gardens.

Upon the outbreak of the Great War, Knox volunteered for service on 5 August, 1914 and was commissioned 2nd Lieutenant in the 18th (County of London) Battalion, London Regiment (London Irish Rifles) later that month. Having filed for divorce from his wife Hilda, for adultery, on 6 October 1914, Knox was attached to the 2nd London Divisional Cyclist Company being promoted to Lieutenant on 25 September 1915. He compiled the Company War Diary, whilst in action in France and Flanders, until the end of April 1916. He was inspected at Doullens for an appointment in the Royal Flying Corps, which he joined on 1 May 1916. Knox was awarded a Royal Aero Club Aviators Certificate (No.3700) on 17 October 1916 after taking his test on a Maurice Farman biplane at the Military Flying School, Brooklands.

He was attached to No. 56 Squadron, Royal Flying Corps at Colney, Hertfordshire but suffered a fractured jaw on 21 November 1916, whilst flying a Curtis Aircraft B624, when it crashed on top of a tree after a 200 foot spinning nose dive. Admitted to the Royal Flying Corps Hospital at 37 Bryaston Square, London, he was returned to No. 42 (Training) Squadron for light duty on 5 July 1917. Thence attached to No. 85 Squadron at Norwich for light duty and flying in September and then to No. 19 (Training) Squadron at Hounslow in November. Made an Instructor at No. 9 Flying School, Norwich, Knox was accidentally killed on 4 January 1918. He had been a passenger in a RE8 A3891 flown by 2nd Lieutenant P. D. Parker. The aircraft suffered from an engine failure, fell into a spin, crashed, and caught fire, killing both inside it. His body was returned to Northern Ireland and was buried in St.Coleman's Churchyard, Kilcoo, County Down; sold together with copied research.

112

Three: 2nd Lieutenant A. R. Rouse, Royal Air Force, late 8th Battalion, Royal Berkshire Regiment, who had his arm broken by a bullet on the First Day of the Battle of Loos

1914-15 Star (2. Lieut. A. R. Rouse. R. Berks. R.); British War and Victory Medals (2. Lieut. A. R. Rouse.), in their named boxes of issue, with postage envelope, *nearly extremely fine* (3)

£160-200



**Aubyn Redmond Rouse** was born on 6 January 1882, one of six sons of H. J. Rouse of Endyon, Walton-on-Thames. His father was clearly a true Victorian, for at family meal times the children were to be silent while their parents conversed in French. When their offspring learnt French, the elders switched to Arabic.

Like his brothers, young Rouse went up to Eton College 1895 and was a member of the Cricket XI and was a member of the Eton College Volunteers from May 1898-August 1901, rising to become a Colour-Sergeant. Before the outbreak of the Great War, he had taken up work as an Underwriter at Lloyd's. He enlisted for service on 9 November 1914, joining the Inns of Court OTC as a Lance-Corporal (No. 2039). Commissioned 2nd Lieutenant in the Royal Berkshire Regiment on 10 February, he joined the 8th Battalion and served in France from 9 August 1915. His unit were to the fore at the Battle of Loos, with Rouse himself being amongst the wounded. In the action, the 8th Battalion suffered no less than 17 Officers and 500 men as casualties. Rouse went back to England from Dieppe aboard *Anglia* and arrived on 30 September. Treated at the 1st London General Hospital, right arm was confirmed as broken due to the bullet wound, with a nasty septic wound still 'discharging' and other damage as a result. Following his treatment, a further operation to drain the wounds was required on 18 November 1915. Rouse transferred to the Royal Flying Corps and thence the Royal Air Force, becoming an Equipment Officer.

His Medals were issued to him at Lloyd's, Royal Exchange, EC3 in March 1922. Rouse died at Bloomsbury on 12 June 1939.

His story, and that of his comrades of the 8th Battalion, Royal Berkshire Regiment, is told by Andrew Tatham in *A Group Photograph - Before, Now & In-Between*, a copy of which is included with the Lot; sold together with copied research and service records.

## x113 Seven: Squadron Leader E. Hulks, Royal Air Force

1914-15 Star (2226 Pte. E. Hulks. R. Fus.); British War and Victory Medals (2226 Pte. E. Hulks. 1-Lond. R.); 1939-45 Star; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., G.V.R. (401281 F/Sgt. E. Hulks. R.A.F.), the Great War awards and the L.S. & G.C. mounted as worn, the Second War awards loose, with Air Council enclosure and medal ticket, in named card box of issue, addressed to 'S/L. E. Hulks, 111 Church Road, Northolt, Middlesex', *good very fine* (7)

£100-140

**Eric Hulks** was born in Shenley, Hertfordshire, in 1896, and attested for the Royal Fusiliers on 1 September 1914. He served with the 1st Battalion during the Great War on the Western Front from 10 March 1915, before transferring to the Royal Flying Corps on 31 January 1917. He was commissioned Flying Officer (Administration and Special Duties Branch), Royal Air Force on 31 May 1941, and was promoted Flight Lieutenant in the Technical Branch on 27 September 1944. He retired on 13 July 1948, and was granted the rank of Squadron Leader. He died in Brighton in 1955.

## 114 Pair: Surgeon Probationer Ernest Lowe, Royal Naval Volunteer Reserve

British War and Victory Medals (Surg. Prob. E. Lowe. R.N.V.R.), *nearly extremely fine* (2)

£80-120

**Ernest Lowe** was appointed Surgeon Probationer in the Royal Naval Volunteer Reserve on 28 July 1916. Appointed to H.M.S. *Hildebrand* in 1916, he subsequently served in *Zinnia*, *Acton* and *Viola*. He qualified as Surgeon at Birmingham in 1920 and died in 1988.

## 115 Pair: Captain R. S. P. MacIvor, 129th (Duke of Connaught's Own) Baluchis, who earned a mention for his gallantry at the Battle of Mwenge at Kibata, German East Africa



British War and Victory Medals, with M.I.D. oak leaves (Capt. R. S. P. Macivor. 129-Baluchis), *very fine* (2)

£140-180

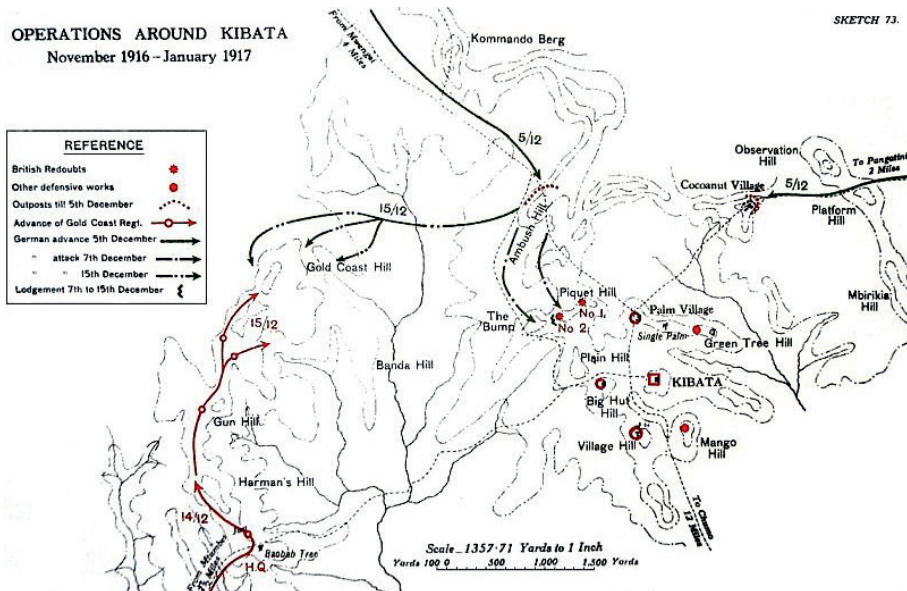
**Robert Sandeman Peisley MacIvor** was born on 7 October 1889, son of Major Ivor MacIvor and was educated at Winchester College. Entering the Indian Army in 1913, he served with the 129th Baluchis during the Great War in East Africa. They had landed at Mombasa in January 1916 and were soon thrown into the actions against forces of the German commander, Colonel Paul von Lettow-Vorbeck. The 129th Baluchis took part in the advance of its Brigade down the Pangani River and then southwards towards the German Central Railway. This railway line linked Dar Es Salaam on the Indian Ocean with Lake Tanganyika in the interior. They halted at Handeni, north of the railway, from where it was despatched to Tanga on the coast. Here the Baluchis embarked for Bagamoyo, just north of Dar Es Salaam. On 31st August 1916 the march on Dar Es Salaam began, and after minor skirmishing en route the Baluchis led the way into the captured town on 5 September.





The enemy coastal towns in the south of German East Africa were now occupied but movement away from the coast was not made except at Kilwa. Here preparations were in hand to move a British force inland to block the withdrawal of the Schutztruppe units that were fighting along the Rufiji River. In late September the 129th Baluchis landed at Kilwa.

They gave noble service in the most testing of conditions, including the events that led to the capture of Kibata. At the beginning of January 1917 Colonel von Lettow-Vorbeck withdrew six of his nine companies from the Kibata area and moved them towards the Rufiji River. *The Soldier's Burden* continues:



‘As the Germans withdrew to Mwengei the 129th Baluchis followed them up supported by two KAR companies and a section of the mountain battery. At Mwengei, from where the German heavy guns had been firing, a serious fight developed. The road was hilly and thickly bushed on either side, necessitating good picqueting drills which slowed the advance. As the Baluchis approached the location where the German 4.1-inch naval gun was being hauled away by African labour gangs, the withdrawing enemy formation, Abteilung Schulz, entrenched itself and fought.’



Attacks went in over the coming days, suffering heavy casualties, MacIvor being noted as Adjutant for the period. The gun from the *Konigsburg* was later found to have been dragged away and destroyed. MacIvor and seven others - Captain G.A. Phillips VD; Jemadar Sikandar Khan; 2630 Colour Havildar Alim Shah; 3659 Havildar Imam Din; 757 Sepoy Misri Khan; 225 Naik Mohamed Rahim; 290 Havildar Sardar Shah - were ‘mentioned’ (*London Gazette* 7 March 1918, refers).

MacIvor retired after the Great War and lived at Waterloo Cottage, Ballinderry, County Tipperary. He died at Montreal, Canada on 25 May 1941.

Please see <https://www.westernfrontassociation.com/world-war-i-articles/the-kings-african-rifles-at-kibata-german-east-africa-december-1916-to-january-1917/> and <http://www.kaiserscross.com/188001/447622.html> for further details.

x116 Pair: **Captain J. G. Mounsey, Royal Garrison Artillery, who earned a ‘mention’ on the Western Front**

British War and Victory Medals (Capt. J. G. Mounsey.), *edge bruising, very fine* (2)

£50-70

**James Graham Mounsey** was born in October 1898 at Hesket in the Forrest, Cumberland. Having studied at East London College and later King’s College he was commissioned 2nd Lieutenant with the Royal Garrison Artillery on 7 July 1916. Serving in France from 13 October 1916, he later received a ‘mention’ (*London Gazette* 7 April 1918, refers). Mounsey died at Hemel Hempstead in March 1971.

- 117 Pair: **Gunner W. Horsfall, Royal Artillery, who was taken prisoner of war during the Spring Offensive on 21 March 1918**
- British War and Victory Medals (114590 Gnr. W. Horsfall. R.A.), *edge bruise, very fine* (2) £40-60
- William Horsfall** was born 2 September 1895 at Rochdale, Lancashire. He was taken prisoner on 21 March 1918 during the first day of the German Spring Offensive. The German army at the time was developing infiltration tactics with specialist stormtroopers who managed to push far into allied lines very quickly. As a result of these tactics a number of British units found themselves cut off and forced to surrender with the bulk of the fighting at this time falling around St. Quentin. At the time of his capture Horsfall was ranked Signaller, he was released on 11 November 1918; sold together with copied *M.I.C.* and service record entries as well as handwritten notes.
- 118 Pair: **Gunner W. J. Harris, Royal Field Artillery, who was twice wounded in action**
- British War and Victory Medals (132317 Gnr. W. J. Harris. R.A.), with named box lid, *good very fine* (2) £40-60
- William Joseph Harris** was born at Finsbury, London in 1892. Enlisting with the Royal Field Artillery in London on 26 April 1916, he entered the war in France on 19 August 1916 only to be invalidated that September due to 'debility'. Returning to his unit the next month on 7 October 1916 it would not be long before he returned to hospital. While stationed at Arras he suffered a gunshot wound to his right arm on 19 February 1917, fortunately the wound was not fatal and he returned to duty on 10 March.
- Harris remained out of trouble for much of the remainder of 1917 however October he was reported overdue for leave and detained by the police at Dalston Station. As it turned out he had applied for an extension to his leave in order to remain with his wife who had suffered a breakdown following a recent bombing raid. Ironically it was Harris himself who was to suffer in a bombing raid only several months late when his unit's camp near Racquinghen was bombed on 19 May 1918. Harris was one of two men noted as wounded although his medical records note only a gunshot wound on 24 May. Harris was discharged on 27 August 1917; sold together with handwritten notes, RFA war diary entries and service records.
- x119 Pair: **Private C. Buckingham, Northamptonshire Regiment**
- British War and Victory Medals (32395 Pte. C. Buckingham. North'n. R.), *very fine*
- 1939-45 Star; Pacific Star; Defence and War Medals 1939-45, *very fine* (6) £40-60
- x120 Pair: **Private W. S. Hammond, 8th Battalion, London Regiment**
- British War and Victory Medals (4727 Pte. W. S. Hammond. 8-Lond. R.), *good very fine* (2) £30-50
- x121 Pair: **Private R. W. Whales, Lancashire Fusiliers**
- British War and Victory Medals (38708 Pte. R. W. Whales. Lan. Fus.), *very fine* (2) £20-30
- Robert William Whales** enlisted with 2/6th Battalion, Lancashire Fusiliers at the age of 18. He later transferred to 1/8th Battalion, Lancashire Fusiliers and returned home to 12 Burbank Terrace, West Hartlepool at War's end.
- 122 Pair: **Constable K. Khader, Mesopotamia Police**
- British War and Victory Medals (Cons. Khalil Kader. Meso. Police.), *edge bruise, very fine* (2) £60-80
- 123 Pair: **Senior Effendi Sinaw, Civil Administration Mesopotamia**
- British War and Victory Medals (S. Eff. Sinawi I, Cvl. Admin. Meso.), *edge bruise, very fine* (2) £140-180



- 124 Pair: **Mulazim Awal, Medical Corps, Egyptian Army**  
British War and Victory Medals (Mulazim A. Med. Corps E. A.), *contact marks, very fine* £80-100  
Mulazim Awal - First Lieutenant.
- 125 Pair: **Private 7070, 1st Battalion, Egyptian Army**  
British War and Victory Medals (7070 1-Bn. E. A.), *contact marks, edge bruise, nearly very fine and scarce* (2) £60-80
- 126 Pair: **Rifleman D. M. Khatri, 2nd Rifle Regiment, Nepalese Army Contingent**  
British War Medal 1914-20 (574 Rfmm. Dhana Man Khatri, 2R.); India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (353 Rfmm. Dhana Man Khatri, 2R), *note different numbers, very fine* (2) £60-80  
The 2nd Rifle Regiment served with the 2nd Nepalese Brigade at Bareilly from January 1916; Ambala October 1916 - April 1917; and then Dehra Dun. During the Third Afghan War 1919, the 2nd Rifle Regiment is listed as forming part of the North West Frontier Force joining from Abbottabad on 23 July 1919 for service in Gilgit and Mardan. It was the only unit of the Nepalese Contingent listed as serving in the Third Afghan War 1919 (*The Third Afghan War 1919 Official Account*, Calcutta, Government of India Central Publication Branch 1926, P172).
- 127 Pair: **Gunner M. Khan, Malay States Guides**  
British War and Victory Medals (2577 Gnr. Mauzam Khan. Malay. S. Gds.), *extremely fine and rare* (2) £100-140
- x128 Three: **Sergeant E. J. A. Dalley, Canadian Siberian Expeditionary Force, late Canadian Ordnance Corps**  
British War and Victory Medals (2775268 Sjt. E. J. A. Dalley C.S.E.F.); Coronation 1911 (38 Cpl. E. J. Dalley C.O.C.), contemporarily engraved naming, *very fine* (3) £180-220  
**Edward John Andrew Dalley** was born on 28 August 1888, the son of Warrant Officer Class I Dalley. An Armourer with the Canadian Ordnance Corps, he earned the 1911 Coronation Medal and served with the Canadian Siberian Expeditionary Force. Dalley served with the 20th Machine Gun Company from 12 January 1919, suffering a bout of bronchitis, before being discharged on 17 June 1919.  
For the Medals of his father, please see Lot 237.
- x129 Three: **L. H. R. Davis, British Red Cross Society and Order of St. John of Jerusalem**  
British War and Victory Medals (L. H. R. Davis. B. R. C. & St. J. J.); Order of St. John of Jerusalem, Brigade of Ireland Long Service Medal, silver, *edge bruise, very fine* (3) £80-120  
**Lawrence Henry Roland Davis** served in France from 28 March 1918 and was discharged on 16 October 1918; sold together with copied *MTC*.
- x130 Four: **Staff-Sergeant A. Stretton, Royal Army Medical Corps, late Norfolk Regiment**  
British War and Victory Medals (35959 Pte. A. Stretton. Norf. R.); General Service 1918-62, 1 clasp, Iraq (13536 Pte. A. Stretton. R.A.M.C.); Army L.S. & G.C., G.V.R. (7248843 S. Sjt. A. Stretton. R.A.M.C.), mounted court-style, *worn, nearly very fine* (4) £140-180

131

Four: Sapper G. W. Kingham, Bengal-Nagpur Railway Corps, late Mesopotamia Railways



British War and Victory Medals (15932 G. W. Kingham, Meso. Rys.); War Medal 1939-45 (56894 Spr. Godfray Kingham, B. N. Ry. (D. of I.) Corps); India Service Medal 1939-45 (56894 Spr. Godfray Kingham, B. N. Ry. (D. of I.)), last two privately engraved, mounted as worn by *Spink & Son*, contact marks, polishing and edge brushing, nearly very fine (4)

£80-120

132

Three: Interpreter Class II O. I. S. Myer, Corps of Military Interpreters



British and Victory Medals (L-497 Intrpr. Myer. I. S. Obadiah.); General Service 1918-62, 1 clasp, Iraq (L-497 2-Cl. Intrpr. Myer I. S. Obadiah. Cm. Intrprs.), mounted as worn, contact marks, very fine and rare (3)

£300-400

**Obadiah I. S. Myer** is confirmed on the roll of Military Interpreters, being based at G.H.Q. Baghdad from 19 April 1917-31 March 1922.



## x133 Seven: Acting Sergeant J. Gibbons, 28th London Regiment (Artists Rifles)

British War and Victory Medals (5620 A. Sgt. J. Gibbons. 28-Lond. R.); 1939-45 Star; Burma Star; Defence and War Medals 1939-45; Special Constabulary Long Service, G.V.I.R. (James Gibbons.), mounted as worn, *very fine* (7)

£60-80

134

*Sold by Order of a Direct Descendant*

Eight: Brigadier H. E. Winthrop, Indian Army, who served in Kurdistan with the 11th Sikhs in 1923, before seeing wide-ranging service on the Staff, ending the Second World War as Commander of the Abbottabad Brigade, which saw him with some 500 Officers and 25,000 Other Ranks under his charge



British War and Victory Medals, with M.I.D. oak leaves (2nd Lt. H. E. Winthrop 14th K.G.O. Sikhs.), *unofficially engraved naming*; India General Service 1908-35, 2 clasps, Afghanistan N.W.F. 1919, North West Frontier 1930-31 (Capt. H. E. Winthrop 14th K.G.O. Sikhs.), *unofficially engraved naming*; General Service 1918-62, 1 clasp, Kurdistan (Capt. H. E. Winthrop.); 1939-45 Star; Burma Star; War Medal 1939-45; India Service Medal 1939-45, mounted court-style as worn by Spink & Son, King St., traces of lacquer, good very fine (8)

£300-400

MIC (TNA WO 372/22/28365) confirms award of the General Service Medal only. 10 'Kurdistan' clasps issued to the Officers of the 1st Battalion, 11th Sikh (King George's Own) Regiment.

**Hugh Erskine Winthrop** was born in London on 26 October 1897 and was baptised at St Barnabas, Lambeth on 28 November 1897. A scion of the Winthrop's of Groton Manor, Suffolk, young Hugh was educated at Christ's Hospital and University London, studying engineering. Like so many of his generation, the Great War intervened in his education and as a result he took the Army Entrant Examination, coming 40th out of 800 and earning a place at the Royal Military College, Wellington (his typed biography, refers). Commissioned into the Sikh's in April 1916, Winthrop service in India and towards the North West Frontier, but clearly out of the region which would have qualified him for further Medals.

Having served as Quartermaster, 1917-19, he was made an ADC to the Governor of the Punjab, 1919-21, before taking the appointment of Adjutant of the 11th Sikhs, with whom he saw active service in Kurdistan (Medal & clasp). Winthrop came to Staff College in 1928 and having qualified he became involved in the training and administration of the Indian Auxiliary and Territorial Units in the Southern Command. Upon the outbreak of the Second World War, he was made General Staff Officer in preparing the defences on the North West Frontier (ibid). Advanced Colonel in 1943 and moved to the Eastern Army, he was involved in the rearward security of communications and was placed on the Committee which reacted to the Bengal Famine that same year. Winthrop then went





up to General HQ India, as Deputy Director of Military Training. It was clearly a successful posting, for he earned the personal thanks of Field Marshal Slim (ibid). In his own words:

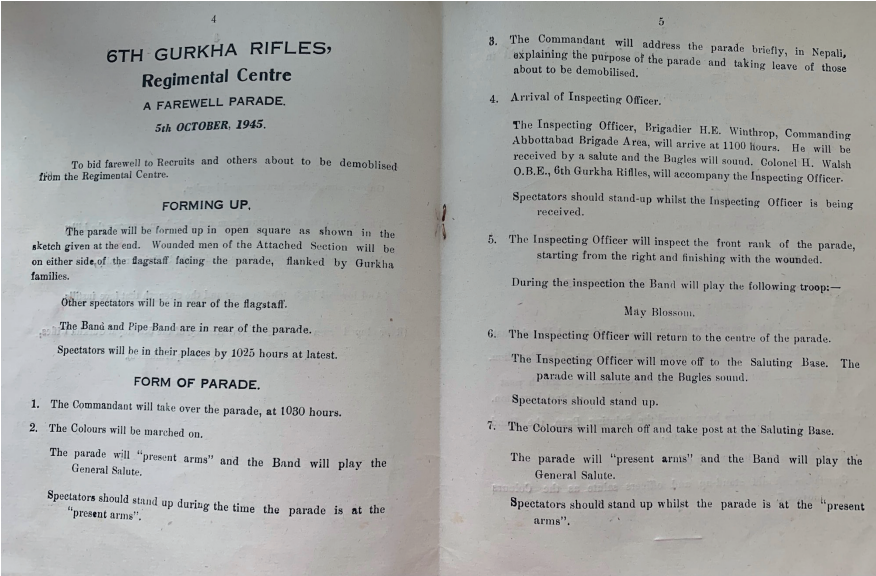
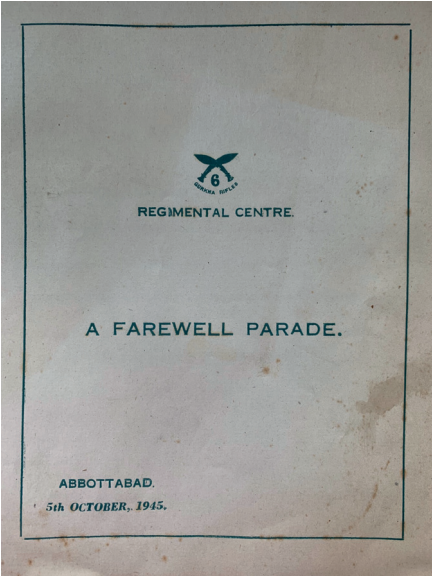
‘For my work in General HQ I was, in 1945, selected to command the Abbottabad Brigade. I had under my command some 500 Officers and 25,000 troops. Large numbers of these Officer and men were under training and I had a great deal of lecturing and public speaking to do. In 1946 this district became unsettled, and from July in that year until I left India in April 1947, I was continuously engaged, in conjunction with the Civil Authorities, in combatting riots and maintaining law and order. For my services in this connection I was twice officially thanked by the Government of the North West Frontier Province.’

These postings at Abbottabad saw him oversee a number of Gurkha Regimental Centres for new recruits. He took the ‘Farewell Parade’ for those being demobilised from the 6th Gurkha Rifles RC on 5 October 1945. Winthrop was the inspecting Officer and he was accompanied by Colonel H. Walsh of the 6th Gurkhas to inspect the troops.

With the impending partition, Winthrop left India as the expected advancement to Major-General he had been promised fell through. He emigrated to Canada in 1947, but returned in 1949 to be Secretary to the Aldershot Command Trust. Having been married with issue of a son, the Brigadier died at Hildenborough, Kent on 10 December 1963 and is buried in Tonbridge.

Sold together with a comprehensive archive, including carved wooden cigarette box with cap Badge of the 14th Sikhs to lid, a quantity of related photographs (both civil and military), including an image with Princess Margaret, menus and 6th Gurkha Regimental Centre Farewell Parade.

For his miniature dress Medals, please see Lot 343.





- 135      **Six: Warrant Officer R. W. Beck, Royal Air Force**
- India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (363366. L.A.C. R. W. Beck. R.A.F.); 1939-45 Star; Italy Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; Royal Air Force L.S. & G.C., G.V.I.R. (363366 F/Sgt. R. W. Beck. R.A.F.), *minor polishing and contact marks, very fine* (6) £200-300
- Robert William Beck** was born 25 November 1906 and succeeded in passing the Open Competition Examination in November 1922 as a Boy Mechanic. He entered R.A.F. Halton as an Apprentice with the trade of Carpenter Rigger with 17 Flight, 'C' Squadron with No. 3 Intake on 31 January 1923. Beck was posted to India with the rank of Leading Aircraftman, his Service and Release Book states that he undertook 51 months of overseas service. After almost 25 years of service Beck retired with the rank of Warrant Officer, his commanding officer's statement upon his release reads:
- 'He has served in the R.A.F. for 24 years. He was originally trained as a Carpenter Rigger, and later after further training in Metal Rigging, he became a Fitter 2 (Airframes). In the sphere of these trades he has gained a wide experience in the inspection, reconditioning and servicing of aircraft. During the past 6 yrs he had mainly been employed on technical work in an administrative capacity. He is willing and reliable to undertake responsibility.'
- During the Second World War he earned himself a 'mention' (*London Gazette* 1 January 1945, refers); sold together with copied research including London Gazette entries, Boy Mechanics Term Reports and Air Ministry communications as well as original photographs, a service and release book and framed Mention in Despatches certificate also a collection of Royal Air Force cross country commemorative medallions, including one in silver.
- 136      **Six: Signaller I. Hunt, Royal Signals**
- India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (2322392 Sgln. I. Hunt. R. Signals); 1939-45 Star; Pacific Star; France and Germany Star; Defence and War Medals, *very fine* (6) £70-90
- I. Hunt** served at the Wireless Experimental Section at Cherat. Little is known of his service during the Second World War, although the combination perhaps suggests he escaped the Fall of Singapore or Hong Kong.
- 137      **Five: Lance-Naik A. Din, 2/14th Punjab Regiment, wounded and taken Prisoner of War at the Fall of Hong Kong**
- India General Service 1936-39, 1 clasp, North West Frontier 1936-37 (9374 Sepoy Allah Din, 2-14 Punjab R.); 1939-45 Star; Pacific Star; Defence and War Medals, *very fine* (5) £160-200
- Allah Din** was wounded in action during the Defence of Hong Kong on 18 December 1941 and admitted to the Indian General Hospital. He subsequently became a Prisoner of War following the Fall of Hong Kong.
- 138      **Six: Bandmaster W. Saunders, Royal Marines**
- 1939-45 Star; Atlantic Star; Africa Star; Burma Star, with rosette, these engraved 'Saunders. W'; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (RMB. X.734 W. Saunders. Bd/Mr. R.M.B.), mounted as worn, *pitting, contact marks, nearly very fine* (6) £70-90
- 139      **Five: 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (Rmb.X.167 J. W. Ridge. BdMr.2 R.M.B.), the number '2' heavily struck, contact marks on last, overall very fine** (5) £80-100
- L.S. & G.C. awarded 19 August 1946, presented with it on 1 September 1946.
- 140      **Seven: Warrant Officer Class II A. J. Whitham, Royal Signals**
- 1939-45 Star; Africa Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (816970 W.O.Cl.2. A. J. Whitham. R. Sigs.); Army L.S. & G.C., G.V.I.R., Regular Army (816970 W.O.Cl.2. A. J. Whitham. R. Sigs.); Malasia, Pingat Jasa Medal, with its case of issue, *good very fine* (7) £140-180



- 141 A rare campaign group of five awarded to Lieutenant B. H. 'Darky' Harding, Southern Rhodesian Forces, who served with the Long Range Desert Group (LRDG) from August 1944 until its disbandment, serving in Captain J. Olivey's eleven-man Z.I. Patrol to great effect in Greece



1939-45 Star; Italy Star; War Medal 1939-45; Africa Service Medal 1939-45 (SR.599042 B. H. Harding.); Army L.S. & G.C., E.I.R., Rhodesia & Nyasaland (0367. Lt. B. H. Harding.), officially engraved naming, mounted as worn, *very fine* (5)

£1,600-2,000



**Barend Hercules Harding** - or Darky to his friends and comrades - was born at Bethlehem, Orange Free State on 19 December 1924 and was a clerk by trade. He attested for service in Southern Rhodesia on 26 May 1943 and served with the Rhodesian Recce Unit and the 49th Survey Company. He was posted to join the strength of the British Forces in the Central Mediterranean in July 1944 and joined legendary Long Range Desert Group on 4 August 1944, being a member of the Z1 Patrol.





Harding went into action in September, when it was adjudged that the Peloponnese would be landed upon from the Bay of Athens. The following on the LRDG in the Balkans gives good detail on their actions (<https://weaponsandwarfare.com/2020/01/02/lrdg-in-the-balkans/>):

loyd Owen was asked to provide an LRDG patrol to act as Bucket Force's ears and eyes as they advanced east from Araxos, so he called on John Olivey and his Rhodesian Z1 Patrol. Olivey's 11 jeeps arrived in Greece by landing craft on 26 September, roaring ashore in their jeeps at Katakolon, 40 miles south of Araxos. The patrol soon became bogged down, however, Olivey noting as they drove north that 'the roads [are] very bad after the recent rain'. Four of the jeeps in the patrol pulled trailers, on each of which was 1,000lb of equipment for Bucket Force, and within a day of landing Olivey began to doubt that all the vehicles would stand the ordeal if the condition of the roads did not improve.



On 30 September Olivey's patrol arrived at Bucket Force's Forward HQ, a few miles west of Patras. L Squadron of the SBS were positioned on the high ground overlooking the port, and their commander, Major Ian Patterson, was endeavouring to persuade the garrison of 900 Germans and 1,600 Greeks from a collaborationist security battalion to surrender. During the night of 3/4 October word reached Bucket Force HQ that the Germans had started withdrawing from Patras. At first light a patrol of the SBS, travelling in the LRDG jeeps, raced into the port and discovered that all but a German rearguard had indeed sailed out of Patras, heading east up the Gulf of Corinth towards the Corinth Canal.

The SBS and the LRDG now set off in pursuit of the Germans. In a convoy of jeeps they roared along the headland overlooking the gulf, a captured 75mm German field gun hitched to the back of one of the jeeps. 'Chased the enemy who were withdrawing by boat,' wrote Olivey in his log, 'firing with .5 Browning and 75 mm gun, from positions on the Corinth Road.'

They reached Corinth on 7 October, exchanged desultory fire with the Germans on the other side of the canal and then accepted the surrender of another battalion of Greek collaborators. From Corinth Olivey received instructions to push on to the town of Megara, several miles to the north-east over a mountain road, but to leave two jeeps' worth of men in Corinth to help in the clearance of German mines. Olivey's Z1 Patrol reached Megara on 9 October and at dawn the next day assisted an SBS unit to 'blow the escape road that the enemy were using'. With that done, they set about preparing a landing strip for the arrival of the 4th Independent Parachute Brigade led by Colonel George Jellicoe. They dropped into Megara on 12 October, a day when the wind was particularly stiff. 'We were rushed to Megara airfield to help by driving alongside the paratroopers on the ground with open chutes, swinging left or right to collapse the chutes, to enable them to get to their feet,' recalled Tommy Haddon, a Rhodesian trooper in Z1 Patrol. 'Even so, many parachutes were not collapsing and men were swept onto the rocks along the coast running alongside the airfield.'

The next day, 13 October, Z1 Patrol was among the first Allied troops to enter the Greek capital. 'We proceeded over the Corinth Canal to Athens in convoys,' recalled Haddon, 'all the way being greeted by singing and joyful Greeks, shouting words of welcome.' Once in Athens, Haddon and Z1 checked into the Grand National Hotel, though it wasn't for long. They were soon billeted in less salubrious surrounds – the old Ford factory on the main road to Piraeus.

Foxforce was now subsumed into 'Pompforce', a 1,000-strong amalgamation of the LRDG, SBS, 4th Independent Parachute Battalion, a unit from the RAF Regiment and a battery of 75mm guns. Commanded by Jellicoe, 'Pompforce' drove north towards Larissa, driving past the detritus of a large-scale German retreat. Glimpses of the Germans were rare, and what resistance was encountered was quickly crushed, as at Kozani and Florina.

John Olivey's patrol 'proceeded south of Florina and harassed the withdrawing enemy and proceeded to the flat country ... firing at a range of 2,000 yards, at the enemy force withdrawing up the Florina-Havrokhoma Road. Florina was occupied/captured at 1600 hours.' Hours after the capture of Florina, Jellicoe received a signal 'instructing us not to go into Yugoslavia or Albania, presumably as a result of a pact with the Russians'.

At the end of October Lloyd Owen withdrew most of the LRDG patrols from Albania, leaving behind Eastwood 'chasing the enemy where he could'. Much of his work was calling up air strikes on retreating Germans, such as the convoy moving south to reinforce the town of Tirana. Having first blown a bridge with his patrol, Eastwood radioed the RAF, who attacked the convoy as it waited for the bridge to be repaired. The convoy of '1,500 men, a few tanks, guns, MT and horse-drawn vehicles' was all but wiped out. Tirana subsequently fell to the partisans on 17 November, and a fortnight later Eastwood's patrol finally withdrew after four months of superlative work that only a unit with the LRDG's unique skills could have accomplished. Eastwood had been awarded a Military Cross for leading the raid on the observation post in Orso Bay, and his sergeant, Andy Bennett, was decorated for his work in Albania, the citation for his Military Medal describing his role during a battle with 200 Germans on the Elbasan-Tirana road:

In a battle lasting some hours he showed magnificent courage under extremely heavy fire. He refused to leave his position only a few hundred yards from the road and thus enabled the combined force to compel the enemy to withdraw, leaving behind eighty dead and much valuable equipment. During the whole of these operations Bennett displayed great gallantry under fire.

Back in Greece, the Germans had been chased out of the country by November and on the 12th of the month the LRDG, together with the SBS, returned south to Athens for what they imagined would be some well-earned rest and recuperation. Greece, its islands and its people, were hugely popular with both units, and in the preceding 15 months a strong bond had developed between the





British special forces and the Greeks. It was a bond forged in war, unbreakable, or so the British assumed.

But it was quickly apparent in Athens that the indolent days of the past had evaporated. The antagonism was palpable between the government of 'National Unity', who were pro-monarchy, and EAM, the predominantly communist National Liberation Front, whose military wing was ELAS, the Greek People's Liberation Army. At first it was assumed that the trouble could be easily contained by the Greek authorities, and so Major Stormonth Darling led B Squadron (who had also been in Greece) back to Italy on the same day that John Olivey's Z1 Patrol arrived back in Athens, the men relishing the ten days' leave they had been promised.

On 13 November leave was cancelled because of 'trouble, which was expected from ELAS', and six days later the LRDG were placed under the command of 23rd Armoured Brigade. A short while later they moved their base to Osiphoglion Orphanage, on the main road to Athens, but they rarely ventured out, their presence more symbolic than practical. Tommy Haddon 'witnessed many sordid events, as one does in a civil war', and it was Captain Stuart Manning's job to condense an unpleasant few weeks into a report on Z1 Patrol's stay in Athens.

They were still in Athens when the trouble with ELAS started and their jeep patrols rescued police from posts under fire and raided an ELAS headquarters to capture petrol and arms. Several of the party were wounded and had to be evacuated. A Greek National Guard was then being hurriedly formed, and the Rhodesians and their colleagues helped to train them while assisting in maintaining order in Athens and the neighbourhood.'

A 90-minute recording with a comrade of Harding is available via [https://www.youtube.com/watch?v=2YIL\\_PDPpP8](https://www.youtube.com/watch?v=2YIL_PDPpP8)

Harding was returned upon the disbandment of the LRDG in late 1945. He returned for further service in Rhodesia and rose to the rank of Lieutenant (Quartermaster). In July 2000, he was one of just 20 surviving members of the Rhodesian LRDG.

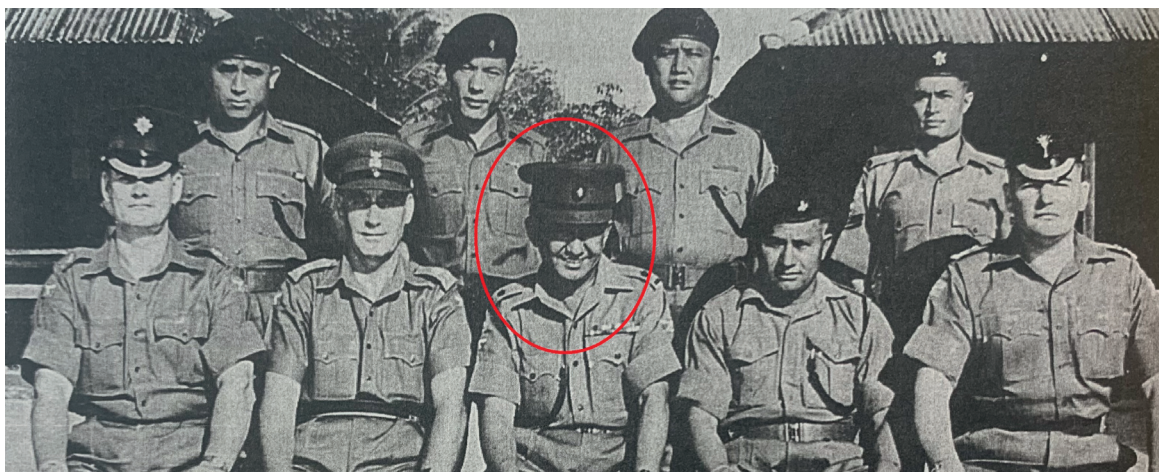
Sold together with framed photograph of the 2nd Battalion, King's African Rifles Officer's Mess, June 1962, with Harding identified, a number of photographs including the recipient, besides copied service records which confirm the sole entitlement to named Africa Service Medal for his African service in the Second World War.

See *LRDG Rhodesia - Rhodesians in the Long Range Desert Group*, by Pittaway & Fourie for further details - including a number of images of Harding. He is referred to as 'Ben' Harding in the publication.



1939-45 Star; Africa Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya, with M.I.D. oak leaf (Lt. Tekbahadur. Subba 7GR); General Service 1962-2007, 1 clasp, Borneo (Major Tekbdr Subba. 6GR.), test mark to rim of last, *very fine* (6)

£300-400



**Tekbahadur Subba** was born in 1921 and recorded as serving in the Indian Army from 1938-47, being issued his Second World War Campaign Medals on 20 October 1949. He re-enlisted into the British Army in March 1948 in the rank of Lieutenant (KGO). He served with 7th Gurkha Rifles until 1956, during which earned a 'mention' (*London Gazette* 27 April 1951 refers). In 1956, he was promoted Lieutenant (GCO) and transferred to the 6th Gurkha Rifles. Promoted Captain (GCO) in 1960 and Major (GCO) in 1967.

The rank of GCO had been introduced in 1948, which placed selected Gurkha Officers on a par with British officers, except for pay. It was phased out in 1999. For his services with the 2nd Battalion, 6th Gurkha Rifles, which was permanently stationed in Brunei, he was awarded the Most Blessed Order of Stia Negara Brunei 3rd Class by the Sultan of Brunei. As a Major he commanded Headquarters Company Headquarters 99 Gurkha Infantry Brigade in Borneo and a Recruit Company at the Training Depot Brigade of Gurkhas in Malaysia. His final posting was command of the Demonstration Company at the British Army's Jungle Warfare School in Malaysia. He retired in 1971 and died in 1992; sold together with copied research.





1939-45 Star; Africa Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (21138061 Sgt. Lalbahadur Rah [sic] 7.G.R.); Indian Independence 1947 (21138051 Sgt. Lalbahadur Rai. G.R.), *very fine* (7)

£140-180

It is assumed that Rai either avoided capture at Tobruk or was held back in Egypt with the Battalion echelon as a reinforcement and therefore able to accompany the newly raised 2nd Battalion that took part in the Italian campaign. He was also one of the very few Senior NCOs of the Battalion that opted to serve with the British Army in 1948 and subsequently take part in the Malay Emergency.

Following the outbreak of the Second World War, the 2nd Battalion, 7th Gurkha Rifles initially deployed to Basra, Iraq in mid-April 1941. Following the declaration of war by Iraq, the Battalion undertook a series of minor operations until the Iraqi Government sought an armistice at the end of May. The Battalion then moved to Baghdad from where it was employed in the protection of oilfields. In late August, the 2nd Battalion, under its former Battalion Commander Major-General Bill Slim, took part in the invasion of Iran to forestall a possible German occupation and link-up with Soviet Forces. Thereafter, the Battalion returned to Iraq, where it was continuously employed in the construction of field defences in the event of a German breakthrough from the Caucasus. At the end of April 1942, the Battalion moved by road and rail to Egypt, where it became part of the 11th Indian Infantry Brigade and joined the Tobruk Garrison at the beginning of June. On 20 June, the Germans mounted a ferocious attack upon the defenders and by nightfall Tobruk had been captured. The following morning, on 21 June, the Garrison surrendered. The Battalion, cut off from its superior Headquarters and its own echelon, remained totally unaware of the situation. From dawn on 21 June, each of the four company defences were attacked sequentially until they ran out of ammunition and were overwhelmed leaving no alternative but to surrender. Shortly after mid-day on 21 June the Battalion Commander gave the order to surrender and for the second time in its very short history the 2nd Battalion was marched-off into captivity and held in North Africa or moved to Italy. Nevertheless, a large number of Gurkhas managed to escape and evade capture.

Now, for the second time, a 2nd Battalion was reformed for subsequent service in Italy from 1944, which included the first Battle of Cassino and advance along the Adriatic Coast to Rimini and the Gothic Line. The Battalion was then deployed to Greece in early 1945 to help restore order before returning to India. It was selected as one of the four Gurkha regiments to be transferred to the British Army, but less than 100 Gurkha officers and soldiers opted to go with the 2nd Battalion when it moved from India to Malaya in early 1948, where, along with the 1st Battalion, it was to be converted into a Field Artillery Regiment as part of the plan for an all Gurkha division. However, the Malay Emergency, which commenced in June 1948, reversed this decision and the unit reverted to remaining as infantry.



144 Five: Corporal W. Piatek, 1st Polish Armoured Division, Polish Army

1939-45 Star; France & Germany Star; Defence and War Medals 1939-45; Poland, Republic, Cross of the 1st Polish Armoured Division (Krzyz 1 Dywizji Pancерnej), together with its Booklet Certificate, in the name of the recipient, dated 28 October 1986 and numbered '834', first four mounted as worn, *good very fine* (5)

£140-180



**Wladyslaw Piatek** was born on 24 January 1917 and was a locksmith by trade. He had enlisted in May 1939 and served with the 1st Polish Armoured Division in North-West Europe. Piatek was discharged on 20 May 1949. Having been awarded his Cross in 1986, he attended the 1st Armoured Division re-union in London in 1989; sold together with his Solider's Service and Pay Book, Discharge Certificate, two Polish documents, Cross Booklet and two photographs.

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145

Seven: Rifleman S. Adamczyk, Polish Forces, who served with the 15th Wilno Rifle Battalion at Monte Cassino



Poland, Republic, Monte Cassino Cross, reverse officially numbered '17031'; 1939-45 Star; Italy Star; France & Germany Star; Poland, Republic, Army Medal 1945; Defence and War Medals 1939-45, mounted as worn in this order, *very fine* (7)

£180-220



**Stanislaw Adamczyk** was born in 1908 and served with the 15th Wilno Rifle Battalion at Monte Cassino. He died at Epsom, Surrey in 1981.



Sold together with the following original material;

- (i)  
5th Kresowa Infantry Division Badge, by *F. M. Lorioli, Milan & Rome*, with screw-back plate, together with cloth insignia.
- (ii)  
Named and numbered Booklet Certificate of issue for the Monte Cassino Cross, dated 1 March 1945, together with two other related named Booklet Certificates, *rather worn*.
- (iii)  
Membership card for National Service Hostels, dated 21 September 1947, besides two photographs and related riband bar.

146      Seven: Lance-Corporal K. Tylko, Carpathian Lancers



1939-45 Star; Africa Star; Italy Star; War Medal 1939-45; Poland, Republic, Monte Cassino Cross, reverse officially numbered '38692'; War Medal 1945; Tobruk Siege Medal 1941, silvered, *very fine* (7)

£140-180

**Karol Tylko** served in Africa and Italy, including at the Battles for Monte Cassino, with the Carpathian Lancers. He settled at 6 Kypto Court, Bognor Regis, with his campaign Medals being issued in March 1949; sold together with box of issue addressed to 'Mr K. Tylko, 6 Kypto Court, Bognor Regis', confirming '4-0-0' awards, also with Service No. 30006489 in red ink, Army Council enclosure, POLAND cloth Badge and research from the Polish Institute and Sikorski Museum.



147

Five: attributed to **Private J. Semeniuk, Polish Army**

1939-45 Star; Italy Star; War Medal 1939-45; Poland, Republic, Monte Cassino Cross, reverse officially numbered '42896'; Vatican, Holy See, Pilgrimage Cross, *very fine* (5)

£60-80



**John Semeniuk** was born in 1910 and was serving in the Polish Army at the time of the German invasion. According to a note with the group:

‘After the battle he escaped to the UK to fight with General Anders in the Battle for Monte Cassino.’

The number on his Cross corresponds to the No. 3 Military Hospital, stationed at Palagiano. Semeniuk died on 22 March 1975; sold together with riband bar, four photographs of the recipient and typed note.



148

*'Dear Mrs Holt*

*We were flying on a daylight raid on V1 storage depots (i.e. flying bombs stored in a tunnel near Reims) that evening, and just after we had dropped our 12,000lb bomb I felt the plane being badly hit. Told the crew to bale out and Bert being my mid-upper gunner had to climb down, get on his 'chute and bail out of the rear door. It all happened so suddenly that I had just been give my 'chute from the Engineer then he rushed forward to get out of the escape hatch. All of those in the main cabin viz. the Bomb Aimer, Navigator Wireless Op, Engineer and myself go out of the front hatch whereas the Mid-Upper & Rear Gunners go out the back door when there is no time to get to the front. I found the controls had been knocked away by the hits and whilst the others piled into the front the 'plane went into a steep dive & began spinning down. By this time I had my 'chute on and began to get out being unable to do any more at the controls. The control column was holding me down against my chest type 'chute pack. I then tried to open the side window & get out that way but it wouldn't open. Managed then to struggle out of the seat and tried to open the other side window which wouldn't open either.*

*Still spinning down I couldn't get forward to the escape hatch; I then thought of the dinghy escape hatch above my head and a little behind. Struggled to this & as I turned the handle felt a lot of banging and scuffling. Next thing I knew I was falling through the air pulled the rip chord of my 'chute & it opened.*

*A chap who was on the same raid that evening from our squadron was up seeing me. He told me how he saw bombs falling from a 'plane above us, on top of us hitting the wing & fuselage. This sort of thing rarely happens but on a small target & with a fairly heavy force made it more likely.*

*After I was captured on landing the Germans took me to their Headquarters about a mile away. On the way I saw part of my 'plane and asked them to let me look at it. Beside the 'plane they had my two gunners laid out & I looked to identify them. You've no idea what a shock it was to me to find Bert and my rear gunner to be killed. I don't know whether they were hit by the bombs or not, but I was certain I was the only one trapped in the 'plane when it was spinning down. It was only that the nose of the 'plane came off or I'd never have lived myself.*

*I do hope I haven't been too callous in describing everything as it happened but U thought you'd want to know everything. I'm afraid that only the W/Op and myself are alive out of the crew & he too was thrown clear on the way down. I have no idea what happened to the others. Whether their 'chutes didn't open or not I couldn't say.*

*I need hardly say what a fine fellow Burt was & I can assure you, you have the greatest sympathy from me and all on the Squadron, in your sad bereavement. He was exceedingly well liked, especially having completed almost two tours of operations. Please give my sympathy to his wife & if there is anything at all I can do for you please let me know & I will do my very best to do it.*

*Goodbye for now & thank you for Bert, a fine lad & worthy member of my crew.'*

Flight Lieutenant 'Bill' Reid, V.C., writes to the mother of Flight Sergeant Holt

A poignant campaign group of three awarded to Flight Sergeant (Air Gunner) A. A. 'Bert' Holt, No. 617 Squadron, Royal Air Force, who was killed in action on Ops on the V-rocket sites at Rilly-La-Montagne on 31 July 1944 whilst a mid-upper Gunner of the legendary Flight Lieutenant 'Bill' Reid V.C.'s Lancaster ME557 KC-S; their Lanc was torn apart by a falling bomb from another aircraft some 6,000ft above, Reid survived and was taken prisoner but the gallant Holt perished



1939-45 Star; Air Crew Europe Star, clasp, France & Germany; War Medal 1939-45, with Air Council enclosure in the name of 'Flight Sergeant A. A. Holt', ticker tape named '1159886 F/Sgt Holt' and card box of issue, postage for 1 December 1950 and addressed to 'Mrs. G. M. Holt, 3 Strathallan Crescent, Queen's Promenade, Douglas. I. O. Man.', *nearly extremely fine* (3)

£400-500

Purchased from a jeweller in the north-west soon after the death of Holt's widow (who never re-married) in 2005.

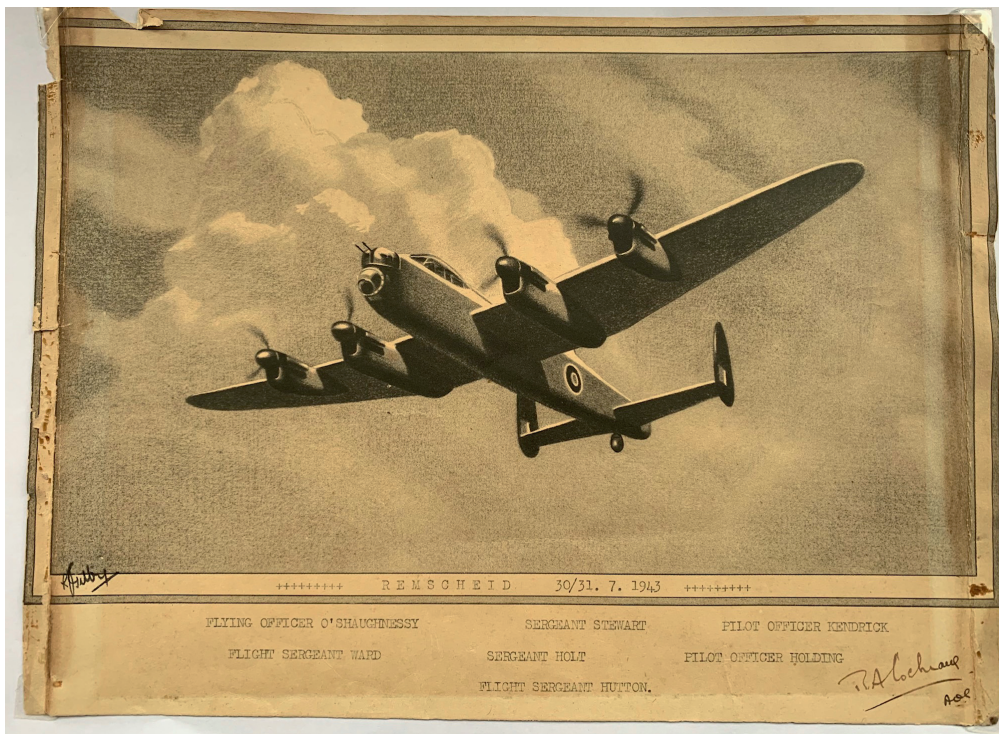
**Albert Arthur Holt** was born on 13 January 1915 and lived at Winslow, Buckinghamshire. He never knew his father, Harry, or uncle, Frederick, both of whom had been killed on active service in France, so it fell upon his mother Florence to bring up her two sons.

In July 1940, Holt enlisted in the Royal Air Force, his brother followed suit joining the Royal Corps of Signals. After initial training at Cardington, Holt was promoted to Temporary Corporal, mustered into the trade of Ground Gunner and in October 1941 arrived on the Isle of Man. It was a posting that would change the life of a local girl, Gladys Maude Cain, whom he would later marry.

Although the RAF Regiment wouldn't be formed until February 1942, the need for airfield and perimeter defence was well established within RAF doctrine. In order to feed the need for trained personnel the Ground Defence Gunnery School had been established in late 1939, taking up residence at Ronaldsway Airfield on the Isle of Man in July of the following year. Having completed his gunnery training Holt was next posted to the airfield at Jurby.

On 7 November 1942 he reported to the RAF's Air Crew Reception Centre (ACRC). If proof were needed that recruits had entered a different world to their infantry counterparts it was to be found here. Headquartered at Lord's Cricket Ground the ACRC billeted recruits in nearby Abbey Road whilst meals were taken in the canteen of Regents Park Zoo. Holt was selected for training as an Air Gunner and headed to 14 Initial Training Wing (ITW) at Bridlington. After square bashing, PT and kitting out he made his way to 7 Air Gunnery School (AGS) at Stormy Down. Once qualified as an





Air Gunner his next stop was to 16 Operational Training Unit (OTU) at Upper Heyford. Here Albert would join the other trades required to crew a bomber aircraft, a process that was conducted with typical eccentricity.

Rather than consider aptitude, personality or other attributes that could make an effective crew the RAF simply put all newly qualified men into a hanger with tea and biscuits. It was for individuals to assess their contemporaries and arrange themselves into the required mix. By such simple methods a man's fate would be sealed. At the end of the process Albert emerged as part of the crew formed by Liverpudlian pilot Thomas Vincent O'Shaughnessy.

The crew formed up as follows:

Pilot: Pilot Officer T. V. O'Shaughnessy  
 Navigator: Pilot Officer A. D. Holding  
 Air Bomber: Pilot Officer G. A. Kendrick  
 Wireless Operator: F/Sgt A. G. J. Ward  
 Mid-Upper Gunner: Sgt A. A. Holt  
 Rear Gunner: F/Sgt J. W. Hutton

Although the crew would bond together over the following two months it would not be until arrival at 1160 Heavy Conversion Unit (HCU), Swinderby that the team would be complete. Here they would acquire their final member, Sgt D. G. W. Stewart, a Flight Engineer.

### *First Operations*

On 15 June 1943, O'Shaughnessy's crew arrived at RAF Woodhall Spa, near Lincoln. The airfield had only been completed the previous year and was situated close to the small town from which it took its name. Here they joined No. 619 Squadron, a unit that at the time of their arrival was only two months old. It was with this unit that the crew would begin their operational tour and the aircraft they would be flying was the legendary Avro Lancaster.

The crew flew their first operation to Cologne on 28 June. Other operations quickly followed, minelaying on 1 July and a return trip to Cologne a week later. It was however a mission to Turin on 12 July that would test the crew's efficiency.

### *Baptism of Fire*

Having taken off from Woodhall Spa at 2255hrs the crew were just over one and a quarter hours into their mission and flying at 18,000 feet when from his rear turret F/Sgt Hutton spotted an approaching night fighter. Quickly identifying it as a Messerschmitt 110, he observed it approaching from the rear port quarter, crossing abeam towards the Lancaster's starboard beam. As the enemy aircraft turned in to attack, Hutton instructed O'Shaughnessy to instigate a dive to starboard. At the same time Holt opened fire, continuing to engage the enemy at a range of around 200 yards until it broke away to port, being lost to view in the darkness. The two gunners fired a total of 200 rounds and although they made no claim to having destroyed the aircraft they did believe that hits had been scored to its nose area. Whether or not this was the case the crew had proven their ability to work as a cohesive team, driving off an attacker and sustaining no injuries.

Over the following month the pace of operations steadily increased, operations were mounted to Hamburg (twice), Essen and on the night of 30/31 July on a mission to Remscheid the crew received a coveted 'Aiming Point Certificate.' As bombs were dropped over a target a flash photograph would automatically be taken. These assessed both a crew's efficiency and the general effectiveness of bombing accuracy. The Certificates had real status and were invariably signed by the Group Commander, in the case of O'Shaughnessy's crew, this was Air Chief Marshal Sir Ralph Alexander Cochrane.

In the coming weeks Holt flew missions to Milan, Nurnberg, Berlin and Mannheim but for a reason as yet to be established he stood down for two operations. These were the well documented raid on the V weapons development facility at Peenemunde on 17 August and another to Berlin five days later. This wouldn't have been a decision taken lightly, crews were generally a superstitious bunch and viewed any change in 'line up' with dread. More importantly this put Holt out of step with his crew and as the time to rest was measured by the number of missions flown he would have to make up the shortfall by flying with other crews.

It's an old adage that war is long periods of boredom punctuated by intense bursts of activity and it's also true that most Air Gunner's would never fire a shot in anger. If Holt harboured any thoughts that his moment had come and gone they would be dispelled on 6 September.

### *Another eventful night*

A bomber crew were at their most vulnerable as they made their run in towards the target. To give the Air Bomber his best chance of placing the payload on target it was necessary to fly straight and level. Silhouetted against the burning target below and at the risk of being picked up by a searchlight beam the aircraft was at risk from both ground and air defences. As the crew commenced their bombing run over Munich, Holt spotted a single engined Focke-Wulf 190 approaching from dead astern. There had been no warning from the Lancaster's rudimentary radar ('Monica') and the fighter had closed to within 200 yards before Hutton opened fire whilst simultaneously instructing his pilot to dive port. As the fighter made its attack, Holt joined in the firing. Hits were seen by both gunners and at debrief they would claim the fighter as 'damaged'. The debrief was however hours away and their mission was far from over.

As the crew made their way home at 22,000 feet a white flare was seen to burst at the same altitude slightly to port and roughly on the aircraft's projected track. From his rear turret Hutton once more gave an instruction for the aircraft to dive port. This time the attacker was a Me109 approaching from below slightly astern of port. As he shouted the warning Hutton opened fire, with the enemy returning fire from a range of approximately 400 yards. Thankfully O'Shaughnessy reacted quickly and the attacker's tracer was seen to pass below the Lancaster. As the flare extinguished itself the fighter was lost to view and no further attacks were encountered. After almost 8 hours in the air it must have been a relieved crew that touched down at Woodhall Spa. Once again they had proved their mettle in combat.

The crew had by now flown 16 missions and driven off three night fighter attacks, with the Aiming Point Certificate they'd also proved their accuracy. It was unsurprising that they'd attract the attention of headhunters from other Squadrons. As No. 617 Squadron prepared to move from their temporary home at Scampton into more permanent accommodation at Woodhall Spa, their scouts were on the look out for suitable crews. The O'Shaughnessy team was exactly the sort of material they were seeking.

### *'Dambusters'*

Known then, and now, as 'The Dambusters', No. 617 Squadron need little introduction. Although originally formed to be a 'one Op' unit, the Squadron had subsequently been embedded within Bomber Command. Their specialism was to be accuracy and on 30 September 1943, four months

after the Dams Raid, O'Shaughnessy and his crew became members of what was at the time probably the best known Squadron in the RAF's relatively short history.

His first operation with the Squadron would be to attack the Antheor Viaduct, it would however be overshadowed by news from the Aegean, with his brother going 'in the bag' at Leros.

#### *Death of the Captain, death of a friend*

Worse news was to come. On 20 January 1944 O'Shaughnessy was killed in a flying accident. Holt had not been required on the flight but their Navigator Pilot Officer H.D. Holding, Wireless Operator F/Sgt A. G. J. Ward and Air Bomber Pilot Officer G. A. Kendrick had been on board. A broken leg was Ward's souvenir of the accident whilst for Kendrick it would be a long road to recovery. Tragically Holding had been killed outright. O'Shaughnessy was buried in Liverpool on 25 January, Holt, Hutton and Stewart went to represent the Squadron. The funeral also marked the crew's disbandment. In the weeks following O'Shaughnessy's death Holt flew 3 Ops with two different crews.

For most of the war a standard tour of operations in Bomber Command comprised 30 missions, a second tour being reduced to 20. For special Squadrons the number rose to 45 and after D-Day it was decided that daylight raids over France would only count as half a mission. Returned to the Isle of Man where he married his sweetheart, Gladys, on 29 March 1944, still only half way to a full Tour. A few weeks later, another singleton had arrived on the Squadron and he was in need of a crew.

#### *Reid V.C.*

On the night of 3 November 1943, Acting Flight Lieutenant William 'Bill' Reid (Medals sold in these rooms, November 2009) was a member of No. 61 Squadron who had been detailed to attack a target in Dusseldorf. Shortly after crossing the Dutch coast, Reid's aircraft was attacked shattering the pilot's windscreen. Despite being wounded in the head, shoulders and hands and with controls badly damaged Reid had continued to his target. His determination to complete his mission in the face of repeated enemy assaults, together with his outstanding airmanship in bringing the badly damaged aircraft safely home, led to the award of a Victoria Cross.

Once he had recuperated from wounds sustained that night, Reid was posted to No. 617 Squadron. A mission to Juvisy on 18 April saw Reid cement his new crew. Not only was Holt appointed as mid-upper gunner, his friend and comrade Stewart, who had not been required on the fatal training mission due to the presence of a second pilot, was brought along as their Flight Engineer. Most reassuringly the ever vigilant Hutton, now promoted Warrant Officer, was back in his 'office' at the rear turret. The crew formed up as follows:

Pilot: F/Lt W. Reid VC  
 Navigator: J. A. Peltier  
 Flight Engineer: F/Sgt D. G. W. Stewart  
 Air Bomber: P/O L. G. Rolton  
 Wireless Operator: F/O D. Lucker  
 Mid-Upper Gunner: F/Sgt A. A. Holt  
 Rear Gunner: W/O J. W. Hutton.

In the run up to D-Day the crew flew Ops on La Chapelle, Brunswick and Munich. Their greatest operation would however be flown on the eve of the invasion.

#### *D-Day*

On the night of 5 June 1944, as D-Day was imminent, over a thousand British aircraft were in action over the Channel. During the previous days, there had been co-ordinated attacks on coastal batteries and radar stations, all the time being painstakingly careful not to give any clues to the location of the forthcoming invasion.

On the day of the invasion, allied planes dropped tons of aluminium foil strips called "chaff" in order to deceive enemy radar into thinking that an invasion air force was heading in the Pas de Calais region. The Squadron were allocated the central role in 'Operation Taxable'. This was intended to create a detailed and credible diversion, simulating an invasion fleet on enemy radar screens. Intelligence reports were confident the enemy was convinced the invasion would take place in the vicinity of Calais. The RAF action further reinforced this belief. Group Captain Leonard Cheshire No. 617 Squadron's effort whilst No. 218 Squadron carried out 'Operation Glimmer' nearby.

The plan was to create the impression of a grand invasion fleet of ships moving at 8 knots towards the coast of France at Cap d'Antifer which was approximately 60 miles east of Normandy. The first wave of Lancasters took off from Woodhall Spa at 2300hrs on 5 June and began their precision



movement off the Sussex coast. Eight aeroplanes had to fly in line abreast at 180 mph, with 2 miles separation between each aircraft, jettisoning reflective material known as 'Window' in timed bundles. After flying in this manner for exactly 2 minutes, all eight aircraft would then turn 180 degrees away from the English coast for a repeated parallel run. After two hours, the second wave took over, making sure to carry on the sequence without interruption or deviation so the enemy's radar imagery would remain consistent in its representation of the 8 knots progress. This whole operation was carried out, of course, in total darkness. Meticulous accuracy in navigation and flying resulted in a successful operation, maintaining the vital deception of the invasion force directed at the Pas de Calais.

It's not clear from the ORB which wave Reid's crew formed a part of but in order to maintain a consistent flow of 'Window' two extra crew members were carried.

For the rest of June Holt flew an Op every other day and a well earned rest was awarded at the end of the month. When the crew returned from leave none of them would have realised that the next operation would also be their last.



### *Journey's end*

On 31 July 1944, both No. 617 and No. 9 Squadron were detailed to attack a railway tunnel at Rilly-La-Montagne near Rheims. The tunnel had been converted for use as a V-rocket storage facility. It was a high priority target and the attacking aircraft were armed with 12,000lb 'Tallboys', a bomb designed to penetrate the ground and create an earthquake effect on detonation.

With two Squadrons over a small target the airspace was crowded, as Rolton pressed the bomb release button Reid felt the aircraft shudder. witnesses would later state that a bomb, released from above, had struck the aircraft which broke in two. By some miracle Reid and Luker were thrown clear. The rest of the crew, including Holt, perished. He was buried in the Clichy Northern Cemetery.

Before her death in 1968, his mother, Florence, deposited a large amount of correspondence with the Imperial War Museum. This archive weighs in at over 4kg and includes letter the letter from Reid quoted above this Lot, date 20 June 1945; sold together with his Aiming Point Certificate, signed by Cochrane and copied RAF Service Record.

- 149 Three: **Sergeant (Navigator) T. W. Sykes, No. 103 Squadron, Royal Air Force Volunteer Reserve, who was killed in action on his first Op when his Lancaster was shot down over Beauchery-St.-Martin whilst on a bombing raid to Mailly-le-Camp, on 3-4 May 1944**

1939-45 Star; Air Crew Europe Star; War Medal 1939-45, with named Air Council enclosure and medal ticket, in card box of issue, addressed to 'W. Sykes Esq., 24 Cartwright Road, Northampton.', *extremely fine* (3)

£300-400

**Terence William Sykes** served during the Second World War as a Navigator with No. 103 Squadron, joining with his crew directly from 11 Base on 13 April 1944, and was killed in action on his first operational sortie when Lancaster ND411, piloted by Pilot Officer J. E. Holden, was shot down and crashed over Beauchery-St-Martin, whilst on a bombing raid to the German military base at Mailly-Le-Camp, on 3-4 May 1944. All the crew were killed.

*The Bomber Command War Diaries* by Martin Middlebrook states:

'Late on 3 May 1944, 346 Lancasters of 1 and 5 Groups along with pathfinder Mosquitoes attacked the large German military base at Mailly-Le-Camp. The control of this raid in the target area failed to operate according to plan. The initial low level markers were accurate and well backed up by Lancaster marker aircraft. The Marker leader (Wing Commander G. L. Cheshire) ordered the main force to come in and bomb but the main force Controller (Wing Commander L. C. Deane) could not transmit the order to do so to the waiting Lancasters because his VHF set was being drowned by an American Forces Broadcast and his transmitter was wrongly tuned. German fighters arrived during the delay and bomber casualties were heavy.

The main attack eventually started when Deputy Controller (Squadron Leader E. N. M. Sparks) took over.

Approximately 1500 tons of bombs were dropped with great accuracy. 114 barrack buildings, 47 transport sheds and some ammunition buildings in the camp were hit; 102 vehicles including 37 tanks were destroyed 218 German soldiers were killed and 156 were injured. Most of the casualties were Panzer NCO's. There were no French casualties but some were killed when Lancaster ND411 was shot down and crashed on their house.'

This was Sykes' aircraft which was homeward after the raid but North of its tracked course. There has been some dispute over French soldier deaths held in the barracks.

The Australian Government publication, *Invasion to Victory April 1944 to May 1945*, states:

'The people of Beauchery-St-Martin, a little village to the South East of Paris, also had good reason to remember the night of 4-5 May 1944. Rachel De Boisgeline, the American born wife of a local landowner, was woken up by the noise:

"Many of us living near were awakened by a tremendous roar of motors, by firing and then the sky was lighted up for miles around by explosions. But at that time the Germans were masters here and anyone who stepped out of a house before five in the morning risked being shot. By the noise and the glow in the sky, when the planes came down the Germans knew what had happened and they were looking at everything before anyone else. It gives me grief to tell these painful details but the planes caught fire which made identification of those who were in them extremely difficult"

RAAF Flight Sergeant Clifford Gay was in one of the planes, Lancaster ND411 of 103 Squadron. Two Lancasters came down very near to each other and of the 15 crew only one survived. The remains of the others were placed in five coffins and were buried by the villagers in a collective grave in the Beauchery Communal Cemetery.'

A local teacher, Simone Rustang wrote to the sister of Sergeant James Moore, the flight engineer in Sykes' aircraft:

'Never has our village seen such a big crowd - 1800 to 2000 people. At that lovely time of the year there were plenty of lilacs and lilies of the valley also tulips and rarer flowers. The five coffins disappeared under the tulips and whilst they were all being taken to their last resting place in this peaceful corner of the cemetery where the grass often grows, we were thinking of their families who might be thinking of them alive somewhere in Europe.'



Sykes is buried in a joint grave, with Flying Officer Ward, alongside his crew in Beauchery Communal Cemetery, France. His medals were sent to his father, William Sykes.

Sold with copied research.



150 Three: Flying Officer Wireless Operator (Air) R. E. Richardson, Royal Air Force Volunteer Reserve, who was killed in action when attacking a V-2 rocket site on 31 August 1944

1939-45 Star; France & Germany Star; War Medal 1939-45, with Air Council enclosure named 'Flying Officer R. E. Richardson,' and in card box of issue, postage for 16 June 1950 and addressed to 'F. Richardson, Esq., 104 Bury Road, Hemel Hempstead, Herts.', *nearly extremely fine* (3)

£140-180



**Robert Edwin Richardson** was born in 1923, the son of Frank and Jane Richardson, of Hemel Hempstead. Having been commissioned in March 1944, he joined No. 103 Squadron, crewing up under Flying Officer Donald Ryerse in July 1944. The crew had completed 16 missions, with the Op of 31 August their 17th.

No. 103 Squadron detailed 14 aircraft for this attack on the V-2 storage facility at Agenville France. All aircraft took off in good weather but cloud persisted along most of the route and crews had to descent from the bombing height ordered. The markers appeared somewhat scattered and the Master Bomber's instructions were at times rather confused. Bombing was from between 7000 ft and 11500 ft. Defences consisted of intense predicted flak and some machines were hit. The crew were posted missing from this operation. All other machines returned safely to base.

For this attack on nine V-2 storage sites in northern France Bomber Command detailed a total of 601 aircraft - 418 Lancasters, 147 Halifaxes, 36 Mosquitos. Eight of the sites were found and bombed, with six Lancasters lost.

The crew flew in Lancaster LM243 PM-T 'Tantalizing Tommie' and were hit by flak and crashing, killed all the crew. Richardson is buried in the Abbeville Communal Cemetery Extension.

151 Three: **Flight Sergeant H. M. Foskett, Royal Air Force, who flew operationally as a Navigator (Radio) in Mosquitoes of No. 96 Squadron 1943-44**

1939-45 Star; Air Crew Europe Star, clasp, Atlantic; War Medal 1939-45, with Air Council enclosure, ticker tape confirming entitlement, service number and rank and addressed to 'H. Foskett, Esq., 2 Oak Avenue, Ickenham, Uxbridge, Middx.', *extremely fine* (3)

£400-500

Note: His Log Book, with a group of unattributed Medals were sold at DNW in 2011. Since reunited with the Medals and offered complete in this Lot.

**Henry Maxwell Foskett** was born on 7 October 1916 and attended an Observer's (Radio) Navigation Course from December 1942-March 1943. After an Operational Training Unit, Foskett was posted to No. 96 Squadron in October 1943, a Beaufighter unit then operating out of Drem, but shortly to convert to Mosquitos and move to West Malling, and thence, with the advent of the Normandy landings, to Ford and Odiham.

Between then and December 1944, Foskett remained actively employed, completing numerous regular patrols and anti-V-weapon sorties (a.k.a. 'Diver Patrols'), in addition to night fighter activity amounting to around 30 hours flying time, some of these latter notched up in immediate support of D-Day with Flight Lieutenant Phoenix as his pilot. He was "rested" at the end of the year on being posted to an instructor's course. Foskett took work as a pharmacist and died in Watford in November 1998.

Sold with the recipient's original R.A.F. Observer's and Air Gunner's Flying Log Book (Form 1767), covering the period December 1942 until March 1945 and Navigator's cloth brevet.

152 Four: **Flying Officer R. C. Haviland, Royal Air Force**

1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, in their waxed envelopes of issue and in card box of issue named to 'Fg. Off R C Haviland RAFVR Ret'd, 15 Pratton Avenue, Lancing, Sussex', *nearly extremely fine* (4)

£240-280

**Roger Cyril Haviland** served in the Royal Air Force (No. 179226) and was confirmed in his rank on 13 January 1945. He claimed his Medals in December 1971; sold together with transmittal letter and photograph of the recipient.

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WHERE HISTORY IS VALUED

- 153 A well-documented campaign group of four awarded to Flight Lieutenant H. Fisher, Royal Air Force, a skilled Beaufighter pilot whose Flight notched up two 'kills' over Burma which No. 176 Squadron in April 1944 - it is no surprise for his Log Books includes the signatures of two legends of aviation, no less than Wing Commander Guy Gibson, V.C., D.S.O. & Bar, D.F.C. & Bar, who instructed Fisher at 51 OTU and Group Captain J. 'Cat's Eyes' Cunningham, C.B.E., D.S.O. & Two Bars, D.F.C. & Bar, who twice took Fisher up with him and gave instruction whilst he was with No. 604 Squadron

1939-45 Star; Africa Star; Burma Star; War Medal 1939-45, with Air Council enclosure, ticker tape confirming awards and '146124 Flt. Lt.', in their named card box of issue with postage for December 1953, addressed to 'Flt. Lt. H. Fisher, Crabtree Lane, Bodmin, Cornwall.', *nearly extremely fine* (4)

£3,000-3,500



**Harry Fisher** joined the Royal Air Force in January 1941 at Stratford-upon-Avon, before joining No. 4 Elementary FTS, Brough, No. 15 FTS, Kidlington and 51 OTU at Cranfield, when he would first cross paths with greatness, in the form of Guy Gibson. Fisher first flew at 51 OTU on 15 October 1941, with Gibson on a rest having freshly added a Second Award Bar to his Distinguished Flying Cross. Fisher's period of 7 October 1941-6 January 1942 totalled 4hrs of Dual flying, 32hrs45mins Day flying and 24hrs35mins Night flying and being rated 'Average' as a Pilot by Gibson.

Fisher then joined No. 64 Squadron, which would see him rub shoulders with 'Cat's Eyes' Cunningham soon after. Cunningham commanded No. 604 Squadron and took Fisher, Flying Officer Rawnsley and Sergeant Naylor up in Beaufighter T4625 for a Practice Flight on 17 January, with another flight on 6 February noted. Fisher was then let loose himself as Pilot from 7 February. Cunningham signed off his Log Book for April 1942 and also signed off his Flying Assessment, noting 46hrs55mins of Day flying and 16hrs15mins of Night flying.

Passed fit for active flying, Fisher was shipped off to RAF Takoradi in British West Africa in July 1942 and joined No. 46 Squadron later that month. He flew his first patrol sortie on 7 August and his first 'scramble' on 12 August. By November, Fisher took part in a multi-stage flight, via Gambut, to Luqa, Malta, in order to deliver a 'rhubarb' on Sicily on 19 November in Beaufighter X7708.

Transferred to No. 89 Squadron in December, he closed the year with some 414hrs in his Log Book. January 1943 saw Fisher again transferred, this time a flight of note, from West Africa to the Indian theatre, by way of air fields in Palestine, Iraq, Muharak Island, Oman, Karachi, Jodhpur, Allahabad and eventually finishing in Dum Dum, for his most notable posting with No. 176 Squadron, which would last until April 1944.



(\*6391-117) Wt. 39210-2791 33,000 1/41 T.S. 700

FORM 414 (A)

*COURSE 3 510TU.*

SUMMARY of FLYING and ASSESSMENTS FOR ~~YEAR COMMENCING~~ *7-10-41-6-1-1942*

[ \* For Officer, insert "JUNE"; For Airman Pilot, insert "AUGUST." ]

	S.E. AIRCRAFT		M.E. AIRCRAFT		TOTAL for year	GRAND TOTAL All Service Flying
	Day	Night	Day	Night		
DUAL						
PILOT			4.00			59.35
PASSENGER			32.45	24.35		130.00

ASSESSMENT of ABILITY

(To be assessed as :-Exceptional, Above the Average, Average, or Below the Average)

(i) AS A *PILOT* <sup>*PILOT*</sup> *N/A* <sup>*PILOT*</sup> *AVERAGE*

(ii) AS PILOT-NAVIGATOR/NAVIGATOR *N/A*

(iii) IN BOMBING *N/A*

(iv) IN AIR GUNNERY *N/A*

† Insert :- "F.", "L.B.", "G.R.", "F.B.", etc.

ANY POINTS IN FLYING OR AIRMANSHIP WHICH SHOULD BE WATCHED.

Date *6 JAN 1942* Signature *H. Fisher* *C.F.I.*

Officer Commanding *51. O.T.U.*

Over the coming years, Fisher would notch up a most impressive score of Ops in all weathers and over all terrain. He found himself running patrols, co-ops with a myriad of units and scrambles when required. On 8 June 1943, a hair-raising flight earned him a Commendation from his Wing Commander:

‘On June 8th 1943, Pilot Officer (then Sergeant) H. Fisher, had the starboard engine of his Beaufighter fail completely, as a result of a connecting rod failure. He executed a single engine landing without damage.’

At the start 1944, he flew no less than 4 times on 10 February:

‘Scramble - Ops Room Panic.

NFT.

Patrol. NAF Peninsula.

Scramble. Visuals on 2 Bogeys. Both Dakotas at 120mph at 2,000!’

On 13 February he flew a ‘rhubarb’ on Mandalay, Anisakan and a scramble, but ‘bandit, too far away’ on Valentine’s Day - clearly no love lost with the enemy. In April, young Fisher was given Command of a Detached Flight from his Squadron, which gained praise from Air Vice-Marshal S. F. Vincent,

from HQ 221 Group, RAF India. Vincent was the only Pilot to have shot down an enemy aircraft in both World Wars and wrote to Fisher on 4 April 1944:

‘Congratulations on the very satisfactory results obtained by shooting down the two Japs last night.

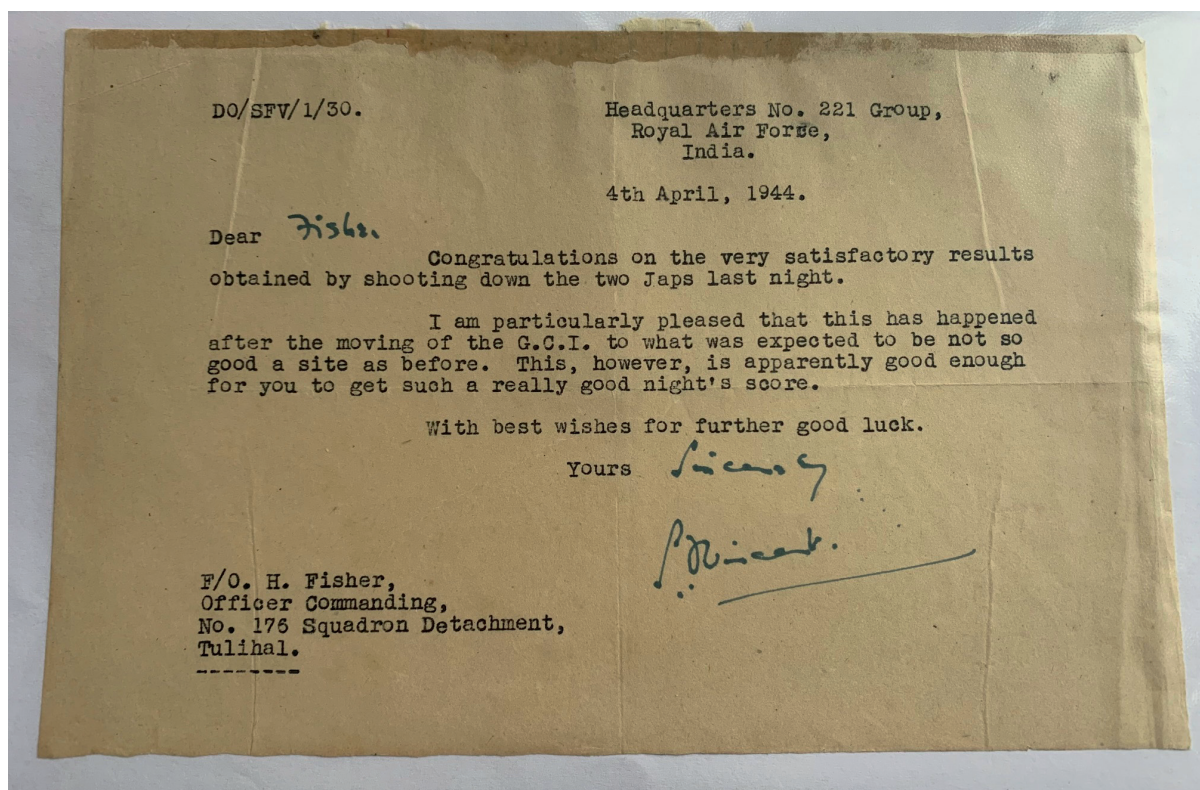
I am particularly pleased that this has happened after the moving of the G.C.I. to what was expected to be not so good a site as before. This, however, is apparently good enough for you to get such a good night’s score.’

A telegram followed from Group Captain Boyd, the OC of No. 176 Squadron:

‘CONGRATULATIONS KEEP IT UP.’

Fisher departed India on 6 June 1944, reaching home on 7 July, in order to go up to No. 3 Flying Instructor School and thence 54 OTU, Charterhall, Berwickshire. He passed on his skills and assessed the next generation of Pilots from September 1944-June 1945, being demobilised on 5 March 1946.

Sold together with his two Flying Log Books, Form 414, covering 20 May 1941-23 February 1944 and Air Force (India) Form 414, covering 1 March 1944-15 September 1945, totalling 887hrs0mins. The first Log Book includes the autographs aforementioned, all clear, in ink and in the correct position for the form on which they were required. Also offered together with a good file of research, which includes a plethora of original photographs, letters - one charming letter on A4 in pencil from his ‘obedient servant’ Kwame Anto - telegrams etc, a number of which are annotated with the individuals photographed.





Four: **Flight Sergeant (Pilot) E. V. Shaw, Royal Air Force Volunteer Reserve**, who was killed in an air crash in the Cotswolds on 21 May 1942, Shaw had already been forced to take to his parachute the previous February after a bombing raid to Bremen

1939-45 Star; Air Crew Europe Star; Africa Star; War Medal 1939-45, with named Air Council enclosure, in card box of issue, addressed to 'E. Shaw Esq. 5, Earlswood Road, Belfast, N. Ireland.', with 'ticker-tape' confirming 4 awards and medals in their waxed paper envelopes, *nearly extremely fine*

Pair: **Aircraftman 2nd Class C. Shaw, Royal Air Force**

Defence and War Medals 1939-45, mounted as worn, in card box of issue, addressed to 'C. Shaw Esq. 5, Earlswood Road, Belfast, N. Ireland.', and ticker tape with details '1796481 A.C.2.', *good very fine* (6)

£280-320

**Edmund Verner Shaw** was born on 28 September 1919 at 14 Church View, Holywood, son of Edmund and Mary Shaw. Young Shaw was educated at Holywood Public Elementary School, Strandtown Public Elementary School, and Royal Belfast Academical Institution. Taking work as a clerk for the Belfast Steamship Company, he joined the Royal Air Force Volunteer Reserve in May 1939 and was called up for full time service at the beginning of the Second World War. Going to England for training, on 14 December 1940 he was posted to No.218 (Gold Coast) Squadron based at RAF Marham.

On 11 February 1941, he was Second Pilot of Wellington R1210, flown by Flying Officer W. I. Anstey D.F.C., which lifted off at 1750hrs. Having bombed Bremen, they turned for home but must have feared for the worst when their wireless gave out upon nearing the English coast. They were targetted by anti-aircraft fire over London and also ran out of fuel, eventually abandoning the aircraft over Tebay at 0215hrs, with it coming to earth in the Bretherdale Common area, between Kendal and Shap, Lake District. Thankfully all the crew, Shaw included, survived - just their Air Gunner, Sergeant A. S. Robinson broke his ankle upon landing.

In April 1941 he was posted to Egypt and then Iraq. Shaw returned to Britain in March 1942 and in April was posted to No. 20 OTU as an instructor on Avro Anson aircraft. On 21 May 1942 he was returning from RAF Moreton-in-Marsh with his pupil from a cross country exercise in Anson N5259 when the aircraft struck overhead pylon cables near RAF Little Rissington, 1 mile east of







Kingham and 4 miles south-west of Chipping Campden. Having been severely injured, Shaw passed in the Station Hospital. At the request of the family, his body was returned to the Emerald Isle for his burial on 27 May 1942 in Belfast (Dundonald) Cemetery.

155

Five: Flight Sergeant W. R. Donaldson, Royal Canadian Air Force, who was killed in an air crash on 8 February 1942

1939-45 Star; Defence Medal 1939-45, Canadian issue in silver; Canadian Volunteer Service Medal, with overseas clasp; War Medal 1939-45, Canadian issue in silver; Canadian Memorial Cross, G.V.I.R. (Sgt. W. R. Donaldson R-78064), *good very fine* (5)

£240-280



**William Robert Donaldson** was born at Lakeview, Ontario on 11 April 1919 and was married. He was flying in Wellington X9954 from 120 OTU on 8 February 1942, which was carrying flares, ammunition, cameras and practice bombs when it crashed 1 mile north-east of Wardington, Oxfordshire. Donaldson is buried in the Brookwood Military Cemetery, Surrey.

156 Seven: **Lieutenant-Colonel J. G. J. Krige A.F.C., South African Air Force**

1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45; Africa Service Medal 1939-45, all officially impressed '102672 J. G. J. Krige.'; Coronation 1953, contemporarily impressed 'J G Krige', *good very fine* (6)

£240-280

[A.F.C.] *London Gazette* 1 January 1946.

**Jacobus Gerhardus Joubert Krige** was born on 2 December 1909 and was posted for the opening of Waterfloop Air Station on 1 August 1938, when they flew Hawker Hartbees. Having served with distinction during the Second World War, he died in Pretoria in 1991.

157 Pair: **Captain O. J. Mann, New Zealand Infantry Regiment**

General Service 1918-62, 1 clasp, Malaya (21753 Capt. O. J. Mann. N.Z.I.R.); General Service 1962-2007, 1 clasp, Borneo (21753 Capt. O. J. Mann. N.Z.I.R.), *good very fine and scarce*

£300-400

Re-united and offered together for the first occasion. Originally sold separately in 2002 (G.S.M. Borneo) and 2018 (G.S.M. Malaya).

158 Three: **Captain (QGO) T. Gurung, 6th Gurka Rifles, who was killed in a traffic accident near Pokhara in 1984**



General Service 1918-62, 1 clasp, Malaya (21136418 Rfn Tekbahadur Gurung 6 G.R.); General Service 1962-2007, 1 clasp, Borneo (21136418 C/Sgt. Tekbahadur Gurung. 2/6GR.); Army L.S. & G.C., E.I.R., Regular Army (Lt (Q.G.O.) Tekbahadur Gurung. 6GR.), *good very fine* (3)

£300-400

**Tekbahadur Gurung** enlisted in India in October 1948 and went out on pension in March 1971. He was commissioned as Lieutenant (Queen's Gurkha Officer (QGO)) in 1964 and promoted to Captain (QGO) in 1966. During his service he was stationed in Malaya, Singapore and Hong Kong and was awarded the L.S. & G.C. Medal in 1967. His Medal entitlement has been confirmed by the former Brigade of Gurkhas Manning and Record Office. He was killed in a road traffic accident in Nepal in 1984. Two of his sons went on to serve with 6GR and The Queen's Gurkha Engineers, the former becoming the Gurkha Major of 1st Battalion, The Royal Gurkha Rifles 2004-06.

x159 Pair: **Corporal R. R. Grainger, Royal Australian Corps of Signals**

Vietnam 1964-73 (15419 R. R. Grainger); South Vietnam Medal 1964, 1 clasp, 1960-, unnamed as issued, *first with officially re-impressed naming, very fine* (2)

£160-200

**Reynold Richard Grainger** was born at Dundee, Scotland on 7 October 1942. He served in Vietnam with 103 Signal Squadron, Royal Australian Corps of Signals from 18 May-6 September 1966; sold together with corresponding miniature awards and Badge.



- x160     **Three: Lance-Corporal T. L. 'Tommo' Thomson, Patrols Platoon, 3rd Battalion, Parachute Regiment, a member of the 3-man WMIK Jeep crew with Jake Scott, a comrade who recalled their remarkable tour of Afghanistan in 2006 in the book *Blood Clot***

General Service 1962-2007, 1 clasp, Northern Ireland (25144958 Pte T L Thomson Para); Iraq 2003-11, no clasp (25144958 Pte T L Thomson Para); Operational Medal 2000, for Afghanistan, 1 clasp, Afghanistan (25144958 Pte T L Thomson Para), all with their named boxes of issue, *nearly extremely fine* (3)

£500-600



Looking through the author's NVG back at his WMIK, Brett and Tommo as he leads them to the north of Sangin through the Taliban's backyard, July 2006.

**Thomas Laurie Thomson** - or 'Tommo' to his friends and comrades - joined the British Army in December 2001 and joined the 3rd Battalion, Parachute Regiment. He served on the final tour of both Northern Ireland and Iraq by the unit and thence served on Operation Herrick 4. This bloody tour by the 3rd Battalion saw no less than 500 'contacts', while the Brigade fired 13,000 rounds of artillery and mortar and half a million rounds of small arms ammunition. Some 170 were taken wounded or injured, whilst 53 were killed in action, included in that last count were the gallant Corporal Bryan Budd, who earned a Victoria Cross and Corporal Mark Wright, who earned a George Cross at the Kajaki Dam.

Thomson was himself in the thick of the action, his name being laced throughout *Blood Clot - In combat with the Patrols Platoon, 3 Para, Afghanistan, 2006* by Jake Scott. In fact, Thomson provided a good number of the illustrations used in the book, which was given a glowing review by Damien Lewis:

'The story of 3 Para's 2006 Afghan operations has already, and rightly, passed into British military legend. Rendered in the raw language of a true fighting man, this book adds to a growing body of literature about a series of epic engagements against a resolute and fanatical enemy - the Taliban. This is a tale of true British grit, and epic endurance, and it is most definitely the real thing.'

Advanced Lance-Corporal in December 2006, Thomson left the Army in April 2009; sold together with copied Certificate of Service, a plethora of images, besides a copy of *Blood Clot*.

- x161     **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, for Afghanistan, 1 clasp, Afghanistan ((25112250 Cpl M J A Brown KRH); N.A.T.O. Medal 1994, 1 clasp, ISAF, *good very fine* (4)

£400-500

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.



162 Three: Petty Officer (SEA) E. Lake, Royal Navy

General Service 1962-2007, 2 clasps, South Arabia, Northern Ireland (AB E Lake D178508L RN), unofficial rivets between clasps; South Atlantic 1982, with rosette (PO(SEA) E Lake D178508L HMS Antelope); Royal Navy L.S. & G.C., E.I.R. (PO(SEA) E Lake D178508L HMS Alert), *official correction to number on first, good very fine* (3)

£1,200-1,500



On 23 May 1982, while on air defence duty at the entrance to San Carlos Water, protecting the beachhead established two days before, H.M.S. *Antelope* came under attack by four Argentine A-4B Skyhawks. The first pair attacked from astern, with the flight leader breaking off his attack after one of *Antelope's* Sea Cats exploded under the port wing of his aircraft, but the second aircraft pressed home its attack and put a 1000lb. bomb in the *Antelope's* starboard side, killing one crewman. However, the bomb did not explode.



The second pair of Skyhawks then attacked from the starboard quarter, one of them being hit by the ship's 20mm. cannon before crashing through *Antelope's* main mast. The pilot was killed but his 1000lb. bomb pierced the frigate's hull, also without exploding.

After initial damage control efforts, *Antelope* proceeded to more sheltered waters so that two bomb disposal technicians from the Royal Engineers could come aboard and attempt to defuse the two unexploded bombs. One of the bombs was inaccessible because of wreckage; the other had been damaged and was thought to be in a particularly dangerous condition. Three attempts by the bomb disposal team to withdraw the fuse of this bomb by remote means failed.

A fourth attempt using a small explosive charge detonated the bomb, killing Staff Sergeant James Prescott instantly and severely injuring Warrant Officer Phillips, the other member of the bomb disposal team. The ship was torn open from waterline to funnel, with the blast starting major fires in both engine rooms, which spread very quickly. The starboard fire main was fractured, the ship lost all electrical power, and the commanding officer, Commander Nick Tobin, gave the order to abandon ship. Tobin was the last person to leave the ship; about five minutes after his departure, the missile magazines began exploding.

Explosions continued throughout the night. The following day *Antelope* was still afloat, but her keel had broken and her superstructure melted into a heap of twisted metal. *Antelope* broke in half and sank that day. T.V. and still pictures of her demise became one of the iconic images of the Falklands War.

**Edward Lake** was born in 1946 and died at Torpoint on 24 February 2015.

x163

Five: Sergeant M. K. Wrightson, Intelligence Corps, late Royal Artillery, 14 Intelligence Company (14 Int), Joint Communications Unit Northern Ireland - famously known as 'The Det'



Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24832419 Gnr M K Wrightson RA); General Service 1962-2007, 1 clasp, Northern Ireland (24832419 Gnr M K Wrightson RA); N.A.T.O. Medal 1994, 1 clasp, Former Yugoslavia; N.A.T.O. Medal 1994, 1 clasp, Kosovo; Iraq Reconstruction Service Medal 2003-13 (Merlin Wrightson), in its *Royal Mint* case of issue and on pin as issued, *first four cleaned and with traces of adhesive to reverse, good very fine* (5)

£500-600

**Merlin K. Wrightson** joined the British Army at York on 3 January 1989. Wrightson served with 14 Intelligence Company (14 Int), Joint Communications Unit Northern Ireland on a tour in 1996, when his roles were 'Int collation & analysis supporting Special Duties.'



Notably, the Tour Report suggested he not return to Northern Ireland for at least 18 months, no doubt on account of the work he was employed upon whilst on that posting. Typed notes with the Lot state his role involved hunting down a famed IRA sniper. Having also served on Operation Tango in the Balkans, Wrightson joined 14 Signal Regiment, Intelligence Corps. This specialist unit is the Parachute electronic warfare Squadron, made up from Intelligence operators and Parachute Regiment Signallers who are employed worldwide in all aspects of British interests. He left the Army in December 2000 and thereafter took up private security work in Iraq; sold together with two security ID cards, besides copied Tour Report and Certificate of Service.

x164      A superb campaign group of eleven awarded to Lance-Corporal A. G. Purdie, 21 Special Air Service (SAS), late Irish Guards



Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (24828303 Gdsm A G Purdie IG); General Service 1962-2007, 1 clasp, Northern Ireland (24828303 Gdsm A G Purdie IG); N.A.T.O. Medal, 1 clasp, Former Yugoslavia; Iraq 2003-11, no clasp (24828303 Tpr A G Purdie SAS); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan (24828303 LCpl A G Purdie SAS); Jubilee 2002; Jubilee 2012; Accumulated Campaign Service Medal 2011 (LCpl A G Purdie SAS 24828303); Saudi Arabia, Liberation of Kuwait Medal; Kuwait, Liberation Medal; N.A.T.O. Medal, 1 clasp, ISAF, *nearly extremely fine and likely a unique combination* (11)

£3,000-4,000



**A. G. Purdie** enlisted at Belfast on 7 January 1988, and saw active service with the Rifle Company of the 1st Battalion during Operation Granby (Medal & clasp) and Operation Banner (Medal & clasp). He was one approximately 22 members of the Irish Guards who served attached to the Scots Guards for the operations in Iraq, whilst it is understood just 4 of these thence went to Northern Ireland for a tour of service. Having left the British Army in August 1995, he returned to the fold and joined the Special Air Service.



Purdie served with 21 SAS during Operation Telic 9 (17 October 2006-17 April 2007) as a specialist Interrogator with the Joint Field Interrogation Team, part of '....a small team responsible for collecting information in response to GOC MND(SE)'s Priority Intelligence Requirements.' Whilst on this tour, Purdie 'broke' several high value target detainee, who provided information on Jaish Al Mahdi locations and future operations. Purdie thence went to Afghanistan the following year and is understood to have worked as part of an SAS patrol to target Afghan Police members who had gone rogue.

Sold together with his Certificate of Service (Army Form B108(ADP)), a pair of identity tags, Operational Tour Report (for Op Telic 9), named boxes of issue for the Medals named to the SAS, besides a number of photographs.

x165

A poignant Afghanistan 2008 M.I.D. group of four awarded to Lance-Corporal J. J. Mizon, Queen's Company, Grenadier Guards, who was featured in both BBC television documentaries *Taking on the Taliban* and latterly in the moving *Jack: a soldier's story* with Ben Anderson which featured his struggles in re-adjusting to life off the battlefield



N.A.T.O. Medal 1994, 1 clasp, Non-Article 5; European Security and Defence Policy Service Medal 2004, 1 clasp, Althea; Iraq 2003-11, no clasp (25152886 Gdsm J J Mizon Gren Gds); Operational Service Medal 2000, for Afghanistan, 1 clasp, Afghanistan, with M.I.D. oak leaf (25152886 LCpl J J Mizon Gren Gds), mounted court-style as worn, pin removed, *good very fine* (4)

£1,400-1,800

M.I.D. *London Gazette* 7 March 2008. The Grenadier Guards website at the time gave the following:

‘Mizon repeatedly demonstrated exemplary, level headed courage. His coolness under fire and disregard for his own safety in the face of extreme adversity undoubtedly saved both Afghan and British lives.’



**Jack Joseph Mizon**, a native of Tottenham, joined the Grenadier Guards in September 2002. It was on his fateful tour of Afghanistan with the Queen's Company, that Mizon first crossed paths with Ben Anderson, the British journalist, television reporter, and writer. At that time he was featured in the BBC production *Taking on the Taliban*, which followed his unit through the heat of their tour.

Having returned home, Mizon soon found himself struggling to adapt to life, like so many of his comrades, finding himself unable to control his emotions at times. This led to his assault of a Police Officer which forced him to flee the United Kingdom for a time, but he returned to face the music and re-kindled his relationship with Anderson, who thence set out to produce *Jack: a soldier's story*. Anderson wrote for the BBC:

'Jack Mizon, a 23-year-old from Tottenham, was a Lance Corporal with the Queen's Company, the Grenadier Guards, and last year served for six months in Helmand, Afghanistan's violent province.

I spent two months in Helmand during that tour, and by the end, two of the unit's 36 men were dead, and 15 seriously injured. Jack, while physically unharmed, was a changed man. After the first battle, which had gone very well, he seemed to love life as a soldier. "It was fun," he said, still out of breath. "Everyone's alive. Sweating, but alive. Next time will be good."

But within a month, the talk had changed drastically.

Jack was out on a patrol when an IED (improvised explosive device) was detonated just metres from him, badly wounding one of his friends.

A week later he was in a convoy hit by a suicide bomber. The driver was killed and all of Jack's other comrades were seriously injured - he was the only one that walked away unscathed.

This was just before an eight-hour battle, which led to several days of constant fighting to clear the town of Adin Zai. Visibly exhausted and shaken, he said: "I expected it to be bad, but this last two weeks has been really bad. I want to go home."

Readjusting to the often mundane life back on barracks was always going to be difficult after that. One of his best friends, Guardsman Ryan Lloyd, could see that Jack found it difficult. "The first few weeks it was a struggle for him, definitely. You've gone from having all the responsibility in the world over there - people's lives depend on it - and then you come back and you're just a name and number again. It's hard to get your head round it." Jack was sent to one trauma management session. He says he told the psychiatrist that he was having anger problems, seething with rage in an empty room for no reason. "I felt like I was going to explode all the time, I couldn't even speak to people."

He says he was told he was fine, and everything he was experiencing was normal, but after some pushing Jack was granted another session. But due to the army psychiatrist being on holiday and other complications, he would have to wait six weeks.

It was during this time that Jack got into trouble. Not long after getting a special commendation for bravery, he got into two fights, one involving a police officer, and immediately went awol, fleeing Britain for Canada. He gave himself up a few weeks later.

At his court case, the judge said that Jack's actions - assaulting a police officer and beating up an Aldershot man who challenged him - were unforgivable. His family, friends and commanding officers were convinced he was going to prison for at least three years. But he was spared jail thanks to the testimonies of his bravery, and given one last chance.

Jack's captain, Major Martin David, who is about to receive a military cross for his actions in Afghanistan, puts Jack's problems down to "ill discipline and alcohol". When he took charge of Jack's regiment, he was told the lance corporal was the worst "drama merchant who would bring him nothing but trouble". Before Afghanistan, Jack had two previous convictions for violence.

Jack's friend, Guardsman Lloyd, says he is not surprised when soldiers like Jack resort to violence.

"For the last eight months, all you've been told to do and taught to is fight and kill. Let's make no bones about it, our job over there, we go out and people die, whether it be us or the enemy. And you get back to the UK and there's going to be things that spill over, blatantly, especially when the beer is flowing. You can't just forget about what we've been through."

A senior soldier who knew Jack well says, off the record, "we train these men to never back down from any confrontation, no matter what the odds".



But even if Jack hadn't got into those two fights, it could still seem clear that, he, like many others, would have been traumatised by his battlefield experiences.

Many experts who deal with troubled soldiers argue that it's imperative they be given counselling even if they don't seek it. They say it takes a soldier with psychological problems an average of 10 years to admit they need help, by which time they have often gone through a serious problem like drug addiction, alcoholism, depression or divorce.

The Ministry of Defence says it has robust systems in place to treat and prevent stress disorders. "Counselling is available to service personnel and troops receive pre- and post-deployment briefings to help recognise the signs of stress disorder," said a spokesman, adding that decompression periods follow a tour of duty so that "personnel can unwind mentally and physically and talk to colleagues about their experiences in theatre".

But soldiers complain that these "decompression periods" are woefully inadequate. One soldier described his Cyprus decompression as "24 hours for us to get drunk and beat each other up".

The MoD also insists that medical discharge from the armed forces because of psychological illness is low.

"Out of around 180,000 regular service personnel only about 150 - or less than 0.1% - are discharged annually for mental health reasons, whatever the cause. Of the less than 0.1%, around 20-25 each year meet the criteria to be diagnosed with post-traumatic stress disorder."

This doesn't tally at all with what I saw in Afghanistan.

If my experience is at all typical, then I would put the number suffering PTSD much higher. Jack's case perhaps illustrates that if a soldier shows any signs of PTSD, or has had experiences that might contribute towards it, he should be forced to get help, or at the very last be properly evaluated.

The dangers are clear. More soldiers from the Falklands war committed suicide than were killed by the enemy. Over 1,000 of the UK's homeless are ex-forces.'

Mizon's story aired and has since passed into the public knowledge of how important the treatment for PTSD is for the wellbeing of our servicemen and women. He left the British Army in November 2008.

Sold together with original M.I.D. certificate, copied Certificate of Service, VHS and DVD copies of the documentaries, Grenadier Gazette (2007 & 2008), Guards Magazine 2009, besides a quantity of photographs and related material.

Further references worthy of viewing:

<https://www.dailymotion.com/video/x7oysc>

<https://vimeo.com/17274101>

<https://www.youtube.com/watch?v=4Ii0dZVdyE>

<https://www.youtube.com/watch?v=rtC1hVA7pXE>

## NAVAL AWARDS FROM THE COLLECTION OF THE LATE PETER KIRK, CHIEF GUNNER OF M.T.B. 350



My father was born in 1922 in London. He joined the Royal Navy in 1941 and underwent basic training at *Glendower*, which turned out to be a newly-built Butlins Holiday Camp!

Transferred to *Beehive* at Felixstowe, he thence qualified as a Gunner. Whilst his supervisors always wanted him to take an Officers Course, Dad never did, refusing on the grounds he was happy with his position and enjoyed the camaraderie with the crew 'below decks'.

He first served aboard *Bleasdale*, but was taken ill with malaria during a convoy to Ceylon. He remembered well the wonderful nurses constantly by his bedside in hospital but was also unlucky to pick up amoebic dysentery. He was not one to complain and this was finally diagnosed after the Second World War; he had continued to serve despite the effects but the repercussions of this stayed with him for most of his life. He never complained, just being grateful for his life.

He was very proud to be a members of the Coastal Forces, who made a vital contribution to the success of the War, disrupting Convoys, carrying out night raids and picking up secret agents to name but a few tasks they did, besides keeping our coastlines safe. Serving on M.T.B. 350 as Chief Gunner and relief Cox'n during 1943-44, Dad was set to be put up for a D.S.M. by his Skipper, Captain Henry Franklin, for his part in an action off the Dutch Coast on 9 December 1943. Dad said his shipmate Eric Bannister deserved it more so he was duly awarded it (*London Gazette* 22 February 1944, refers). The pair remained life-long friends, and he persuaded Eric to eventually take the Medal out of its box and wear it with pride.

After the Second World War he returned to his Banking career on Piccadilly, rising to Chief Cashier and the Head of the Foreign Department looking after many diplomatic accounts. It was also during the 1970's that he started an interest in collecting memorabilia and Medals – at a time when the dealers and antique shops were extremely well stocked!

Retiring to Ringwood in 1978, his Medal collecting really took off, whilst being one of the first to join the Coastal Forces Veterans Association (CFVA). It was because of CFVA that he also met David Erskine-Hill, of whom I am sure you will all know well. Dad spotted the obituary of David's father in the CFVA newsletter and recognising the surname got in contact. They quickly became friends, with shared interests in both Coastal Forces and the Medals which represent the remarkable service of this small 'Band of Brothers'.

Dad was a keen member of the OMRS and regularly attended gatherings across the South and hosted many more at home. He made so many friends through this hobby and was meticulous with his research, even helping a student from The Netherlands on his thesis regarding the sea battles of the Second World War. Dad kept his friendships right to the end and despite being bed bound still enjoyed looking through his beloved albums with me.

I love the fact that each Medal you will see in the coming pages illustrates the story of the person behind it and bring the history back to honour these brave men. I do hope whoever buys the Medals shares the same passion as Dad, and enjoys being their custodian as much as he did.

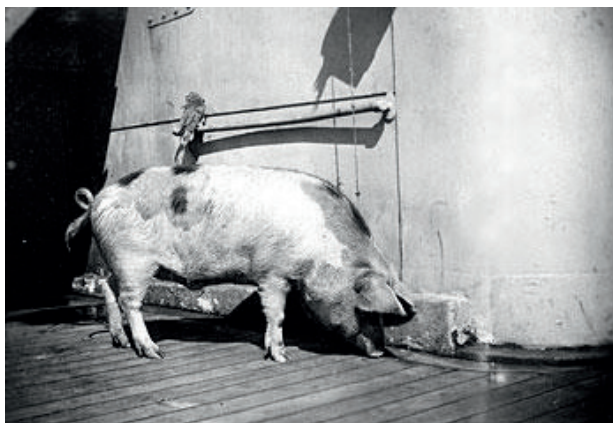
His loving daughter, Jackie

166	Baltic 1855 ( <b>I. Ford.</b> ), engraved naming, <i>very fine</i>	£60-80
167	China 1842 ( <b>John Ford. Royal Marines.</b> ), original suspension, <i>contact marks and suspension bent, nearly very fine</i>	£300-400
168	East and West Africa 1887-1900, 1 clasp, Benin 1897 ( <b>C. Bradshaw. Ch. E.R.A. H.M.S. Forte.</b> ), <i>edge cuts and wear, nearly very fine</i>	£100-140
169	Queen's South Africa 1899-1902, no clasp ( <b>Midn. R. Divett, R.N, H.M.S. Niobe.</b> ), <i>good very fine</i> <b>Randolph Divett</b> was born on 17 May 1883 at Southport, the son of the secretary of the Royal London Yacht Club. Appointed Midshipman in 1897, Divett was promoted Lieutenant on 15 August 1904. In 1906, he was sent to <i>Haslar</i> and diagnosed with 'derangement'. An appointment in command of <i>Opossum</i> was cancelled in June 1908. While appointed in command of <i>Havock</i> , Divett was reported absent from 21 November 1908, being court martialled in January 1909. He admitted the charge, and explained that he was suffering from influenza and was worried over private affairs. He was dismissed the ship and penalized a year's seniority.  On 10 August 1910 he was appointed First Officer in the <i>Maori</i> , until he committed some grave impropriety in July 1911. On 31 July 1911, Divett was tried by Court Martial on charges of fraudulent conversion of money and forgery. He was dismissed the service in disgrace.	£100-140
170	Transport 1899-1902, 1 clasp, S. Africa 1899-1902 ( <b>H. Teare.</b> ), <i>good very fine</i>	£500-600
171	Naval Good Shooting Medal, E.VII.R. ( <b>164445 E. Carter, P.O.1.Cl, H.M.S. Blake. 1908 3 Pr. Q.F.</b> ), <i>good very fine</i> <b>Emphraim Carter</b> was born at Deal, Kent on 30 August 1876 and was a grocer upon his joining the Royal Navy on 30 August 1894. Having won his Naval Good Shooting Medal, he served during the Great War and was admitted to Yarmouth Hospital as a 'dangerous lunatic' on 13 September 1917. He was discharged dead from the Hospital on 19 March 1920.	£240-280
172	Royal Navy L.S. & G.C., V.R., narrow suspension ( <b>Henry Walters. Ship's Corpl. H.M.S. Cambridge.</b> ), <i>contact marks, very fine</i>	£50-70
173	Royal Navy L.S. & G.C., V.R., narrow suspension ( <b>Joseph Cox, Ch: Boatman, H.M. Coast Guard.</b> ), <i>very fine</i>	£50-70
174	Royal Navy L.S. & G.C., V.R., narrow suspension ( <b>Ishmael Hugo, Ch. Sto., H.M.S. Katoomba.</b> ), <i>good very fine</i> <b>Ishmael Hugo</b> was born at Plymouth on 8 August 1869 and entered the Royal Navy on 7 September 1887. Having earned his L.S. & G.C. on 14 November 1902, he was shore pensioned on 9 September 1909. Hugo was recalled for service during the Great War from 2 August 1914 and served aboard <i>Wallington</i> from 6 November 1915-28 July 1917, before serving aboard <i>ML-172</i> from 12 August 1917-15 February 1919.	£50-70
175	Royal Navy L.S. & G.C., V.R., narrow suspension ( <b>Wm. Stephens, Commd. Btm: H.M. Coast Guard.</b> ), <i>contact marks, nearly very fine</i>	£50-70
176	Royal Navy L.S. & G.C., E.VII.R. ( <b>H. M. Robinson, Sh. Corp. 1Cl., H.M.S. Northampton.</b> ), <i>traces of lacquer, very fine</i>	£50-70



- 177 Royal Navy L.S. & G.C., E.VII.R. (277541 H. J. Pelley, Sto. P.O., H.M.S. Roxburgh.), *good very fine*

£50-70



**Harry James Pelley** was born at Portsmouth, Hampshire on 21 August 1875 and joined the Royal Navy on 15 August 1894. Having been awarded his L.S. & G.C. on 24 August 1909, he served aboard *Glasgow* from 12 September 1912-1 September 1916. When the Great War broke out, *Glasgow* was in Rio de Janeiro, Brazil. She captured the 4,247 ton *Santa Catharina* on 14 August and thence played a key role in the Battle of Coronel and Battle of the Falkland Islands. After the Battle of Más a Tierra, she famously rescued a pig from the scuttled *Dresden*, which was to be renamed 'Tirpitz' and become the ship's mascot.

Pelley went aboard *Topaze* from 4 March-13 June 1918 and was invalided ashore with heart disease on 29 August 1918.

- 178 Royal Navy L.S. & G.C., G.V.R., 1st issue (2) (283610. E. C. Weatherall, Ch. Sto. H.M.S. Newcastle.; K.63544 J. E. Appleton. Sto. 1. H.M.S. Resource.), *very fine* (2)

£50-70

**Edward Charles Weatherall** was born at Boughton, Kent on 20 May 1877 and was a labourer upon his joining the Royal Navy on 12 October 1896. During the Great War, he served aboard *Swiftsure* on 20 March 1913-10 May 1916, which included heavy involvement for the Gallipoli landings. Weatherall also served aboard *Newcastle* from 5 September 1916-19 October 1919, earning his L.S. & G.C. on 1 February 1917.

**James Edward Appleton** was born at Bromley-by-Bow on 7 March 1889 and it appears (from his later Service Records) he lied about his age, stating 7 March 1885 when first enlisting in the Royal Naval Division on 13 August 1915 (Z.2881 TNA ADM 339/1/819), working as a packer living at 13 Carlton Street, Plaistow, London. He was drafted into the Hood Battalion on 16 February 1916 and served in France. During his service, Appleton suffered various ailments, including ulcers, impetigo, scabies and issues with the glands in his head. Nonetheless, he remained at duty, but was wounded in action on 25 January 1917 and admitted to hospital at Etaples with severe gunshot wounds. Returned to action on 27 September 1917, he was again wounded on 24 March 1918, on account of a shell.

Appleton was discharged to the Royal Navy on 14 March 1919, with scars on his left groin, buttock and foot were noted. Awarded his L.S. & G.C. in February 1931, he served aboard *Viceroy* during the Second World War.

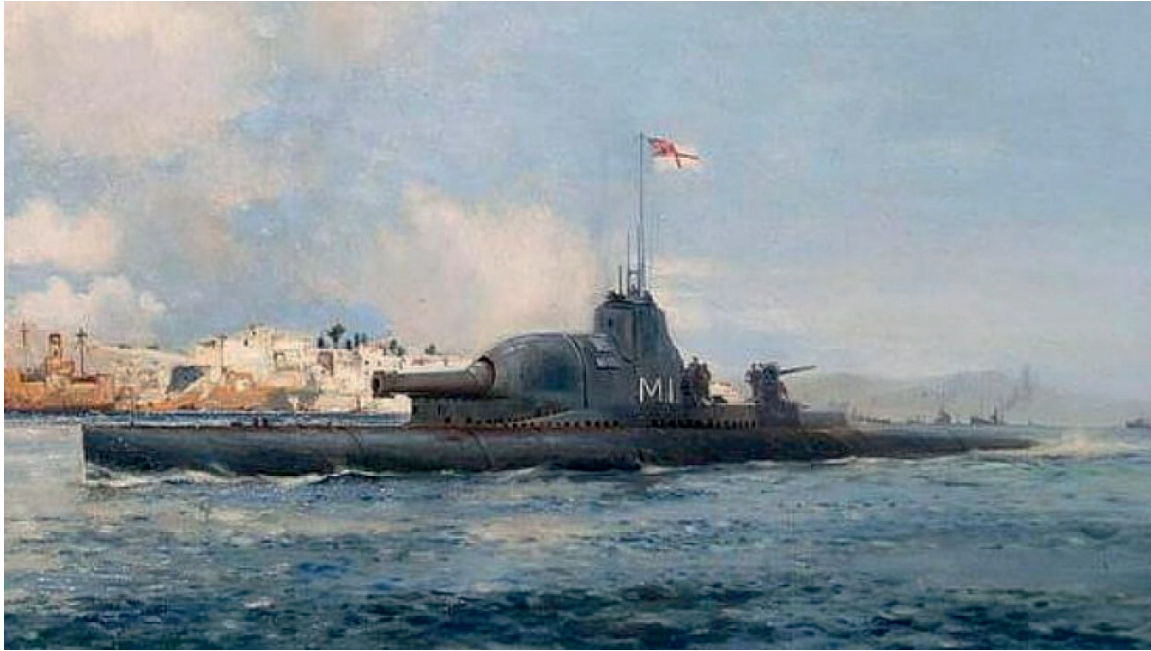
- 179 Royal Navy L.S. & G.C., G.V.R., 3rd issue, coinage head (3) (**M.22641 C. L. Woodward. E.R.A.2, H.M.S. Victory; PO.217054 A. E. Garrett. Mnc. R.M.; J.99182 F. R. Ward. A.B. H.M.S. Nelson.**), *very fine* (3) £60-80
- Cyril Leslie Woodward** was born on 17 October 1900 at Spalding, Lincolnshire and served aboard *Fisgard* from 29 July 1916. Having earned his L.S. & G.C. Medal on 26 October 1933, he served aboard *Impulsive* from 29 January 1938 (NGS Palestine). Woodward lost his life on 10 January 1941 when he was killed as a result of methyl chlorine poisoning.
- Albert Edward Garrett** was born on 26 June 1902 at Portsmouth and joined the Royal Marine Artillery on 21 January 1922. Having been awarded his L.S. & G.C. Medal on 20 March 1937, he served aboard *Revenge* from 25 August 1939-23 November 1943, when his term of service ended. Remaining in service afterwards, he was finally released on 29 October 1945.
- Frederick Richard Ward** was born on 14 March 1903 at Portsmouth and was a labourer upon joining the Royal Navy as Boy 1st Class on 2 September 1920. Having passed for submarines in the 1920s, he earned his L.S. & G.C. Medal on 21 March 1936, he was invalided from the service as a result of breaking his right fibia in July 1938. Having recovered he was back in service during the Second World War but was again invalided due to his old injury on 11 May 1940.
- 180 Royal Navy L.S. & G.C. (3), G.V.I.R. (2) (**MX.47683 G. Gregg. C.E.A. H.M.S. Defiance.; LX.20467 F. A. Smith. O.C.1. H.M.S. Orion.**); E.II.R. (**FX.87516 I. J. Cleave. A.A.1. H.M.S. Falcon**), *second with officially re-impressed naming, very fine* (3) £60-80
- George Gregg** was born on 17 February 1913 at Devonport. Having joined the Royal Navy on 17 February 19131 and was awarded his L.S. & G.C. Medal on 19 February 1946.
- Frederick Austen Smith** was born on 26 September 1907 at Southsea and was a blacksmith upon his joining the Royal Navy on 26 November 1926. He was awarded his L.S. & G.C. Medal on 8 September 1941, not long after *Orion* had served at the Battle of Cape Matapan.
- 181 Royal Navy L.S. & G.C., G.V.I.R. (**RMB.X.187 J. Collier. Mus. R.M.B.**), *good very fine* £50-70
- Musician, Royal Marines Band.
- 182 Royal Fleet Reserve L.S. & G.C. (3), G.V.R., Admiral's bust (**311489 (P.O. B. 6666) F. W. S. Read. L. Sto. R.F.R.**); G.V.R., coinage head (**SS.82038 (PO.B. 17792) G. B. H. D. Short. A.B. R.F.R.**); G.V.I.R. (**K.66144 (P.O. B. 19570) W. G. Evans. S.P.O. R.F.R.**), last mounted as worn, *second with service numbers re-impressed, very fine* (3) £50-70
- Frederick William Stephen Read** was born on 5 March 1889 at Southampton and was a deck boy upon his joining the Royal Navy on 4 April 1907. He served during the Great War aboard *Sappho*, 14 August 1914-30 June 1916 and *Castor*, 30 June-1 August 1918.
- George Bennet Horace Dennis Short** was born on 24 November 1900 at Pokesdown, Hampshire and was a laundry boy upon his joining the Royal Navy on 24 November 1917. He served aboard *Powerful* and *Donegal* before the end of the Great War. He served at RNAS Bermuda (H.M.S. *Malabar*) from 29 May 1941 and it was also noted he served in the Merchant Navy.
- Wilfred George Evans** was born on 3 December 1906 at Portsmouth and was a labourer upon his joining the Royal Navy on 1 May 1925. He was invalided from the service on 19 November 1946.
- 183 Royal Naval Reserve L.S. & G.C. (4), E.VII.R. (**E.1736 J. S. Lewin, Sean. 1Cl., R.N.R.**); G.V.R., 1st issue (**Q.C.132. J. T. Street, Q. Sea. R.N.R.; 4971 D., F. S. Spicer L.S. R.N.R.; U.2181. J. R. Murphy. Sto. R.N.R.**), *the first with officially re-impressed naming, one or two other official corrections, very fine* (4) £80-120
- 184 Pair: **Chief Writer A. P. Lewis, Royal Navy**
- Naval General Service 1915-62, 1 clasp, Persian Gulf 1909-1914 (342294. A. P. Lewis. 1st Wr. H.M.S. *Espiegle*.); Royal Navy L.S. & G.C., G.V.R. (342294. A. P. Lewis. Ch. Writer. H.M.S. *Diligence*.), *one or two edge bruises, otherwise good very fine* (2) £140-180
- Alfred Percy Lewis** was born at Plymouth on 4 June 1883 and was a schoolboy upon his joining the Royal Navy on 4 June 1901. Having seen active service in the Persian Gulf aboard *Espiegle*, he served on the depot ship *Diligence* from 15 November 1915-10 June 1918, being awarded his L.S. & G.C. Medal on 8 June 1916. Lewis was shore pensioned on 8 June 1923.

- 185      Three: **Able Seaman G. Kennard, Royal Naval Volunteer Reserve, late Howe Battalion, Royal Naval Division, who earned a 1914 Star and died in unusual circumstances on 16 December 1916**
- 1914 Star (SX.5/171. G. Kennard, A.B., R.N.V.R.. Howe Btt. R.N.D.); British War and Victory Medals (S.5-171 G. Kennard. A.B. R.N.V.R.), *traces of adhesive to the VM, otherwise good very fine* (3) £160-200
- George Kennard** was born on 19 June 1893 and lived at 91 Battleford Road, St Leonards-on-Sea. He was a painter upon his enlistment in the Sussex Division, Royal Naval Division on 25 August 1910. Having earned his 1914 Star, Kennard was serving aboard *Virginian* when discharged dead on 16 December 1916. His Service Record notes:
- ‘Found dead in grading dock, Liverpool. Apparently accidentally fallen into dock during fog.’
- Kennard is buried in the Liverpool (Anfield) Cemetery.
- 186      Three: **Lieutenant J. Miles, Royal Navy, a Commissioned Gunner**
- 1914-15 Star (J.1699, J. Miles, P.O., R.N.); British War and Victory Medals (Gnr. J. Miles. R.N.), *good very fine* (3) £60-80
- John Miles** was born at Tottenham on 15 November 1890 and was a railway clerk upon his joining the Royal Navy on 15 November 1908. He joined *Cadmus* on her recommissioning at Hong Kong on 18 October 1912. She remained on the China Station during the Great War, in November 1914 arriving at Direction Island after the battle between *Emden* and *Sydney* to bury the sailors killed in action. Miles remained with her until 10 January 1916 and would have shared in the Singapore Sepoy Mutiny of February 1915, when the crew was involved in capturing the mutineers.
- Miles was made Gunner from 7 March 1917 and posted to *Oak*, for Torpedo duties. He then joined *Malaya* in February 1918 in an identical posting.
- After the Great War, he saw postings aboard *Whirlwind*, *Tower* and *Tetrach*. Having been appointed Lieutenant, Miles was discharged medically unfit on 5 April 1931 and died on 25 April 1946.
- 187      Three: **Ordinary Seaman E. A. R. Hambly, Royal Navy**
- 1914-15 Star (J.31817, E. A. R. Hambly, Boy. 1., R.N.); British War and Victory Medals (J.31817 E. A. R. Hambly. Ord. R.N.), *nearly extremely fine* (3) £40-60
- Ernest Alfred Reuben Hambly** was born at Leyton, Essex on 5 June 1898 and was an office boy upon his joining the Royal Navy on 5 June 1914. He served aboard *Orion* from 8 February 1915-26 March 1917. She saw action during the Battle of Jutland as the lead ship of the 2nd Division and was the fifth ship from the head of the Battle. In the early stages of the Battle she fired four salvos of armour-piercing, capped shells from her main guns at the *Markgraf* at 1832hrs, scoring one hit that knocked out a 5.9” gun and killed or disabled its crew. About 1915hrs, she engaged *Lützow* at about 19,000yds with six salvos of APC shells and claimed to straddle her with the last two salvos. These last salvos were actually fired at the destroyer *G38* which was screening the battlecruiser and laying a smoke screen. *Lützow* was also fired at by *Monarch* during this time and was hit five times between the sisters. They knocked out two of her main guns, temporarily knocked out the power to the sternmost turret as well as causing a fair amount of flooding. This was the last time that *Orion* fired her guns during the battle, having expended a total of 51 13.5” APC shells.
- Hambly was invalided from the Royal Navy with a tumour on 18 October 1917.



1914-15 Star (J.34862 E. G. Bloomfield. Boy.1. R.N.); British War and Victory Medals (J.34865 E. G. Bloomfield. A.B. R.N.), mounted as worn, *polished, fine* (3)

£60-80



**Ernest Christian Bloomfield** was born on 14 April 1898 at Woking, Surrey and was a milk boy upon his joining the Royal Navy on 24 February 1915. Having trained in *Powerful*, he served aboard *Minerva* from 18 June 1915-31 December 1917, which would have seen Bloomfield serve off Gallipoli during the operations at Suvla Bay in August 1915. Having finished the Great War aboard *Viking*, Bloomfield served aboard the submarine *M-1* from 9 February 1922-15 November 1924. Having been launched on 9 July 1917, *M-1* was fitted with a 12" gun, normally fired using a simple bead sight at periscope depth with only the barrel above the waterline. Despite this novel fitting, it resulted in damage to the muzzle when it was fired in 1923, as a result of water leaking into the barrel. Bloomfield purchased his discharge - at cost of £24 - on 15 November 1924, joining the Royal Fleet Reserve. It seems a lucky escape, for *M-1* sank with loss of 69 hands in the Channel, when she struck the Swedish *Vidar* just over a year later on 12 November 1925. A diving team led by Innes McCartney discovered her wreck in 1999 at a depth of 73 metres. Later that year, Richard Larn and a BBC TV documentary crew visited the wreck, and the resulting film was broadcast in March 2000. The discovery of the wreck showed the collision tore the gun from the hull and water flooded the interior through the open loading hole. Bloomfield's comrades appear to have tried to escape by flooding the interior and opening the escape hatch, but their bodies were never found.

## 189 Four: Chief Stoker G. Northover, Royal Navy

1914-15 Star (305209. G. Northover. S.P.O., R.N.); British War and Victory Medals (305209. G. Northover. S.P.O. R.N.); Royal Navy L.S. & G.C., G.V.R. (305209 George Northover S.P.O. H.M.S. Victory.), mounted as worn, *nearly very fine* (4)

£80-120

**George Northover** was born on 30 June 1881 at Bridport and was a labourer upon his joining the Royal Navy on 27 October 1903. Having seen varied service, upon the outbreak of the Great War he was with the Eastern Sunderland Battalion from 16 April 1914-8 February 1915. He joined the books of *Spanker* from 22 March 1915-3 September 1917, thence aboard *Lord Landsdowne* from 4 September-31 December 1917 and finally aboard *Nesmar*. Having earned his L.S. & G.C. Medal on 3 November 1918, Northover was advanced Chief Stoker on 1 April 1919. He served on various vessels into the 1920s, he was shore pensioned on 26 October 1925.

## 190 Four: Chief Petty Officer Cook H. C. Perrett, Royal Navy

1914-15 Star (357652. H. C. Perrett, Ch. Sh. Ck., R.N.); British War and Victory Medals (357652 H. C. Perrett. Ch. Sh. Ck. R.N.); Royal Navy L.S. & G.C., G.V.R. (357652. H. C. Perrett. Ch. Sh. Ck. H.M.S. Neptune.), mounted as worn, *very fine* (4)

£100-140

**Harry Charles Perrett** was born at Weymouth on 12 July 1882 and was a milkman upon his joining the Royal Navy on 11 August 1899. He joined H.M.S. *Neptune* on 26 January 1913 and served with her until 31 January 1919. Having risen to Acting Chief Ship's Cook on 10 July 1914, he served in that rating during the Battle of Jutland, 31 May 1916, when *Neptune* was under the command of Captain Bernard. *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.'

Perrett had been awarded his L.S. & G.C. Medal on 25 February 1916, was advanced Chief Petty Officer Cook on 7 March 1919 and was shore pensioned on 23 April 1924.

The awards of his gallant CO, Admiral V. H. G. Bernard, who was awarded a 'mention' and a Russian Order of St Anne for the Battle, were sold in these rooms in April 2020.

191 Four: **Blacksmith J. W. Burton, Royal Navy**

1914-15 Star (341023. J. W. Burton. Blk., R.N.0; British War and Victory Medals (341023 J. W. Burton. Blk.I. R.N.); Royal Navy L.S. & G.C., E.VII.R. (341023 J. W. Burton. Blacksmith, H.M.S. St. Vincent.), mounted as worn, *very fine* (4)

£100-140

**John William Burton** was born at Uplyme, Devon on 27 January 1877 and was a blacksmith upon his joining the Royal Navy on 1 November 1895. Having earned his L.S. & G.C. Medal on 8 October 1910, he served aboard *Amethyst* from 1 October 1913-24 October 1914, which would have included the Battle of Heligoland Bight. He joined *Fisgard* from 25 October-24 December 1914, before *Inconstant* from 25 December 1914-1 March 1919, which would have seen Burton participate at the Battle of Jutland on 31 May 1915.

192 Four: **Acting Petty Officer F. C. Lyne, Royal Navy**

1914-15 Star (J.5965. F. C. Lyne. A.B. R.N.); British War and Victory Medals (J.5965 F. C. Lyne. A.B. R.N.); Royal Navy L.S. & G.C., G.V.R. (J.5965. F. C. Lyne. L.S. H.M.S. Coventry), mounted as worn, *heavy contact wear and pitting, fair* (4)

£70-90

**Fred Collon Lyne** was born in Portsmouth on 12 October 1892 and was a billiard marker upon his joining the Royal Navy on 12 October 1910. During the Great War, besides shore postings, he served aboard *Monarch*, 7 April 1914-16 February 1916. This service included engaging the German raiders during the Bombardment of Scarborough, Hartlepool, and Whitby. She also served at the Battle of Jutland, when *Monarch* fired three salvos of armour-piercing, capped shells from her main guns at a group of five battleships at 1832hrs, scoring one hit on the dreadnought *König* that knocked out a 5.9" gun, temporarily disabled three boilers and starting several small fires. At 1914hrs, she engaged the *Lützow* at about 18,000yds with five salvos of APC shells and claimed to straddle her with the last two salvos. *Lützow* was also fired at by *Orion* during this time and was hit five times between the sisters. They knocked out two of her main guns, temporarily knocked out the power to the sternmost turret and caused a fair amount of flooding. This was the last time that *Monarch* fired her guns during the battle, having expended a total of 53 13.5" shells.

Having been awarded his L.S. & G.C. Medal on 5 December 1925, Lyne was shore pensioned on 12 October 1932; sold together with bullion and cloth Badge.

193 Five: **Stoker Petty Officer A. Brown, Royal Navy**

1914-15 Star (K.23751. A. Brown. Sto. 2. R.N.); British War and Victory Medals (K.23751. A. Brown. L. Sto. R.N.); Jubilee 1935; Royal Navy L.S. & G.C., G.V.R. (K.23751 A. Brown. S.P.O. H.M.S. Pembroke.), mounted as worn, *contact marks, worn, fair* (5)

£70-90

**Aubrey Brown** was born at High Wycombe on 29 December 1896 and was a gardener upon his joining the Royal Navy on 28 December 1914, stating his date of birth as 20 December. He served aboard *Forward* from 3 June 1915-20 July 1918, ending the Great War as a Leading Stoker. Having remained in the service, Brown was awarded his L.S. & G.C. Medal on 18 March 1930, the Jubilee Medal of 1935 and was shore pensioned on 27 December 1936.

Upon the outbreak of the Second World War, Brown returned to the fold and began his service at *Badger* at Harwich, shore base for submarines and the Coastal Forces. He moved onto *Beehive*, the Coastal Forces shore base from 1 July 1940, *Rooke* from 7 August 1940 and also *Kestrel*. Having been advanced Chief Stoker, Brown was released on 5 October 1945.



## 194 Five: Chief Petty Officer J. P. Hall, Royal Navy

1914-15 Star (J.22913, J. P. Hall. Ord., R.N.); British War and Victory Medals (J.22913 J. P. Hall. L.S. R.N.); Coronation 1937; Royal Navy L.S. & G.C., G.V.R. (J.22913 J. P. Hall, P.O, H.M.S. Pembroke.), *polished overall, nearly very fine* (5)

£100-140

**John Park Hall** was born at Norwich on 18 May 1897 and was a gardener upon his joining the Royal Navy on 18 May 1913. During the Great War Hall saw service aboard *Implacable* from 26 August 1914-18 April 1916. She played a key role in the actions on Gallipoli and off X Beach late on 24 April. Having crept in, she started sending men ashore at 0400hrs, under cover of a bombardment. In the course of the bombardment, she fired 20 x 12" shells and 368 x 6" shells. It is no surprise the landing beach was named 'Implacable Beach.'

Over the course of the following days, *Implacable* continued to bombard Ottoman positions around the landing beaches. As Ottoman forces began to gather at Krithia to launch a counterattack against Y Beach on 26 April, *Implacable* opened a heavy bombardment that completely dispersed the enemy. Two days later, she was again off X Beach, bombarding troop concentrations during the First Battle of Krithia. She helped to break up an Ottoman attack on Y Beach on the night of 1 May and supported an unsuccessful British and ANZAC attack on Krithia five days later, the Second Battle of Krithia.

Hall joined *Courageous* from 16 November 1916-29 May 1918, which included served at the Second Battle of Heligoland Bight, firing 92 x 15" shells and 180 x 4" shells. Remaining in the Royal Navy, he was awarded his L.S. & G.C. Medal on 22 May 1930 and the 1937 Coronation Medal, before being pensioned on 17 May 1937. Recalled for the Second World War, he served at *Cochrane* (MTE) from 24 January 1940-13 April 1941 and was invalided on 4 December 1943.

## 195 Five: Chief Shipwright J. J. Saints, Royal Navy

1914-15 Star (167182, J. J. Saints. Ch. Shpt., R.N.); British War and Victory Medals (167182 J. J. Saints. Ch. Shpt.2. R.N.); Royal Navy L.S. & G.C., E.VII.R. (167182 J. J. Saints, Ch. Carp. Mte, H.M.S. Hampshire.); Italy, Kingdom, Messina Earthquake Medal 1908, silver, unnamed as issued, *good very fine* (5)

£100-140

**Joseph James Saints** was born at Portsmouth on 17 November 1872 and was a shipwright upon his joining the Royal Navy on 6 June 1892. Having been awarded his L.S. & G.C. Medal on 26 June 1908, he served aboard the Hospital Ship *Plassy* from 28 August 1914-9 May 1918. It was *Plassy* who took on 192 casualties from *Lion* and *Princess Royal* after the Battle of Jutland. Saints was discharged on 15 September 1919.

## 196 Six: 2nd Hand B. A. Mitchell, Royal Naval Reserve

1914-15 Star (S.D.28. B. A. Mitchell. D.H., R.N.R.); British War and Victory Medals, with M.I.D. oak leaves (28S.D. B. A. Mitchell 2 HD. R.N.R.); Mercantile Marine War Medal 1914-18 (B. A. Mitchell), *unofficially engraved naming*; Defence and War Medals 1939-45, mounted as worn, *very fine* (6)

£60-80

**Bertram Arthur Mitchell** was born at Milton Abbas, Dorset on 23 January 1896 who enlisted in the Royal Naval Reserve on 21 April 1915. Appointed from *Maggie* to the drifter *New Dawn* from 31 August 1915, Mitchell joined *Monty* from 19 March 1918. He was duly awarded a 'mention' in respect of minesweeping work (*London Gazette* 17 April 1918, refers). Having also served aboard *Christobel* from 17 July 1918, Mitchell also appears to have returned to the fold during the Second World War.

197

Eight: **Petty Officer E. W. Pederson, Royal Navy, a long-served Submariner who returned to the fold during the Second World War, who earned a 'mention' and was killed in action when H.M.S. *Chakdina* was torpedoed on 5 December 1941, aged 46**

1914-15 Star (J.11564. E. W. Pederson. A.B., R.N.); British War and Victory Medals (J.11564 E. W. Pederson. L.S. R.N.); 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45, with M.I.D. oak leaf; Royal Navy L.S. & G.C., G.V.R. (J.11564 E. W. Pederson. P.O. H.M.S. *Defiance.*), *good very fine* (8)

£180-220

**Ernest William Pederson** was born on 7 February 1895 at Southwark and was an office boy upon his joining the Royal Navy on 15 March 1911. He served aboard *Bellerophon* from 2 May 1912-9 January 1915 and was aboard her when the Grand Fleet sortied during the German raid on Scarborough, Hartlepool and Whitby on 16 December 1914. Having volunteered for submarines, he joined *Dolphin* from 20 May-7 June 1915, then *Arrogant* from 8 June-30 September 1915, before joining *C-17* from 1 October 1915-13 July 1917. He was transferred to the books of *E-27* from 14 July-3 September 1917, before coming ashore. A second tour in *E-27* lasted from 13 February-2 May 1918. Pederson remained in the submarine service long into the 1920s, earning his L.S. & G.C. Medal on 27 March 1928. He was pensioned on 6 February 1935 and demobilised on 2 October.

Upon the outbreak of the Second World War, experience hands like Pederson were called for. He served aboard the aircraft carrier *Hermes* from 23 August 1939-17 June 1941, earning a 'mention' in the process (*London Gazette* 1 January 1941, refers. As per ADM 363/154/137).

Pederson, now a Petty Officer, joined H.M.S. *Chakdina* on 18 June 1941. *New Zealand Medical Services in Middle East and Italy* takes up the fateful events on 5 December 1941:

'Two ships with two escort vessels left Tobruk for Alexandria at 5.30p.m. The larger of the two, the *Chakdina*, under arrangements made by ADMS Tobruk, Colonel Fulton, carried 380 wounded, including 97 New Zealanders. These wounded had been held up inside Tobruk and the decision had been made to evacuate them by sea to base hospitals in Egypt. Most of the ninety-seven wounded New Zealanders on board were stretcher cases and were put in the aft hold between decks.

Just as the moon was rising, a little after nine o'clock, the *Chakdina*, which was not a hospital ship, was attacked by a torpedo-carrying aircraft. Approaching at a height of barely 50 feet, the plane released a torpedo which exploded in one of the aft holds. Immediately the ship began to sink by the stern and in three and a half minutes it had disappeared.

Of those below deck—for the most part prisoners and the seriously wounded—few were able to escape. The men on deck had a better chance of fending for themselves, but many, too, were drowned, some by the upsetting of lifeboats, others by the suction of the sinking ship. For the wounded trapped in the aft hold there was small chance of escape, but there were several remarkable escapes when the exploding boilers caused an upward surge of water that thrust some to the surface. These and others were picked up by ships of the convoy which carried out rescue work for two hours despite continued air attacks.'

Pederson, who left his wife Ada, who was living at Harrow, is commemorated upon the Plymouth Naval Memorial.

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Three: **Chief Armourer H. W. Downer, Royal Navy**

British War and Victory Medals (340962 H. W. Downer. Ch. Amr. R.N.); Royal Navy L.S. & G.C., E.VII.R. (340962 H. W. Downer, Ch. Armourer, H.M.S. *Cormorant*), *good very fine* (3)

£80-120

**Henry William Downer** was born at Portsea on 31 December 1874 and was a coachsmith upon his entry to the Royal Navy on 9 November 1895. Having been appointed Chief Armourer aboard *Indefatigable* on 1 July 1909, he served mainly from *Excellent* during the Great War, besides stints aboard *Minotaur*, 23 January-28 February 1916 and *Attentive*, 22 March-6 August 1916. Downer was discharged on 28 January 1919.

199

Three: **Sapper A. C. Pearce, Royal Engineers, late Mercantile Marine**

British War and Victory Medals (295945 Spr. A. C. Pearce. R.E.); Mercantile Marine War Medal 1914-18 (Arthur C. Pearce), mounted as worn, *good very fine* (3)

£40-60

**Arthur Clement Pearce** was born on 6 November 1898 at Sandwich, Kent. By 1911, he was a schoolboy living with his parents and family at 20 Portland Place, Dover. He served with the Mercantile Marine and the Royal Engineers during the Great War.

200 Eight: **Boatswain E. R. Allen, Royal Navy**

British War and Victory Medals (J.80374 E. R. Allen. Boy.1. R.N.); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Italy Star; War Medal 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.R. (J.80374 (Ch.B.22338) E. R. Allen A,B, R.F.R.), mounted as worn, *nearly very fine* (8)

£70-90

**Edward Rex Allen** was born at Bloomsbury, London on 3 April 1902 and entered the Royal Navy from the Training Ship *Warspite* on 30 October 1917. *Warspite* was lent to the Marine Society by the Admiralty and housed up to 500 boys, who by 1911 could be taken from the age of 14, so long as they stood at 4ft11inches without shoes. Allen went to *Impregnable* and thence joined *Queen Elizabeth* on 20 June 1917, serving aboard her until 17 September 1920.

Having remained in the Royal Navy, Allen joined the Royal Fleet Reserve on 3 April 1932. He was recalled on 28 September 1938 and during the Second World War served aboard *Skipjack*, 7 September-2 November 1939, *Mercury*, 16 November-1 December 1940 and *Blyth* from 1 April 1941. Allen had a case of fraud against him on 2 January 1942, but was confirmed as Petty Officer (Boatswain) on 18 May 1943. He was released on 9 October 1945.

201 Nine: **Steward J. Pine, Royal Navy**

British War and Victory Medals (J.85723 J. Pine. Ord. R.N.); 1939-45 Star; Atlantic Star, clasp, France & Germany; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R. (L.15110 J. Pine. Std. H.M.S. Excellent.), mounted as worn, *first two fair, remainder very fine* (9)

£70-90

**Joseph Pine** was born at Cork on 3 June 1900 and was a kitchen worker upon his joining the Royal Navy on 27 February 1918. Having earned his L.S. & G.C. Medal on 14 December 1934, Pine served aboard the *Manchester City* from 5-25 October 1939.

202 Ten: **Able Seaman R. Hamilton, Royal Navy**

British War and Victory Medals (J.92490 R. Hamilton. Boy.2. R.N.); 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.R. (J.92490 (Dev. B.15199) R. Hamilton. A.B. R.F.R.); Special Constabulary Long Service, E.II.R. (Robert Hamilton); Imperial Service Medal, E.II.R. (Robert Hamilton), mounted as worn, *very fine* (10)

£140-180

**Robert Hamilton** was born at Glasgow on 5 October 1902 and was an apprentice carpenter upon his joining the Royal Navy on 19 September. Having seen service as Boy 2nd Class aboard *Impregnable* before the end of the Great War, Hamilton was aboard *Albatross* from 24 August 1939-10 May 1941. Having also served at *Lochinvar*, Hamilton was posted to the Reserve List on 1 December 1942. The Ministry of Labour approved his release in order that he join the R.M. P.S.R. at R.M.P. Rosythe.

203 Six: **Stoker W. T. Smith, Royal Navy**

Naval General Service 1915-62, 1 clasp, Palestine 1936-39 (K.X.84029 W. T. Smith. Sto.1. R.N.); 1939-45 Star; Atlantic Star, clasp, France & Germany; Africa Star; Italy Star; Defence Medal 1939-45, mounted as worn, *good very fine* (6)

£70-90

Given the long association to Coastal Forces of our vendor and the combination of awards, it seems possible Stoker Smith was a member of Coastal Forces.

204 Four: **Stoker Petty Officer C. Arthur, Royal Navy**

1939-45 Star; Atlantic Star, clasp, France & Germany; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (KX.80846 C. Arthur. S.P.O. H.M.S. Kenilworth. Castle.), mounted as worn, *very fine* (4)

£60-80

H.M.S. *Kenilworth Castle* was commissioned on 14 November 1943 and was a convoy escort corvette. She shared in the sinking of the *U-744*, 6 March 1944 and *U-1200*, 11 November 1944 before being scrapped in June 1956. Her bell was gifted to The Bugle Inn, Yarmouth, Isle of Wight.



205

A rare Second World War Coastal Forces D.S.C. and Bar group of five attributed to Lieutenant J. A. Wolfe, Royal Naval Volunteer Reserve, a gallant skipper of the famous 21st M.T.B. Flotilla

Described by his Senior Officer as being 'cool, courageous and the best dressed Officer at sea in short M.T.B.s', Wolfe undoubtedly made his mark as C.O. of M.T.B. 232 in a string of close encounters of the hair-raising kind in 1944



Distinguished Service Cross, the reverse officially dated '1944' and privately inscribed 'Lt. J. A. Wolfe M.T.B. 232', with Second Award Bar, officially dated '1945'; 1939-45 Star; Atlantic Star; Africa Star; War Medal 1939-45, *good very fine* (5)

£1,200-1,500

D.S.C. *London Gazette* 1 August 1944. The original recommendation states:

'As Commanding Officer of a 21st M.T.B. Flotilla boat, he has taken part in 40 successful minelaying operations in close proximity to the enemy coast, in addition to having been in action in torpedo attacks on enemy convoys on four occasions in the Nore Command. His resoluteness and calm courage have in no small measure material assistance in controlling the large formations of Boats taking part in the operations and completing them successfully. He has set a fine example to his fellow officers by his keenness, courage and devotion to duty.

During the past year he has participated in several actions against the enemy as Commanding Officer of M.T.B. 232 and has always conducted himself in the highest traditions of the service. He has been extremely unfortunate in not achieving more material success, especially in his last action against an enemy convoy off Terschelling in March last, when he pressed home a torpedo attack to close range in adverse conditions, only to be frustrated of a certain hit by both torpedoes misfiring.'

Bar to D.S.C. *London Gazette* 2 January 1945. The original recommendation for the action off the Dutch Coast on 14/15 September 1944 states:

'Lieutenant Wolfe as a divisional leader to Lieutenant MacDonald led the 2nd Division from seaward to the attack against this very heavily escorted convoy. Under heavy enemy fire he pressed forward his attack through the escort against the larger of two merchant vessels illuminated by the rocket flares he had called for from the 1st Division under Lieutenant MacDonald.

This zone attack, resulted in two torpedo hits and the destruction of the target.

Lieutenant Wolfe has taken part in many successful actions in Lieutenant MacDonald's Flotilla. Cool, courageous and the best dressed Officer at sea in short M.T.B.'s.'



*Officers of the 21st M.T.B. Flotilla at Lowestoft, 1944*

**John Alfred Wolfe** was commissioned Probationary Sub. Lieutenant in the Royal Naval Volunteer Reserve (R.N.V.R.) in February 1940 and joined Coastal Forces that summer, when he assumed command of M.T.B. 107 at Felixstowe. Having then served at Mosquito, the Coastal Force base at Alexandria, he returned to the U.K. to take command of M.T.B. 232 in September 1943. Here, then, the commencement of his operational career in the famous 21st M.T.B. Flotilla, commanded by Lieutenant G. J. 'Mac' Macdonald, D.S.O., D.S.C. and 2 Bars, Royal New Zealand Volunteer Reserve.

Wolfe's opening action - the first fought by the 21st Flotilla under MacDonald's command - took place off Ymuiden on 6 March 1944: it proved to be a successful encounter with enemy armed trawlers and is referred to in the recommendation for his D.S.C.

Between then and his leaving 232 for pastures new in early 1944, Wolfe was to witness many more memorable clashes of a Coastal Forces nature, winning a brace of D.S.C.s over a five-month period.

One of these subsequent actions is best summarised by *Home Waters MTBs and MGBs at War 1939-45*, by Leonard Reynolds:

'News came through of a particularly fine action off Terschelling involving the 21st Flotilla, now led by Lt. G. J. MacDonald, at twenty-one the youngest flotilla leader S.O. ever appointed. He had been tireless in his patrolling but targets since the invasion had dried up. On the night of 4-5 July [1944] he took out a five-boat unit, with 234 now back in the lead, followed by 224, 225, 232 [Wolfe] and 244. They found a convoy by radar, tracked it and then attacked. The strong escort fought them off, and the convoy was led into the safe harbour at West Gat. MacDonald split his force into two divisions and continued to search, and his group met a second convoy upon which they made a zone attack with a spread of torpedoes at 1,000 yards. One coaster was hit and left in flames. The second division then attacked individually from inshore and claimed a hit on one of the escorts at 1,800 yards.

MacDonald thought that these two could be regarded as sunk, and this was confirmed by air reconnaissance. Surprisingly, enemy radio admitted that in fact two vessels had been sunk. MacDonald was awarded a D.S.O. to add to the D.S.C. and two Bars already won during the previous two years of constant patrolling and action.'

The 21st Flotilla was back in action off Scheveningen on the night of the 20-21 July:

‘MacDonald in 234, with 224 (A.J. Lee), formed Division 1 and 225 (Gill) and 232 (Wolfe) were Division 2. A patrol of trawlers was detected and attacked, using the classic method of approaching from opposite sides with coordinated timing of zone attacks. The second division was first to record a hit, while the first group had to make a second approach but they believed they too had secured a hit, judging by the concussion felt by all of the boats. CCR pistols were once again a boon: throughout Coastal Forces there was an air of disbelief that a weapon which brought such an immediate increase in the success rate of torpedo firing should have been so long in arriving because of development problems’ (ibid).

As cited above, Wolfe was awarded a Bar to his D.S.C. for an action off the Dutch coast on the night of 14-15 September 1944:

‘On 14-15 September [1944], MacDonald in 234 led seven boats to patrol Terschilling: five of his own flotilla (234, 233, 232 [Wolfe], 223 and 244), and two of the 22nd (83 and 88). As meticulous as ever in his observation and judgement, he embarked on a lengthy stalk of a convoy to establish its size, course and speed, and then decided to take the first division to the inshore side to make the opening attack. This led to early detection and a fierce response from the heavy escort, causing him to move away temporarily. But as he had hoped, the second division, led by John Wolfe in 232, had not been sighted and were able to make a zone attack from seaward, securing two hits on a 2,000-ton merchant vessel at 1,500 yards. As ever, MacDonald was not content to leave it at that, and he made a second attack from inshore. The spread of torpedoes from his boats was skilfully avoided by the trawlers of the escort, and no hits were obtained. It had been a copybook action involving careful plotting, a two-sided attack and zone firing - all regarded as best practice at the time, and it deserved more success’ (ibid).

Wolfe’s second D.S.C. may also have been attributable to his final action as C.O. of 232:

‘On the same night [8-9 October 1944] further north, off Texel, MacDonald took a patrol from the 21st and 22nd Flotillas, very similar in composition to the group which had sunk a merchant ship in September off Terschilling. They were equally successful, with an M Class minesweeper being sunk in a zone attack by the second division, consisting of 83 and 88 of the 22nd Flotilla. Jack Coombs of 83 and his Coxswain P.O. L. W. Pratt were both decorated, as were John Wolfe and the Coxswain of 232’ (ibid).

Wolfe, who ended the war in command of M.T.B. 387, received his D.S.C. at a Buckingham Palace investiture on 7 November 1944 and was likewise presented with his Bar on 10 July 1945.



206 *'Over the R./T., Lieutenant Buller, the C.O. of M.T.B. 666, called up Gemmell. His plight was desperate, yet he spoke casually and seemed so unconcerned that it sounded as if he was telephoning a friend ashore. On the bridge we listened to him (the message was amplified for all to hear) reporting in his usual matter-of-fact tone, "I'm in a bad way, with all engines disabled. I've lost some men over the side and am preparing to abandon ship. I've destroyed the CBs [Confidential Books]. I've got one of the blighters snooping around my stern, and another steaming up the starboard side ..."*

Able Seaman Randall Tomlinson recalls the desperate plight of M.T.B. 666 on the night of 4-5 July 1944; see *Dog Boats at War*, by Leonard C. Reynolds, O.B.E., D.S.C.

The well-documented and outstanding Second World War Coastal Forces' D.S.C. group of six awarded to Lieutenant-Commander D. N. Buller, Royal Naval Volunteer Reserve

The gallant C.O. of M.T.B. 666 - 'All The Sixes' - he commenced his command with a spate of operations out of Lerwick in late 1943, among them a 'cloak and dagger' job in which he delivered radio equipment to agents on the Norwegian coast. On a similar mission, after lying-up under camouflage for 24 hours, 666 returned home with a brace of Christmas trees lashed to her deck, gifts from the Norwegian Resistance for Winston Churchill and the young princesses Elizabeth and Margaret

On coming south to Lowestoft in early 1944, Buller and 666 were quickly in action off the Dutch coast, one such nocturnal outing in early June resulting in the destruction of four enemy vessels and the award of his D.S.C.

However, as cited above, 666's luck finally ran out in a ferocious firefight off Ymuiden on the night of 4-5 July 1944, when she was hit by a 37mm. shell in her engine room and set alight - stopped, helpless and with no power for her gun turrets - she was then raked by 88mm. fire at point blank range: Buller gave the order to abandon ship and, in common with his crew, some of them wounded, was fortunate indeed to be picked up an enemy armed trawler



Distinguished Service Cross, G.V.I.R., the reverse officially dated '1944' and additionally inscribed 'Lt. Cdr. D. N. Buller. R.N.V.R. H.M.M.T.B. 666'; 1939-45 Star, additionally inscribed 'Lt. Cdr. D. N. Buller. R.N.V.R. H.M.M.T.B. 666'; Atlantic Star, clasp, France and Germany; Africa Star; Defence and War Medals 1939-45, mounted for wear, *good very fine* (6)

£2,800-3,200

D.S.C. *London Gazette* 19 September 1944.



**Donald Napier Buller** was born in London on 3 December 1907, the son of George Cecil Buller, a wealthy jewellery merchant, and his wife Winifred, a famous aviatrix; she qualified for her flying licence at the Breguet Flying School, near Douai, in 1912 and, among other achievements, held the women's record for cross-country flying in England.

His parents having separated in 1914, Donald completed his education at Harrow, where he became head boy and excelled at squash racquets. He also became a keen yachtsman and joined the R.N.V.R. supplementary Reserve. Called-up in December 1939, he was commissioned as a Sub-Lieutenant and commanded a harbour defence patrol vessel from March 1940-May 1941, prior to taking command of a Motor Launch in an anti-submarine flotilla operating out of Freetown in West Africa; a Colonial Office passport issued to Buller at Gibraltar in August 1941 remains a mystery, but he is believed to have crossed the border into Spain.

*Norwegian waters - Cloak and Dagger - Christmas trees*

In late 1943, Buller took command of M.T.B. 666. *Dog Boats at War*, by Leonard C. Reynolds, O.B.E., D.S.C., takes up the story:

‘Another of the 58th Flotilla boats to arrive early at Lerwick was M.T.B. 666, commanded by Lt. D. N. Buller. On 13 December [1943], there was an urgent call for a boat to carry out a clandestine operation (known in the boats as ‘cloak and dagger’), and as no other boat was available, Buller found himself plunged in at the deep end on his first patrol in these waters. One-boat operations were, in fact, rare. It was a complete success: he landed fuel and radio equipment to agents, and brought back ten refugees.’

Reynolds continues:

‘The weather and winter seas were still the greatest threats in the minds of the crews. One morning in February 1944, M.T.B. 666 (still Lt. Buller) had been on patrol with M.T.B. 625 of the Norwegian Flotilla. They left the coast after an uneventful night in the Inner Leads, but were met by an appalling north-easterly gale and the boats were separated. A few miles off the Norwegian coast, 625’s keel was broken, and her forward compartments began to flood. Torpedoes were fired and ammunition thrown overboard to lighten the boat. During the night that followed the R.A.F. station at Sumburgh Head (the most southerly point of Shetland) recorded the amazing wind velocity of 130 m.p.h. 625 struggled westward and, kept afloat by the partially empty fuel tanks, hardly manoeuvrable and with only one engine running, she was beached in Shetland. She was wrecked in a salvage attempt some days later.

Meanwhile 666, leaking very badly, had managed to make Shetland and had found shelter in a tiny sheltered anchorage north of Lerwick; next day she was helped back to base. Her return passage had taken twenty-four hours longer than usual.’

On another occasion, after lying under camouflaged nets for 24 hours, 666 returned to Lerwick with a brace of Christmas trees lashed to her deck: they were a gift from the Norwegian Resistance, one of them intended for the young princesses Elizabeth and Margaret and the other for Winston Churchill.

#### *Home Waters - D.S.C.*

In March 1944, 666 and the 58th Flotilla came south to Lowestoft, and commenced a flurry of patrols off the Dutch coast. It was on just such a patrol on the night of 9-10 June that Buller won his D.S.C.

In the company of her consorts, 666 fought a major action against four armed trawlers and a gun coaster off Egmond. Of the six torpedoes fired by the flotilla, four found their mark, but 681 was hit by return fire and sank with a loss of three men. Nonetheless, with four enemy vessels destroyed, the action was deemed a success.

In addition to Buller’s D.S.C., 666’s crew won three D.S.M.s and three ‘mentions’ on the same occasion.

#### *Journey’s end - Loss of ‘All the Sixes’*

As cited above, it was on another patrol - on the night of 4-5 July - that 666 met her end in another ferocious firefight. Reynolds takes up the story:

‘There was one more momentous action in this period for the 58th Flotilla, with a bizarre ending. Although the action report is not available, there are two personal accounts of each phase and also a report from the Naval Historical Branch, with details compiled from access to German records:

The boats involved on 4-5 July were Gemmell in 687, 729 (Forman and his crew from 681, sunk only three weeks before), 723 (McDougall), 666 (Buller) and 684 (Storrie) - all long-standing CO’s in the 58th. At 0047 they made radar contact with enemy ships, and closed in until, by 0132, they were a mile and a half from Ymuiden. At 0214, a German patrol of Vps 1411 and 1415, with AFs 41 and 47 (Schelde Gun-boats) sighted them and opened fire with their 20-mm. and 37-mm. armament. Gemmell fired rockets and moved in for a torpedo attack, two boats (723 and 684) claiming hits on two targets. When they retired to regroup, they realized that 666 was not with them. The account by Randall Tomlinson, an A.B. on the bridge of the SO’s boat, records graphically the sequence of subsequent events:

‘Over the R./T., Lieutenant Buller, the C.O. of M.T.B. 666, called up Gemmell. His plight was desperate, yet he spoke casually and seemed so unconcerned that it sounded as if he was telephoning a friend ashore. On the bridge we listened to him (the message was amplified for all to hear) reporting in his usual matter-of-fact tone, “I’m in a bad way, with all engines disabled. I’ve lost some men over the side and am preparing to abandon ship. I’ve destroyed the CBs [Code Books]. I’ve got one of the blighters snooping around my stern, and another steaming up the starboard side ...”



Gemmell picked up the microphone and quietly gave orders to Buller and to the rest of the flotilla. "Hold on. We're coming in. I'll draw their fire while Archie [McDougall in 723] and 'Aspic' [Storrie in 684] will come alongside and take off your crew."

"Aspic, Roger, Out" and "Archie, Roger, Out" were the brief acknowledgments from the two COs. He led the other four boats in towards 666 and all hell let loose. Everyone was firing everything they'd got - tracer of every colour criss-crossing as the enemy's fire intensified.

I went to assist the 6-pounder crew, but they needed neither help or inspiration. Almost knee-deep in empty shell cases the lads had formed a human chain to pass up shells from the lockers below decks, as the ready-use boxes on deck had long since been emptied. As a crew we had all experienced heavy fire many times, but this was the fiercest ever, with many big calibre guns in addition to machine-guns, all now at really close range.

Reluctantly, Gemmell realized it was impossible to rescue our shipmates on the doomed 666, and even to save ourselves was now a serious problem. He grasped the microphone and called the flotilla - or rather what was left of it as only 723 and 729 were still close up in our wake astern. "Hallo Jackals, Hallo Jackals. It's too much, too much. Follow me, follow me." We turned away and increased to full speed. Almost at once I saw 723 just astern receive a direct hit on the bridge: a shower of red sparks burst amidships, she reeled, slowed, swung off course but regained station almost at once.

Gemmell grabbed the mike and yelled, "Hallo Archie. Are you OK?" A dazed voice came through, "No. We've had a direct hit on the bridge and it's a shambles. But we'll keep going."

The sad sequel to this came as we neared Lowestoft. 723 flashed up with the message, "Lieutenant McDougall has died." Gemmell was desolated. He had lost Don Buller and Archie McDougall - two old and trusted friends - in one night, and 666, one of his most reliable boats.'

As it transpired, 666 had the last laugh. She was taken in tow by the enemy and, at length, berthed in an E-Boat bunker at Ymuiden. By the following morning, her leaking fuel tanks had built up such a density of fumes that when a light was switched on in the bunker, it ignited with catastrophic results: one E-Boat was totally destroyed and another severely damaged.

For his own part - and having been picked up by a German armed trawler - Buller was incarcerated at Marlag 'O', from whence he endured the forced march to Lubeck in early 1945. Fourteen of his crew had been wounded in the action and two of them later died.

### *Postscript*

Following his repatriation, Buller remained on the strength of the 'Wavy Navy' until 1963, and otherwise enjoyed a successful career on the Stock Exchange. On his retirement, he and his wife sailed a 75-foot motor cruiser around the Mediterranean, prior to finally settling at Ashton-under-Hill, near Evesham. He died on 11 November 1993.

Sold with a quantity of original documentation, including:

- (i)  
The Sir John Cass Nautical School, letter of certification for the recipient completing the Coastal Yacht Master Course, dated 5 December 1939.
- (ii)  
Admiralty letter of notification for the recipient's appointment to the rank of Temporary Probationary Sub. Lieutenant, R.N.V.R., dated 15 December 1939.

(iii)

A series of ship 'flimsies', comprising *King Alfred* (January, 1940); H.M.S. *White Bear* (January to March, 1940); H.M.S. *Osprey* (June-July, 1940); H.M.M.L. 265 (November 1941 to January, 1943), a glowing report that describes the recipient as 'a good leader, possesses drive and initiative. Would make an excellent C.O. ...'; *Drake* (January to March 1943); and M.T.B. 666 (December 1943 to April 1944), once again with a glowing report, 'extremely energetic, and a good and courageous seaman.'

(iv)

A Naval Identity Card, with portrait photograph, dated 27 June 1940.

(v)

Three Naval Message forms (1940-41), one praising Buller's work for locating an underwater obstruction in the harbour defence patrol craft *Silver Grey*, together with a related watchkeeping certificate gained in the same vessel, dated 13 May 1941.

(vi)

A Spanish consular identity certificate / passport, to visit La Linea, San Roque and Algeciras, but without permission to stay overnight, with portrait photograph, dated 14 August 1941.

(vii)

Admiralty telegram informing the recipient's next of kin of his posting as 'missing in action', dated 6 July 1944.

(viii)

Two letters from one of his ratings, Richard Jolliff, D.S.M., written in May and July 1945, the first enthusing about the possibilities of 'getting another boat together ... I have to win the £5 which Dad bet me, to go to sea and get another gong if possible ...'; the second less so, 'I don't suppose I shall ever go to sea again [since] my nerves are shot to pieces ...'

(ix)

Admiralty letter informing the recipient of compensation to the tune of £52 for the loss of his kit in M.T.B. 666 but not for his 'leather waistcoat', which was deemed to be an article of private clothing.

(x)

Order of Release from Naval Service, dated 7 November 1945, together with related Admiralty letter, dated 10 April 1946.

(xi)

Admiralty Honours & Awards Branch, letter notifying the recipient that his D.S.C. will be forwarded to him by post, dated 18 December 1945.

(xii)

Admiralty letter notifying the recipient of his appointment as a Temporary Lieutenant-Commander on the Royal Naval Volunteer (Supplementary) Reserve (R.N.V.S.R.), dated 29 September 1947; together with R.N.V.S.R. Identity Card, with portrait photograph, dated 15 February 1961 and letter removing the recipient from the Active List on reaching the age of 55, dated 15 January 1963.

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A rare Second World War Coastal Forces Mediterranean operations D.S.M. group of six awarded to Able Seaman B. Colgan, Royal Navy, who was decorated for his services in M.T.B. 260 during Operation "Childhood", a raid mounted by the boats of the 10th M.T.B. Flotilla against Tripoli harbour on 20 January 1943



Distinguished Service Medal, G.VI.R. (ESDX.1189 B. Colgan. A.B.), officially impressed naming; 1939-45 Star; Atlantic Star; Africa Star; Italy Star; War Medal 1939-45, *good very fine* (6)

£1,400-1,800

Approximately 40 D.S.M.s were awarded to M.T.B. Petty Officers and ratings for actions in the Mediterranean during the Second World War.

D.S.M. *London Gazette* 24 August 1943. The original recommendation - which placed Colgan first in the Order of Merit - states:

'This man has been consistently good as gunlayer of the twin 0.5" Turret whenever his boat had been in action. On this occasion he showed outstanding skill and coolness throughout the action, which continued intermittently for five hours.'

**Bernard Colgan** likely joined M.T.B. 260 at Port Tewfik in early 1942, following her shipment direct from the U.S.A.; an Elco P.T. boat, she was part of the Lend-Lease Bill.

'They were splendid boats, each fitted with three 1250 b.h.p. Packard engines which gave them a speed of well over 40 knots. At 20 ft. they were beamy for their length, and they displaced 32 tons' (*Mediterranean MTBs at War*, by L.C. Reynolds and H. F. Cooper, refers).

Evidence of the speed factor was quickly established by a sister boat M.T.B. 261, her captain filming her overtaking a motor cyclist on the banks of the Suez Canal at a record 47 knots.

Allocated to the 10th M.T.B. Flotilla, 260 and her consorts quickly commenced operations out of H.M.S. *Mosquito*, the newly established Coastal Force base at Alexandria, and were later joined there by the boats of the 15th M.T.B. Flotilla; 260 was initially commanded by the flotilla's C.O., Lieutenant-Commander C. D. 'Daddy' Noakes, R.N., but on him being posted elsewhere, Lieutenant M. H. B. Solomon, R.N.V.R., assumed command.





*M.T.B.s of the 10th Flotilla at Malta, early 1943*

In mid-September 1942, 260 and her consorts were allocated to Force C as part of Operation “Agreement”, a major assault on Tobruk. Each M.T.B. embarked 10 soldiers, all of whom were to be landed at a small inlet named Mersa es Sciausc, just to the east of Tobruk, and outside the boom protecting it. In the event, only two boats managed to reach the inlet and one of these fell into enemy hands. But worse was to follow, for German and Italian aircraft constantly harried the M.T.B.s during their return journey to Alexandria, and a further three boats were lost to dive-bombing. Elsewhere, too, at sea and on land, “Agreement” had proved to be a disastrous enterprise.

#### *Malta sojourn*

In December 1942, the 10th M.T.B. Flotilla was ordered to Malta, where a new Coastal Force base - H.M.S. *Gregale* - was established. 260 was now under the command of Lieutenant H. F. Wadds, R.A.N.V.R., who was shortly to be awarded the D.S.C. and Bar, and the first of those distinctions stemmed from 260's part in Operation “Childhood”, a successful attack on Tripoli:

‘On the night of 19-20 January [1943], the 10th Flotilla notched up its first successful torpedo attack, off Tripoli. As Evansen, with 264 (Sheldrick), 260 (Wadds) and 313 (Foster) were searching for targets just to the north of the port, to their delight they came across three tugs attempting to tow an Italian submarine which had gone aground while approaching the harbour. They first drove off the tugs with gunfire, setting one of them on fire. The submarine (Later identified as the *Santorre Santarosa*) was then hit by a torpedo from 260.

On the following night the same three boats returned to Tripoli with orders to attack the harbour mole of the port with gunfire in an attempt to encourage the enemy to abandon the port. In fact when the Army entered Tripoli on 23 January, they found the harbour installations intact and gave the MTBs credit for their help’ (ibid).

Colgan was awarded the D.S.M., which award he received at an Investiture held on 14 March 1944. A fellow member of crew was likewise decorated, and his Skipper, Harry Wadds, was awarded the D.S.C.

In the interim, in common with the surviving crews of the 10th Flotilla, Colgan was rested at Vienna, the Coastal Forces base at Bizerta but he may well have been present in 260's subsequent attack on the Italian cruiser *Scipione Africano* on 16 July 1943. It was for this latter action that Wadds was awarded a Bar to his D.S.C.

208

A 1944 D.S.M. group of nine awarded to Temporary Acting Leading Seaman H. Martin,  
Royal Navy



Distinguished Service Medal, G.V.I.R. (J.31903 H. Martin. T/A.L.Smn.); 1914-15 Star (J.31903 H. Martin. Boy 1 R.N.); British War and Victory Medals (J.31903 H. Martin. A.B. R.N.); 1939-45 Star; Atlantic Star; Africa Star; Pacific Star; War Medal 1939-45, *Great War Trio polished, fine, remainder good very fine* (9)

£600-800

D.S.M. *London Gazette* 1 January 1944.

**Herbert Martin** was born at Ramsey, Isle of Man on 10 December 1898 and was a Mason's Labourer upon his joining the Royal Navy on 9 December 1916. He served aboard *Impregnable* from 9-31 December 1916 before joining the books of *Temeraire* from 31 December 1916-31 December 1919. Martin remained in the service and was shore pensioned in the rating of Able Seaman on 28 January 1939. He was returned to the fold and served aboard *Caradoc* from 2 February 1939-5 April 1941. Made Temporary Acting Leading Seaman on 10 October 1942, he was awarded his D.S.M. whilst aboard *Albrighton*. He was released on 18 September 1945; sold together with copied service record.



- 209 A classic Second World War Coastal Forces D.S.M. group of five awarded to Acting Chief Motor Mechanic P. Dundas, Royal Navy, who was decorated for his services in M.T.B. 208 in a series Channel actions

In fact, in the period May-August 1944, under the command of the eagle-eyed Lieutenant Peter Liddell, R.N.V.R., 'who invariably saw the enemy first', 208 accounted for at least two enemy ships



Distinguished Service Medal, G.V.I.R. (A/C.M.M. P. Dundas. P/MX. 79030), officially engraved naming, on original pin and in its case of issue; 1939-45 Star; France & Germany Star; Defence and War Medals 1939-45, in their card box of issue addressed to 'Mr. P. Dundas, D.S.M., 20 Stokesby Grove, High Heaton, Newcastle-on-Tyne 7', *nearly extremely fine* (5)

£1,400-1,800

D.S.M. *London Gazette* 21 November 1944. The original recommendation states:

'Since this rating joined the boat 3 1/2 months ago his work has been magnificent; as a result the boat has been able to carry out some 30 more patrols than any other in the flotilla and has never had an engine breakdown necessitating a return from sea or abandonment of patrol. During this time he has been in seven actions in which six enemy ships have been sunk, three of them by his own boat, and his coolness and efficiency under fire have been most creditable. He has at all time been unsparing of himself in his efforts to ensure that his boat is as mechanically perfect as possible before proceeding to sea, and has been an inspiration to the remainder of the flotilla.'

**Philip Dundas** was decorated for his services as M.T.B. 208's Chief Motor Mechanic in a series of Channel actions, most notably in support of Operation "Neptune" in August 1944, when 208 formed part of the 13th M.T.B. Flotilla under Lieutenant-Commander M. Arnold-Forster, D.S.O., D.S.C., R.N.V.R.





*M.T.B. 208 and her crew*

### *First 'kill'*

However, 208 was also involved in a notable action on the night of 23-24 May 1944, as neatly summarised in *Home Waters MTBs & MGBs at War 1939-45*, by Leonard Reynolds:

‘Mark Arnold-Forster had with him 209 (Lt. J. Y. Ferguson) and 208 (Lt. P. Liddell), while David Shaw had 246 (Sub. Lt. C. D. Cobb) and 247 (Sub. Lt. I Brett). They had been escorting minelaying MLs when they were vectored to attack a patrol of five Torpedo Boats and three minesweepers, all heavily armed. Aircraft were to make a coordinated attack. Fortune was with 208 and 209 who found themselves in a position to make an unobserved approach and fire a spread of torpedoes, whereas 246 and 247 received such a barrage that they had to withdraw rapidly. 208 hit and sank one Torpedo Boat, but 209's torpedoes did not run true.’

### *Second 'kill'*

As stated, 208 was next actively engaged in support of Operation “Neptune” and, on the night of 18-19 August 1944, she gained her second undisputed ‘kill’. The action took place off the favoured hunting ground of Cap d’Antifer when, in the company of three of her consorts and H.M.S. Melbreak, 208 engaged M Class minesweepers and their R-Boat escort. Attacking from a range of 600 yards, she torpedoed and sunk the R 218; eighteen survivors were picked up.



*Further success off Cap d'Antifer*

A few nights later, on the 23rd, 208 was again in action off Cap d'Antifer, Arnold-Forster leading the flotilla in an inshore attack against a large enemy convoy. He takes up the story in Peter Scott's *Battle of the Narrow Seas*:

'With the unit in starboard quarter-line we went on at 10 knots for another two minutes before Peter Liddell [Dundas's C.O. in 208], who was Fleet Number Two, said over the radio in a resigned tone of voice that he could see the enemy pretty well on the whole, he didn't know if anyone else could, or indeed whether we were at all interested, but if we were, the enemy was bearing Red thirty. This, I must say, was quite a normal occurrence in the 13th Flotilla. Peter invariably saw the enemy first, whereupon everyone else found to their intense surprise that the whole ocean was covered in hostile shipping and wondered why on earth nobody had noticed them before.

Anyway, on this occasion there were seven or more Type III Tank Landing Craft with pointed bows and built-up gun platforms for their 88s. They seemed to be in two ragged columns, and from where we were they were bunched up in three groups, so we closed for another three minutes before making individual attacks on each group. All boats fired between 0534 and 0538, turned off to port and formed up line ahead.

In view of this same convoy's good shooting when we approached it earlier in the same night, we were agreeably surprised to find them so fast asleep. The scene was so peaceful, in fact, that I was beginning to think that we had missed the lot when Percy Everett's target blew up and disappeared in a most impressive cloud of smoke and red sparks, which tended to confirm our suspicion that the convoy was trying to take ammunition down to Le Havre. There were no more hits, which was disappointing, and by the time the bits and pieces of Percy's target had settled down, our unit was line ahead again. Peter Irvine and his coxswain and I decided that if the enemy hadn't noticed us by now, he never would, and we might as well start smoking again. We returned to the northward at 10 knots for a couple of miles before increasing speed and setting off for home.'

Finally, on the night of the 26th, as the Germans made a last effort to reinforce Le Havre, the 13th Flotilla, in the company of boats from the 14th Flotilla and H.M.S. *Middleton*, intercepted an enemy convoy off St. Valery: no fewer than six of the convoy's eight vessels were sunk.

Judging by the four Swastikas depicted on 208's 'Jolly Roger' - see illustration - it seems likely Dundas and his shipmates added further 'kills' to their boat's honours on the same occasion. Either way, he was awarded a well-merited D.S.M

*Postscript*

Today, one may follow in Dundas's operational footsteps, for 208 is listed on the National Historic Ships' Register and is undergoing restoration at Port Hampton.





A fine 1945 D.S.M. group of eight awarded to Chief Yeoman of Signals A. Weston, Royal Navy, who served aboard *Kenya* during the Second World War - the gallant Weston earned a brace of 'mentions' for Operations Harpoon & Pedestal to go with his D.S.M. by War's end



Distinguished Service Medal, G.V.I.R. (C.Y.S. A. Weston. D/J. 97337), officially engraved naming; 1939-45 Star; Atlantic Star; Africa Star; Burma Star; Italy Star; War Medal 1939-45, with M.I.D. oak leaf; Royal Navy L.S. & G.C., G.V.I.R. (J.97337 A. Weston. C.Y.S. H.M.S. Drake.), *good very fine* (8)

£700-900

D.S.M. *London Gazette* 14 June 1945.

**Arthur Weston** was born at Leith, Edinburgh on 2 February 1905 and was an engine apprentice upon his joining the Royal Navy as Boy Class II on 7 May 1920. Weston was appointed Chief Yeoman of Signals on 7 April 1939 and awarded his L.S. & G.C. on 19 December 1939. The Medal was presented, together with his gratuity on 30 January 1940 and he joined *Kenya* on 28 August 1940. *Kenya* was a cruiser which won battle honours for Atlantic 1941, the *Bismarck* Action 1941, Malta Convoys 1941-42, Arctic 1941-42, and Norway. Weston didn't he have to wait long for his share of action, for at the end of 1941 she was present in the Combined Operations raid on Vaasgo, where she was twice hit but only slightly damaged.

However, as stated above, he won his first M.I.D. for the Battle of Pantelleria in mid-June 1942 (*London Gazette* 22 September 1942, refers). The recommendation for that award states:

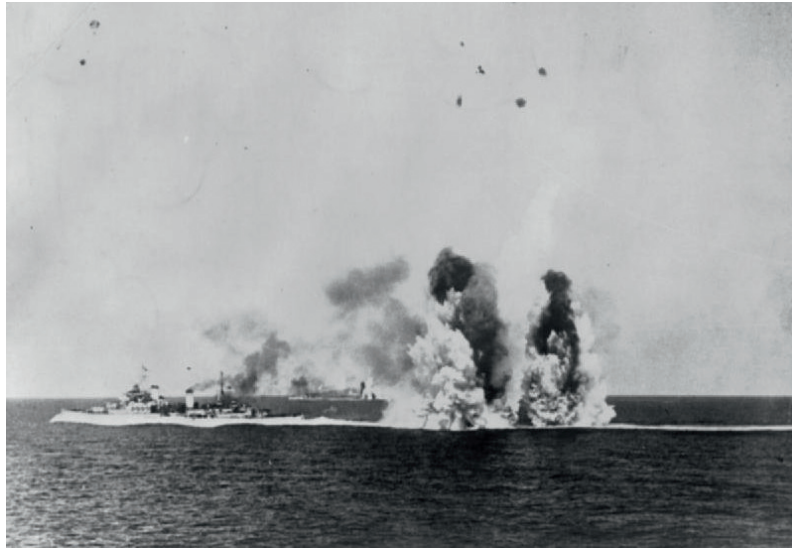
'Skilful and unflinching devotion to duty over a prolonged period of three days and three nights in dealing with all communications as a result of which the Force could be manoeuvred as a while in avoiding enemy air attacks.'

It was for his subsequent deeds on the Malta run in August 1942 that he was awarded the second (*London Gazette* 10 November 1942, refers), that recommendation stated:

'His unfailing and continued efficiency on the fore-bridge added greatly to the general control and manoeuvre of the convoy and forces in emergencies. Similar conduct and efficiency has been displayed in previous actions when he was entirely responsible for the V/S Staff.'

While the importance of the "Pedestal" operation needs no introduction here, it is worth recalling the bare facts: of the 14 merchantmen that set out, nine were sunk and three damaged, while the Senior Service lost an aircraft carrier, a cruiser and a destroyer, as well as having another half a dozen ships damaged, including the *Kenya*. A summary of the latter's experiences in that momentous operation is also to be found in *The King's Cruisers*.





‘Two months later Vice-Admiral Curteis hoisted his flag in the *Kenya*, and there was another exciting episode on the Malta run. It did not compare, however, with the next one, which was the grimly fought battle that got the remains of a convoy, including the famous tanker *Ohio*, through to Malta after the aircraft carrier *Eagle* and the cruiser *Manchester* had been sunk. The ships were subject to all forms of attack, including parachute mines, and U-Boats were in constant attendance. When four torpedoes were aimed at the *Kenya*, two missed, one passed right under the ship and the last struck the bows on the port side. The Admiral signalled: “Are you all right?” and received the reply, “Torpedoed forward but quite happy!” Five of the fourteen ships of the convoy got through and the *Kenya*, escorting them all the way, fought for eight hours continuously as she steamed west again for Gibraltar. Late on the afternoon of 14 August, four enemy planes were shot down in as many minutes and as the cruiser reached Gibraltar, the Admiral signalled, “You have shown a devotion to duty which has never been excelled and I shall always remember this force with pride.” At Scapa, ten days later, she was cheered into harbour by the Fleet while the flagship hoisted the three-word signal from the Commander-in-Chief, “Well done *Kenya*.” Further recognition came in the award of a D.S.O. to Captain Russell and three D.S.Ms and seven Mentions in Despatches [Weston included] to members of the ship’s company.’

Weston, who latterly added the D.S.M. to his laurels, was released on 8 November 1945; sold together with riband bar cut from his tunic and copied service records.

## AWARDS FOR GALLANT OR DISTINGUISHED SERVICE

211

An impressive post-War C.B., 1945 C.B.E. group of ten awarded to Commodore J. M. Dick, Royal Naval Volunteer Reserve, a long-served 'Wavy Navy' officer who displayed great bravery and a 'mention' for his work in destroying the Secret papers aboard H.M.S. *Attack* when she was torpedoed and sunk in December 1917

Dick rose to become Commander by the outbreak of the Second World War, he would surely have been inspired and reminded of former actions against the enemy in the latter conflict - serving at *Attack* once again - this time the Coastal Forces Base at Portland, before taking up the appointment as A.D.C. to the King, his final decoration coming as Solicitor to the Secretary of State for Scotland

The Most Honourable Order of the Bath, C.B. (Civil) Companion's neck Badge, silver-gilt, hallmarks for London 1952, with full neck riband; The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 2nd Type, neck Badge, silver-gilt and enamel, with full neck riband; British War and Victory Medals, with M.I.D. oak leaves (Mid. J. M. Dick. R.N.V.R.); Defence and War Medals 1939-45; Coronation 1937; Coronation 1953; Royal Naval Volunteer Reserve Decoration, G.V.I.R., 1st issue, silver and silver-gilt, the reverse officially dated '1938'; Romania, Kingdom, Order of the Crown, breast Badge with swords, silver-gilt and enamel, *last with some enamel chipping, very fine* (10)

£700-900

C.B. *London Gazette* 1 January 1955.

C.B.E. *London Gazette* 1 January 1945.

Romanian Order of the Crown *London Gazette* 17 March 1919.

M.I.D. *London Gazette* 11 December 1918. The recommendation states:

'This Midshipman displays exceptional in the performance of his duties. When serving in H.M.S. *Attack* displayed exceptional coolness and courage in destroying the Confidential Books and Secret matter when *Attack* was sinking after she had been torpedoed in the Mediteranean on the 30 December 1917.'



**John Mathew Dick** was born on 2 August 1899 at Campbeltown, Argyll and was educated at Campbeltown Grammar and the Edinburgh Academy. Dick joined the Royal Naval Volunteer Reserve on 3 May 1917 and joined H.M.S. *Attack* by the end of that year. He was aboard her on 27 December 1917, when *Attack*, with two Imperial Japanese Navy destroyers escorted two transport ships, HMT *Aragon* and SS *Nile*, from Malta to Egypt. The convoy weathered a gale and off the Egyptian coast at daybreak on 30 December divided. *Nile* and the two Japanese destroyers proceeded to Port Said, while *Aragon* and *Attack* made for Alexandria. They were in Alexandria Roads, awaiting permission to enter, when at about 1100hrs *UC-34* torpedoed *Aragon*, which rapidly began to sink.







*Attack* and the armed trawler *Points Castle* came to the rescue. *Attack* drew right alongside *Aragon* to take survivors aboard as quickly as possible, helped by lines cast between the two ships. *Aragon* went down in about 20 minutes, she suffered a second explosion as the cold seawater reached her hot boilers.

*Attack* was now crowded with around 400 survivors; some naked, some wounded, many unconscious and dying.

Soon after, a torpedo struck *Attack* amidships and blew her into two pieces, both of which sank within seven minutes. The explosion ruptured *Attack's* bunkers, spilling tons of thick, black bunker fuel oil into the sea as she sank. Hundreds of men were in the water, and many of them became covered in oil or overcome by its fumes. It was in these fraught minutes, that Dick showed his true colours, sticking to his duty in order to prevent any sensitive material falling into enemy hands - he survived and was duly awarded a 'mention'. *Aragon's* surviving lifeboats now ferried hundreds of survivors to the two trawlers and other trawlers came out to assist. Ten seamen from *Attack* and around 600 from *Aragon* were killed.



Dick added the Romanian Order of the Crown to his laurels before being demobilised in April 1919, qualifying as a solicitor in 1922. He had remained with the East Scottish Division of the 'Wavy Navy', being promoted Lieutenant on 3 March 1924. Promoted Lieutenant Commander in March 1932, Commander in June 1935, he added the Volunteer Reserve Decoration on 1 November 1938.

During the Second World War, Dick initially went to the Royal Naval base *Claverhouse* at Leith, before returning to his old namesake, *Attack*, the Coastal Forces Base at Portland, from January 1941-February 1942. In June of that year, he was made Naval Assistant to Admiral Commanding the Reserves, being made Commodore 2nd Class in 1943. From 31 October 1943-31 October 1945 he was also made R.N.V.R. Aide-de-Camp to The King, being presented his C.B.E. at Buckingham Palace on 1 May 1945.

Post-War, he was appointed as solicitor to the Secretary of State for Scotland, 1946-65, and solicitor to the Treasury in Scotland 1947-65. He was awarded the C.B. in 1955 and died at Newington on 4 February 1981, being buried in the Grange Cemetery, with issue of a son.

For his miniature dress Medals, please see Lot 334.

- 212 **A rare 1917 D.S.C. group of three awarded to Captain C. A. Maitland-Heriot, Royal Air Force, late Royal Naval Air Service and Royal Naval Volunteer Reserve Armoured Car Section, decorated for his daring during a raid by No. 2 Squadron R.N.A.S. over the Kuleli Burgas Bridge in Bulgaria, only to be shot down a month later by Fighter Ace Emil Meinecke, being held Prisoner by the Ottomans**

Distinguished Service Cross, G.V.R., hallmarks for London 1918, unnamed as issued; British War and Victory Medals (Capt. C. A. Maitland-Heriot. R.A.F.), mounted court-style as worn by *Spink & Son, minor contact marks, very fine* (3)

£800-1,000

D.S.C. *London Gazette* 22 June 1917:

‘In recognition of their services in a bombing attack on the Kuleli Burgas Bridge on the 4th January 1917, when several direct hits were scored and considerable damage done. The machines were exposed to anti-aircraft, rifle and machine gun fire during the attack, and also on the return journey.’

**Charles Adrian Maitland-Heriot** was born 8 August 1886 the son of F. M. Heriot and worked as a Civil Engineer prior to joining the Military. Commissioned Sub-Lieutenant with the Royal Naval Volunteer Reserve on 5 February 1915, serving with the Armoured Car Division. This formation grew out of a scouting and aircraft recovery formation maintained by the Royal Naval Volunteer Reserve which was outfitted with machine guns and armour in late 1914 for a more aggressive role. Trench warfare in France and Belgium prevented the use these vehicles and in mid-1915 they were transferred to the command of the Army. Maitland-Heriot left the ‘Wavy Navy’ on 21 June 1915, joining the Royal Naval Air Service on 22 June with the rank of Flight Lieutenant and his Royal Aero Club Certificate being issued on 31 July at Eastbourne. Detailed for the East Mediterranean he sailed on 13 October 1915, joining No. 2 Wing in the Aegean, his Wing Captain described him as:

‘An excellent Pusher Pilot, + has good command of men.’



He was later recommended for promotion although this did not go through, this appears to have caused some bitterness on Maitland-Heriot's part as he was noted as ‘complaining of being passed over for promotion’. No. 2 Wing flew from Imbros along with No. 3 Wing, originally focusing on reconnaissance and spotting before the absorption of No. 3 Wing led them to perform offensive roles as well. The aim of the RNAS in this area was firstly to support the Gallipoli front and later to support the Allied evacuation. With the loss at Gallipoli the British airmen were still not short of useful targets, from the Aegean Islands they were able to strike at both Turkish and Bulgarian Territory. The attack on the Kuleli Burgas Bridge on 4 January 1917 was conducted by three Henri Farman bombers, causing great damage to the span which was a valuable supply route between the Ottomans and their allies in Central Europe. Only a month later Maitland-Heriot found himself a Prisoner of War, being shot down by German Fighter Ace Emil Meinecke near Canakkale, Turkey on 12 February. Despite the situation he might have counted himself lucky, the original report stated that he had landed in Bulgarian territory and after his heroics the previous month he may have found a frostier welcome there. Notably at the time that he was shot down Maitland-Heriot was flying a Henri Farman, No. 3201, the same type of aircraft used in the attack on Kuleli Burgas the month before. Nevertheless he remained a Prisoner for some time, being promoted Captain while incarcerated on 1 April 1918 only being repatriated on 6 December 1918. He was demobilised on 19 May 1919; sold together with copied research including *London Gazette* and *Air Force List* entries.

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A 'Constantinople Raid 14 April 1916' D.S.M. group of four awarded to Chief Petty Officer Class III, F. S. Thatcher, Royal Naval Air Service



Distinguished Service Medal, G.V.R. (F.141. F. S. Thatcher. Ch. Po. Mech. 3Cl. R.N.A.S. No. 2. Wing. Apl. 1916.); 1914-15 Star (F. 141, F. S. Thatcher. P. O. M. R.N.A.S.); British War and Victory Medals (F. 141 F. S. Thatcher. C. P. O. 2 R.N.A.S.), mounted court-style for wear by *Spink & Son*, lacquered, minor pitting, very fine (4)

£600-800

2 D.S.M.s awarded for the Constantinople Raid.

D.S.M. *London Gazette* 22 June 1916.

**Frank Sydney Thatcher** served with No. 2 Wing, Royal Naval Air Service in the Aegean Sea. He was awarded the Distinguished Service Medal for the raid on Constantinople and Adrianople on 14 April 1916, flying from Mudros under the command of Flight-Commander Joseph Smyth-Pigott. Three BE2c's targeted the Zeitunlik Powder Mills and the Demirkhan Gun Factory as well as the Adrianople Train Station. The operation took a round trip of 300 miles and drew great attention at the time for it was the longest round trip for a bombing raid; sold together with *London Gazette* entries and extracts from *The Distinguished Service Medal 1914-1920*.



x214      **A Great War D.S.M. awarded to Deck Hand J. W. Grimmer, Royal Naval Reserve**

Distinguished Service Medal, G.V.R. (DA.6070. J. W. Grimmer, Dk. Hd. R.N.R. "Pride of Buchan." Aux Patrol. 1918.), *good very fine*

£500-600

D.S.M. *London Gazette* 20 September 1918.

**John William Grimmer** was born at Martham, Norfolk in 1876 and enlisted in the Royal Naval Reserve on 6 April 1915. He was awarded his D.S.M. for service aboard *Pride of Buchan* from 1 January-30 June 1918.

x215      **A scarce 'Caspian Sea 1918-19' D.S.M. group of four awarded to Private A. E. Crafts, Royal Marines Light Infantry, decorated for his gallantry on the Raid on Fort Alexandrovsky on 21 May 1919**

Distinguished Conduct Medal, G.V.R. (Ply/8538. Pte. A. E. Crafts. R.M.L.I. Caspian Sea. 1918-1919.); 1914-15 Star (Ply. 8538, Pte. A. E. Crafts. R.M.L.I.); British War and Victory Medals, M.I.D. oak leaves (Ply.8538 Pte. A. E. Crafts. R.M.L.I.), *very fine* (4)

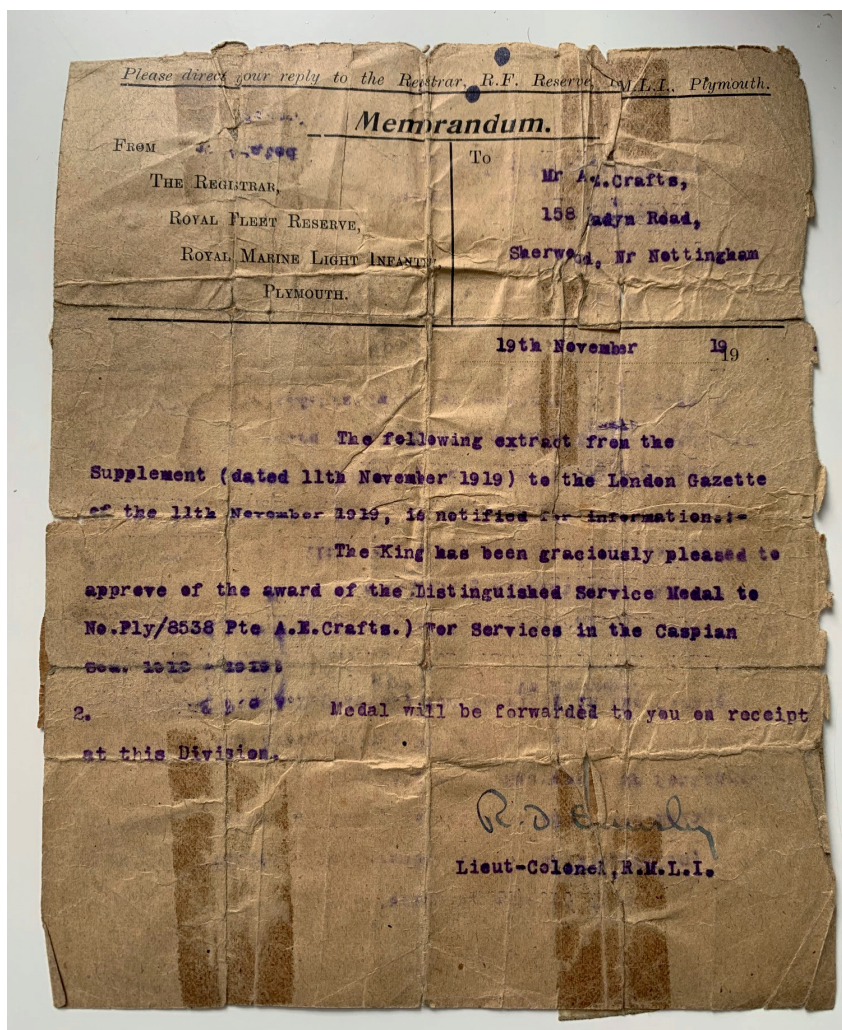
£600-800

D.S.M. *London Gazette* 11 November 1919.

**Albert Ernest Crafts** was born at Hucknall, Nottinghamshire on 5 June 1879 and first joined the Royal Marines on 20 April 1897. Having served in China in 1900 (Medal) and thence left the service. Re-enlisted on 5 June 1909, he saw further active service during the Great War. Crafts distinguished himself during the operations in the Caspian Sea aboard *Emile Nobel*, especially distinguishing himself during the attack on Fort Alexandrovsk on 21 May 1919. Besides earning the D.S.M., he also added a 'mention' for the campaign (*London Gazette* 9 October 1919, refers).



The attack on the Soviet base at Fort Alexandrovsk came to a head on May 21. The British, with 5 auxiliary cruisers 1 seaplane carrier under Commodore (late Admiral) Norris, came up against a Soviet force of 1 auxiliary cruiser, 1 destroyer, 1 minelayer, 1 floating battery and 2 submarines. The flotilla approached, the Soviets quickly lost the patrol boat *Schastlivyy* due to grounding while attempting to distract the British. Once the main battle erupted, the Soviets initially appeared victorious: a direct hit was scored on the bridge of *Kruger* (but with little damage), while two direct hits caused more harm to the *Emile Nobel*, which suffered 5 killed and 7 wounded. The first phase of the battle resulted in a temporary British retreat and *Emile Nobel* - with Crafts on board, being forced to withdraw. Other British sources state casualties were 5 killed and 3 wounded, in addition to 3 White Russians killed and 2 wounded: none of the ships suffered serious damage.



Shortly after, Commodore Norris engaged the Soviets once more, focusing the superior firepower of his ships: this time results were different when *Kruger* shelled and sunk the floating battery. The destroyer *Moskvityanin* was quickly lost due to grounding after multiple failures on guns and engines. The depot-ship *Revel* was full of oil and a large explosion was triggered after she was hit, mortally damaging the minelayer *Demosthenes* (later scuttled). The explosion also engulfed the mine-carrier *Tuman*, the auxiliary ship *Gelma*, *Zoroaster* (not to be confused with the British ship) and a number of small barges. The small submarine *Minoga* was also damaged by fire. Meanwhile the Soviet flagship, the auxiliary cruiser *Caspian*, was damaged by two direct hits. Commodore Norris halted fire, having caused serious losses to the enemy and after having spent most of the ammunition. During the battle, the Soviet submarine *Makrel* attempted to move into an attack position but failed.

Wounds received in action, and Hurt Certificate, also for any Meritorious Service, Special recommendations, Prize or other Grants			MEDALS, CLASSES, &c.	
Date	Particulars	Commanding Officer's Signature	Date received	Nature of decoration
15-12-21	Lt. Stg. Serjeant Bolshevik	Armed Vessels on 21 5. 19		

Discharged to the Royal Fleet Reserve on 19 October 1920, Crafts went to live at Sherwood, North Nottingham; sold together with original Memorandum confirming the D.S.M., Demob certificate, Certificate of Discharge and Service Record from 26 November 1917 until his discharge.

A superb 'Somaliland C.M.G.', Great War East Africa C.B., D.S.O. group of ten awarded to Major-General J. A. Hannington, Indian Army who served with distinction in three campaigns in Africa with the 29th Bombay Infantry - being wounded in Uganda in 1898 - before joining the 129th Baluchis, besides commanding the 6th Battalion, King's African Rifles in Somaliland

During the Great War he served in Flanders from 1914 and was in at the action which precipitated the first Indian Victoria Cross before returning to Africa to command a column during the East African Campaign; having earned further laurels and no less than five 'mentions', he died of Pneumonia on 21 August 1918 en-route to Egypt

The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel; *converted from breast Badge*, The Most Honourable Order of the Bath, C.B. (Military Division), Companion's neck Badge, silver-gilt and enamel; *centres a little depressed*, Distinguished Service Order, G.V.R., silver-gilt and enamel; East and West Africa 1887-1900 (Lt J. A. Hannington, 29th Bombay Infantry. Mwele 1895-6); East and Central Africa 1897-99, 1 clasp, Uganda 1897-98 (Lt. J. A. Hannington, 29/Bo. Inf.); Africa General Service 1902-56, 1 clasp, Somaliland 1908-10 (Major J. A. Hannington. 129/(DCO) Baluchis); 1914 Star, with clasp (Major J. A. Hannington. 129/Baluchis.); British War and Victory Medals, with M.I.D. oak leaves (Maj. Gen. J. A. Hannington.); Great War Bronze Memorial Plaque (John Arthur Hannington); Russia, Imperial, Order of St Stanislaus, neck Badge, with swords, gold and enamel, maker's initials and court stamp to reverse, together with wooden velvet-lined display case by *Spink & Son, traces of lacquer, very fine* (10)

£6,000-8,000

C.B. *London Gazette* 27 July 1918 (East Africa).

C.M.G. *London Gazette* 2 January 1911:

'In recognition of services in Somaliland.'

D.S.O. *London Gazette* 23 June 1915.

Russian Order of St. Stanislaus *London Gazette* 15 February 1917.



**John Arthur Hannington** was born at Tellicherry, Madras, India on 26 February 1868, the son of John Child and Laura Elizabeth Hannington. His father was a Judge with the Indian Civil Service and his grandfather, John Caulfield Hannington, had served as a General in India at the time of the Mutiny, although he is better remembered for the invention of the Slide Rule. Hannington studied at the United Service College, Devon and spent two years with 5th Battalion, Royal Dublin Fusiliers from 9 July 1887-7 June 1889. He was commissioned Second Lieutenant with 1st Battalion, Worcestershire Regiment on 25 July 1889 and promoted Lieutenant on 2 March 1891.







*India*

Transferring to the Indian Army on 23 March 1892 Hannyngton joined the Indian Staff Corps, attached to the 19th Bombay Infantry at Poona. Transferring to 26th Bombay Infantry at Sibi on 4 November he remained with them until 16 December, when he joined the 29th Baluch Battalion at Hyderabad. They remained there for several years before moving north to Loralai in 1895.

*British East Africa and Uganda*

Hannyngton was attached to 24th Bombay Infantry on 2 March 1896 in British East Africa for Field Service lasting from 2 March-12 July of that year. His service record states that he was fulfilling the role of Intelligence Officer for the operations against the Omani Mazrui Rebels during the Mwele expeditions. Returning briefly to India and later to England he was back in Africa by 29 November 1897 attached to 27th Baluch Light Infantry to take part in operations intended to quell the unrest affecting the country at the time. Arriving at Mombasa on 12 December the Regiment was heavily involved in the Teita Hills Expedition 1897-98 and actions against Sudanese troops who had mutinied against British Rule. These men, largely the remnants of Emin Pasha's abandoned garrisons who had held the Equatorial Province for so long against the Mahdist armies, were capable troops as was proven by an incident on 10 October 1898 in which Hannington featured heavily. On that day he was leading a party of 30 sepoys towards Masindi, a government strongpoint between Lake Albert and Lake Kioja, unbeknownst to them however they were marching under the guns of a party of mutineers lying in ambush. The critical moment came when Hannington halted for a moment to read a message and, seeing himself falling behind his men hurried to return to his place at their head. He had just overtaken the column when the mutineers opened fire, thirteen sepoys including a Jemadar were cut down with another nine wounded. Hannington meanwhile was hit in both the upper part of his right arm and had his left hand shattered by a round. The rest of his party opened fire and managed to drive the ambushers back but it was still touch and go as they withdrew towards the fort at Kisiliza near lake Kioja, held by the rest of their company. The *Abergavenny Chronicle* states:

'The enemy lost 100 men, but they captured several rifles and some baggage. They afterwards attacked Kisiliza, but were driven off with a loss of 25 men, the casualties on the British side being only two men wounded. Extra troops have been despatched to follow the rebels.'

Despite the severity of his wounds Hannington remained in Uganda until 8 May 1899 when he returned to India on medical leave. He was soon posted back to his regiment and remained with them being advanced Captain on 8 June 1900.

*Jubaland and Somaliland*

Fully recovered by 1901 he was posted to 3rd (East Africa) Battalion, King's African Rifles as a Commandant of the Jubaland Camel Corps. Remaining in this role until 1 January 1904 he was later appointed a Sub-Commissioner, serving in this role while also commanding troops from 1 January 1904-5 January 1905. During this time he was mentioned in a letter from the Secretary of State for Foreign Affairs dated 28 June 1904 and summarised on his service record as:

'Conveying appreciation of services in Jubaland 02-04 in general and capture of Sheikh Ahmed Jama in particular. Thanks of Foreign Office.'



Returning to his role as Commandant on 6 January 1905 this time with 6th (Somaliland) Battalion, King's African Rifles he was to remain with this unit for the next five years during the abortive attempts to control the Somali tribes and in particular the Dervish movement. Hannington was promoted Major on 8 June 1907 and remained in Somliland as the situation there became increasingly tense with the rise of Mohammed Abdullah Hassan whom the British called the 'Mad Mullah'. British troops stationed in the area were upon more and more frequently called upon to protect friendly tribes and patrol the roads and villages beyond the coast. Hannington's moment in this campaign came on 3 June 1909 when the British commander, Colonel J. E. Gough, V.C., fell ill: temporarily advanced Lieutenant-Colonel and given command, he found himself responsible for co-ordinating the British response across Somaliland. His dispatch of 7 December 1909 makes for interesting reading, describing perfectly the frustrating political situation when his men were called upon to suspend operations to allow for negotiations with the Mullah. Having failed to make a common accord the British recommenced their campaign which proved a dismal affair. The Dervish forces attacked tribes under British protection, ambushed small patrols and caused panic in British-held areas without ever truly coming to a pitched battle. Small skirmishes such as the one on 11 October are described as follows in the same dispatch:

'Camel Company (Indian) of 6th Battalion, moving on patrol to Adad, was attacked by dervishes, losing five rank and file killed and one transport follower. The company put the dervishes to flight, pursuing them for miles, and being joined in the pursuit by C Company, 6th Battalion. The remainder of the 6th Battalion moved out in support.'

These glimpses seem to exemplify to frustration of fighting an enemy who was able to manoeuvre so adroitly without being seen and withdraw to the inaccessible wastes without being followed. During Hannington's service the British Government considered the strategy of attempting to hold the interior to be flawed and began a withdrawal towards their strongpoints on the coast centred on Berbera. Colonel Gough made special mention of his service in a dispatch posted in the *London Gazette* on 19 June 1910:

'Lt. Col. Hannington was commanding the 6th Battn. K.A.R. and I handed over command of the troops to him. He always gave me the most loyal support, a good hard working officer.'

Another letter, this time from the Secretary of State for Colonies, on 11 April 1910 draws special attention to his services in evacuating the troops to their new positions on the coast. A second on 23 August that same year again drew attention to his role and it was likely this which precipitated the award of the C.M.G. the next year. Returning from Somalia in 1910 Hannington joined his new regiment, as Second-In-Command of 129th Duke of Connaught's Own Baluchis.

#### *The Great War and Flanders*

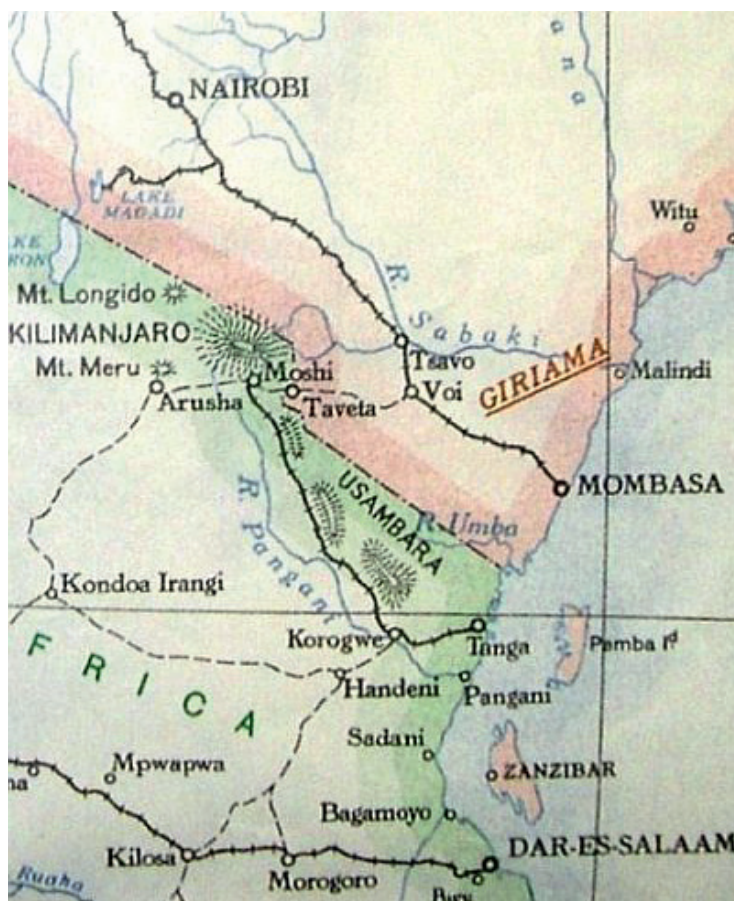
The Indian Army was mobilised quickly upon the outbreak of the First World War, so quickly indeed that upon arriving in Marseilles on 26 September 1914 the first troops ashore found themselves without appropriate uniforms, having only their light Indian Service Uniform to protect them from the elements. Those troops were members of the Lahore Division who had travelled from Karachi the previous month with Hannington's 129th Duke of Connaught's Own Baluchis forming part of Ferozepore Brigade. They made fast progress, entraining on 30th September and reaching the front in October. All was chaos with the German army launching the First Battle of Ypres on the 19th October, attacking the line around the positions of the dismounted Cavalry Corps south of Ypres at Wytschaete and Messines. The Lahore Division was rushed in to support the beleaguered cavalry, who due to the makeup of their regiments could put far less men into the field than an infantry corps, with battalions of sepoys being placed under the command of cavalry divisions. 129th Duke of Connaught's Own Baluchis were attached to 2nd Cavalry Division and sent into the line in support of 3rd Cavalry Brigade south of Hollebeke. They were thrown into the fighting, receiving a baptism of fire for the trenches on 26 October 1914 in an abortive counter-attack launched with no reconnaissance and little planning. Notably they were the first troops of the Indian army to engage the enemy on the Western Front. The attack began relatively late in the day at 15:00 and after two hours of difficult progress a combination of fading light and enemy fire finally halted their advance. Receiving two companies of reinforcement from the 57th (Wilde's Rifles) they dug in around Hollebeke Chateau in support of the much-reduced 5th (Royal Irish) Lancers. Their losses for the day stood at one officer and nine other ranks killed, forty-eight wounded and four missing. Expecting a counter attack at any time they were not disappointed as on 30 October they found themselves subject to a massive artillery barrage which forced them back to the high ground before the Chateau. The next day the attack began at 06:30, coinciding with the arrival of relief for No. '3' and No. '4' Companies who had been in the forward trenches all night with Hannington himself commanding



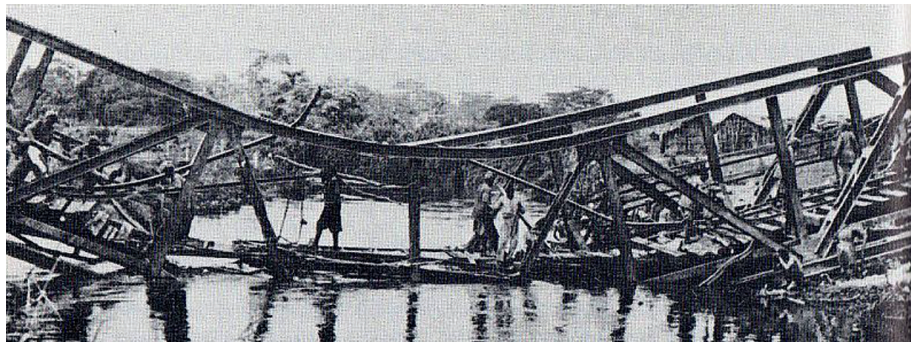
No. '3'. While No. '4' Company succeeded in withdrawing in good order, No. '3' was pinned down by heavy artillery fire and forced to take cover in the farm buildings between the trenches and the Chateau. A counter attack led by Colonel Southey managed to free them but the day was still filled with confused and heavy fighting before the British managed to withdraw to the Chateau grounds. Most notably this action also brought a Victoria Cross awarded to Khudadad Khan, the first Indian to win the award, who held his position after the rest of his gun crew were killed firing until he was too injured to carry on, left for dead he managed to take his machine gun's lock and crawl back to British lines. It is entirely possible, and even likely that Hannington bore witness to these events or that he was even Khan's commander during the fighting. The Regiment went on to be involved in the fighting at Givenchy as well as the Second Battle of Ypres. However they were not to remain in Flanders for long, Hannington was returning to the place in which he had first cut his teeth as a soldier and come to the notice of his superiors, East Africa. He went as commander of the 129th Duke of Connaught's Own Baluchis, a role he took in January 1915 being promoted Lieutenant-Colonel on 8 June to go with a 1915 'mention'.

#### *German East Africa*

The Regiment arrived on 5 January 1916, much reduced from its original complement after the heavy fighting in France but reinforced with fresh intakes. Their arrival in East Africa at this point was the culmination of a drive to reinforce British forces in advance of their latest assault upon the Colony. The Regiment was involved in some of the preliminary fighting at the border in early 1916. However when General Stewart, commander of 1st Division was returned to India and General Sheppard replaced him Hannington found himself promoted Temporary Brigadier General on 25 March 1916. In this rank he was to command 2nd Brigade including his old Regiment 129th Duke of Connaught's Own Baluchis, 57th (Wilde's Rifles), 3rd King's African Rifles, 40th Pagans and, for a time, 25th Royal Fusiliers (the Frontiersmen). They were into action quickly with a relentless push to clear the Pare Mountains during which 1st Division, including Hannington's 2nd Brigade swung around between them and Kilimanjaro in order to cut the German forces off at Kahe simultaneously seizing the vital Tanga railway. 2nd Brigade was particularly heavily engaged in clearing Mkomazi station however they were successful and the hills were cleared in just a fortnight, an act the German settlers of nearby Moshi had thought impossible.



With the Tanga railway secured the British paused, allowing their logistics to realign to the new situation before they began their advance anew. General Smuts' plan was to capture the strategic crossroads of Handeni, allowing him to control traffic and prevent the German forces in the north from linking with Von Lettow-Vorbeck's troops. This advance led to a series of hard-fought skirmishes for 2nd Brigade, with the fiercest at Mombo. However it soon becoming clear that the Schutztruppe Field Companies were concentrated at Mkalamo to the south and that the Mombo force was merely their rear-guard, they had slipped the net once again. Pushing on towards the Nguru hills the Brigade was engaged again at Matamondo on 10 August 1916 with the 3rd King's African Rifles facing heavy fighting. It was here that Lieutenant Glendey of 'B' Company, 3rd King's African Rifles was awarded the M.C. for thrice charging a German machine gun, fighting a revolver duel with a German officer and receiving a severe enough wound to have his arm amputated. In action later in the month at Pegu, 2nd Brigade were ambushed on the march and forced to endure heavy fire from German artillery. Frustratingly the enemy again withdrew before the Brigade could come into contact, with only a brief rear guard skirmish to satisfy their desire for retribution. Here also they discovered a message stuffed into a champagne bottle stating that the Germans had withdrawn at 06:00 that morning. This set the tone for the campaign with the British fighting another confused clash over several days at Kikarungu. The skirmishing continued for some time afterwards, *The King's African Rifles*, by Lieutenant-Colonel H. Moyse-Bartlett refers:



'At noon on 9th September 3 K.A.R. surprised a German Field Company cooking food at a drift. After a short action two Germans, 6 askaris, some ammunition and all the baggage were taken, and the food gratefully consumed. Without the thick cover of the surrounding bush none of the enemy would have escaped.'

By this stage Dar-es-Salaam had fallen and the campaign was about to enter a new phase. Hannington was sent with 2000 men south by ship to Kilwa on 6 October 1916. Here his forces were reconstituted into 3rd Brigade, as the first force to have arrived in the area they were also the first to push out towards Kibata. Hannington himself was rewarded for his recent service with a promotion to Brevet Colonel on 25 November 1916, although at the time he was still operating as a Temporary Brigadier-General. German forces were regrouping at Utete with several nearby supply bases supporting their resurgence, their position was protected by the fort at Kibata however upon arriving there allied troops found it was deserted. Having occupied the position for themselves the British, including 129th Duke of Connaught's Own Baluchis stationed there, were caught out when a large German unit moved to place the fort under siege. The fort was eventually relieved by the Gold Coast Regiment. 3rd Brigade helped to prevent the German forces from encircling Kibata by attacking the right pincer of their advance. Hannington's role in the fighting around Kilwa was noted in General Smuts' dispatches which appeared in the *London Gazette* on 17 January 1917 stating:

'Brigadier-General J. A. Hannington, has proved his worth as a commander in the Field, having been very largely employed in carrying out independent commands'





INTERROGATING A PRISONER: GENERAL HANNINGTON AND HIS INTELLIGENCE OFFICER EXAMINING AN ENEMY PRISONER, WITH INDIAN SEPOYS ON GUARD.

By the end of the fighting he was briefly appointed Temporary Major-General on 20 January-25 February 1917. By May 1917 he commanding two columns between Kilwa and Mohoro though it was noted that there was a strong enemy presence still in the area as well. At this stage however the strain of constant command in the tropical climate caught up with Hannington, who fell ill and was unable to resume his position until September 1917 at which point General Van Deventer had assumed command of the theatre. By the time he returned to his command of the Kilwa columns a major offensive was already underway. This pushed the German forces south to the Mbemkuru River west of Lindi, while Hannington's main force harried them a detached column captured the valuable grain depot at Ruponda on 10 October. It was hoped this move would trap the German troops in the area but Von Lettow-Vorbeck, true to his reputation for guerrilla warfare, had prepared a secondary line of retreat and escaped encirclement yet again. However at this point the allied net was closing and Hannington's columns took part in the final advances which finally pushed Von Lettow-Vorbeck's troops into Portuguese Mozambique in November 1917. Hannington's role in these actions is summed up in General Van Deventer's Dispatch, appearing in the *London Gazette* on 5 April 1918 which states:





‘Brigadier-General J. A. Hannington, C.M.G., D.S.O., who resumed command of the Kilwa Force during September after a severe illness and rendered distinguished service during the subsequent operations, under most trying conditions.’

While the war in Africa was by no means over it was to be carried on, in the main, by African troops who were better able to handle the climate and terrain. The British and Indian soldiers began a slow withdrawal from the country although Hannington himself would not take ship himself until August. This extended stay proved a mistake for during his last days in East Africa he contracted Pneumonia, Hannington died en-route to Egypt on 21 August 1918. He is buried in Egypt at Ismailia War Cemetery. In 1919 his wife Mary Lewis Hannington was awarded the O.B.E. in the 1919 New Year's Honours as a result of her work with the Indian Soldiers Fund; sold together with his Indian Army service record, three copies of The Times History of the War and an extract of an article relating to the role of the 129th Duke of Connaught's Own Baluchis in Flanders.

For his miniature dress medals please see Lot 344.



**The C.B.E. attributed to Brigadier G. E. Mansergh, Royal Signals, who served as Senior Administrative Officer of 2nd Corps in France 1940 - only to die of wounds sustained during the Dunkirk evacuation**

The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 2nd type neck Badge, silver-gilt, in its *Garrard & Co.* case of issue, *good very fine*

£200-240

C.B.E. *London Gazette* 16 July 1940.

[M.C.] *London Gazette* 14 January 1916.

**Geoffrey Ernest Mansergh** was born at Wandsworth, London on 31 January 1893 to Ernest Lawson and Emma Cecilia Mansergh. His father was a Civil Engineer and Partner in the firm *Messrs. James Mansergh and Sons of Westminster* along with his father and brother. Mansergh was educated at Rugby, Cotton House, where he played for the School XV in 1910 and served as an Officer with the School Cadets Corps. Upon leaving Rugby he joined the Royal Military Academy, Woolwich in early 1911. Here Mansergh excelled, becoming Senior-Under-Officer and being awarded the King's Medal and Sword of Honour upon graduation on 19 July 1912.

With the outbreak of the Great War in 1914 he soon found himself deployed to France, serving with rank of Lieutenant in the Royal Engineers. Here again Mansergh distinguished himself early, receiving a brace of 'mentions' (*London Gazette* 17 February 1915 & 1 January 1916, refers) to go with his M.C.. Transferring to the Signal Service Training Centre as an Instructor on 16 September 1916 with the temporary rank of Captain, though this was made permanent on 26 June 1917. Leaving the role of Instructor on 14 October he was soon given a temporary staff job at the War Office which ran from 10 December 1917-5 April 1918. However Mansergh was not finished with frontline appointments and was advanced Temporary Brigade Major on 6 April 1918 in an Infantry Brigade. He held this position until the end of the War.

Mansergh transferred to the newly-formed Royal Corps of Signals on 18 March 1921. Aiding in the development of this new unit he was promoted Major on 15 February 1927 and seconded to Staff on 16 March 1928. Appointed General Staff Officer, 2nd Grade Mansergh held this post from 26 April 1930-16 March 1932. Promoted Brevet Lieutenant-Colonel on 30 June 1933, he was advanced Colonel on 15 December 1938. With this promotion came an appointment as Assistant Adjutant and Quartermaster-General of 1st Division, a role he was still performing in 1939 with the outbreak of the Second World War. Promoted Temporary Brigadier and made Senior Administrative Officer, HQ 2nd Corps Mansergh was present for the Fall of France in 1940 finding himself on the beaches at Dunkirk in June 1940. It was here while aboard the *Ivanhoe*, later scuttled after the Texel Disaster, that he was severely wounded. Possibly one of the five soldiers killed in the air attack which hit *Ivanhoe* on 1 June, also killing 21 sailors and destroying 2 of the ship's boilers. Dying of his wounds on 2 June he was posthumously awarded the C.B.E. for his actions, being buried in Maidstone Cemetery, Kent.

218

A Second War '1941' O.B.E., Great War 1918 'French theatre' M.C. group of eleven awarded to Colonel R. W. W. Hills, Royal Indian Army Service Corps, late Royal Army Service Corps and Royal Fusiliers

Hills led a fine career and was mentioned in despatches for the Great War, as well as for the North West Frontier where he served as Deputy Assistant Director of Supplies, 1937-39



The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd Type breast Badge, silver-gilt; Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2. Lieut. R. W. W. Hills. R. Fus.); British War and Victory Medals, with M.I.D. Oak Leaves (Capt. R. W. W. Hills.); India General Service 1908-35, 2 clasps, Waziristan 1921-24, North West Frontier 1930-31 (Lieut. R. W. W. Hills. R.A.S.C.); India General Service 1936-39, 2 clasps, North West Frontier 1936-37, North West Frontier 1937-39 (Major R. W. W. Hills, R.I.A.S.C.); 1939-45 Star; Defence and War Medals 1939-45, with M.I.D. Oak Leaf [sic], all Second War Medals privately engraved 'Col. R. W. Hills.'; Coronation 1953, unnamed as issued, all housed in custom glazed *Spink & Son* display case, remnants of lacquer, *generally nearly very fine or better* (11)

£1,200-1,500

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

M.C. *London Gazette* 3 June 1918.

M.I.D. *London Gazette* 11 December 1918 & 17 October 1939 (North West Frontier).

**Reginald William Welfare Hills** was born on 27 May 1894, the son of Jacob William Hills, a coal merchant of 121 Sunny Bank, Riverhead, Kent. By 1911 he was working for his father as a Clerk and living with his family at Bradbourne House, Riverhead. Upon the outbreak of the Great War, he served in the ranks for 147 days, before being appointed a Cadet in the O.T.C. Hills was commissioned Second Lieutenant (on probation) 5th Battalion, The Royal Fusiliers, in February 1915. He was confirmed in that commission in July of the same year, and served in the French theatre of war, May 1915-November 1918.

Hills advanced to Lieutenant in November 1916, and transferred to the Royal Army Service Corps in July of the following year. He advanced to Captain in October 1919, and having served on the North West Frontier for the first time Hills transferred to the Indian Army in May 1928. He was employed on the Staff, August 1926 - August 1930, and advanced to Major in October 1933.

Hills once again served on the North West Frontier, this time as Deputy Assistant Director of Supplies, July 1937 - August 1939 (M.I.D.). He served as Acting Lieutenant-Colonel, November 1939-February 1940, and as Temporary Lieutenant-Colonel from February 1940 (O.B.E.). Colonel Hills died in February 1962.



- 219 The 1953 Order of St John, 1952 O.B.E. group of nine awarded to 'Mr Horsham' Alderman D. Bryce, Army Service Corps, attached 256th Tunnelling Company, Royal Engineers

Having served on the Western Front as a motor lorry driver, he became Vice-President of the Horsham British Legion, latterly Sub-Controller in the Civil Defence and a member of both the Royal Observer Corps and Special Constabulary

Bryce was appointed the County Commissioner for the Saint John Ambulance Brigade in 1940 and he was a member of the Horsham Urban Council from 1921-48, a Sussex County Councillor from 1932, he stayed on the Council for 30 years

The Most Venerable Order of Saint John of Jerusalem, Knight of Justice set of Insignia, by *Spink & Son*, comprising neck Badge, silver and enamel; Star, silver and enamel, with neck riband and in fitted case of issue; The Most Excellent Order of the British Empire, Officer's (O.B.E.) Civil Division, 2nd type breast Badge, silver-gilt; British War and Victory Medals (M-401366 Pte. D. Bryce. A.S.C.); Defence Medal 1939-45; Jubilee 1935; Coronation 1937; Special Constabulary Long Service, G.V.R., Coinage bust (David Bryce); Service Medal of the Order of St. John, with two Additional Award Bars (20772 Cty/Commr. D. Bryce. Sussex Cty. 1940), mounted court-style as worn where applicable, *very fine* (9)

£600-800

O.B.E. *London Gazette* 1 January 1952:

'For public services in West Sussex.'



**David Bryce** was born at Edinburgh, Scotland, but later moved with his father to Horsham, Sussex, where his father set up Bryce's furniture and drapery firm in East Street, with and both David and his brother Andrew joining the family firm. Having been educated at Collyer's School he was working at the family shop when called up for active service 24 April 1918, having originally enlisted under the Military Services Act on 1 October 1916. He had already made a name for himself in the town, being a founder member of the Horsham Young Men's Christian Association in 1897 and a keen member of the Horsham Caledonian Society with whom he had won Second Prize in the Sword Dance competition in 1913, and also a recipient of the First Prize Medal for the Horsham Y.M.C.A. Harriers Veterans' Race in 1913.

Posted to the 286th Motor Transport Company on 24 April 1918, he passed his heavy lorry drivers course, and then saw service out on the Western Front from 3 June 1918 as a motor transport driver, being initially posted to 2nd Base Motor Transport Depot at Calais, on 7 June 1918 he found himself attached as a lorry driver to the 256th Tunnelling Company, Royal Engineers, with whom he served for the rest of the war.

Bryce was admitted to the 43rd Casualty Clearing Station suffering from a hernia on 3 February 1919 and was then moved to the 6th General Hospital at Rouen on 16 February 1919. Invalided home on 3 March 1919, he was discharged on 27 May 1919 to the Class Z Army Reserve. He was also a life member of the Horsham British Legion and later became Vice-President.

On his return from active service, Bryce once again immersed himself in the local community of Horsham, joining the Sussex Police Special Constabulary as a Special Constable. He became an Urban Councillor in 1921, and served as such through to 1948, being a member of every committee, twice Chairman of the Council and Chairman of both the finance and selection committees.

Bryce was also a Sussex County Councillor from 1932, and stayed on the council for 30 years, being a County Alderman for the last 18 years. He was a Chairman of the Sussex County Welfare Committee for his last 15 years, and it was for this that he would be largely remembered by the County. As his obituary would state:

‘Welfare and health were his particular interests in public work. For nearly 30 years he was a member of the Graylingwell Hospital Management Committee and its finance chairman for 14 years. He was also a member of the Redhill, Earlswood, and Forest hospitals management committees, being chairman of the latter from 1948 to 1962. For 20 years he was a member of the Horsham Hospital Committee.’

For many years he was a member of the West Sussex Executive Council of which he was once vice-chairman and chairman of both the finance committee and selection committee.

In this capacity he was awarded both the Jubilee Medal 1935 and the Coronation Medal 1937, the latter as a newly appointed Alderman, and was appointed O.B.E. in 1952, being invested at Buckingham Palace on 5 May 1952. Amongst those who congratulated him personally was Edwina Mountbatten of Burma in her role as head of the St John Nursing Corps and Divisions.

He was a founder member of the Horsham Division of the St John Ambulance Brigade, and rose through the ranks to become Commissioner for Sussex in 1940, in which year he was awarded the Service Medal of the Order of St John, to which he later gained two Additional Award Bars. The Medal itself is named to him in the extremely rare rank of ‘County Commissioner’. Having already been appointed a Service Brother of The Order of St John, Bryce was then appointed a Commander, this being presented to him in an investiture held at Mansion House on 21 October 1948, and he was ultimately appointed a Knight of Justice, being invested at Buckingham Palace on 10 July 1953.

During the Second World War Bryce had served as a Sub-Controller for the Horsham urban and rural districts in the Civil Defence, and been a member of both the Royal Observer Corps and the Special Constabulary.

Bryce was also a founder member of the Old Collyerians Association, the association of his old school, of whom he became the Chairman of the school governors, and he was also a chairman of the Horsham Building Society and three times president of the Horsham Chamber of Trade, he ‘became a legend in his own lifetime’ according to his obituary. He was associated with the firm of credit traders for over 70 years, and became a consultant.

A Freemason, Bryce was a founder member of the Richard Collyer Lodge and later became Worshipful Master of the March and Darnley Lodge. He was a first class examiner of the Royal Life Saving Society, of which he was made a Life Governor in 1959.

His wife died in September 1966, they having never had children. As one person recollected in his obituary:

‘Although an eminent public figure, Mr. Bryce was a rather shy person with a wry sense of humour. A few years ago he asked a member of this paper’s staff how long he had been in Horsham. On being told that it was ten years Mr Bryce said, ‘You have only another ten years to go before you are accepted. “But I was born in Horsham,” said the relative newcomer. “In that case,” smiled Mr Bryce, “you have five years dispensation.” Which is not bad for a Scot who was more West Sussex than many Sussex people and who became known as “Mr. Horsham”.

Bryce died on 22 January 1972, his last known address at Sandy Croft, Chesworth Close, and on his death, the local newspaper published an article details his life, titled 'Horsham's 'grand old man' dies.' The David Bryce old people's club was named after him, and Horsham Urban Council named a new road Bryce Close, in recognition of his services to the town.

Sold together with the following quantity of original items, documents and ephemera:

(i)  
Prime Minister's Office 10 Downing Street headed letter informing Bryce of the Prime Minister's intention to recommend him for an appointment as an Officer of the Order of the British Empire in the forthcoming New Years Honours list, inscribed to 'Alderman David Bryce, J.P.', dated 30 November 1951. This with the original envelope addressed to: 'Alderman David Bryce, J.P., Sandycroft, Chesworth Close, Horsham, Sussex.'

(ii)  
Central Chancery of the Orders of Knighthood forwarding letter for the Warrant of Appointment to the Most Excellent Order of the British Empire, inscribed to: 'Alderman David Bryce, O.B.E., J.P.'

(iii)  
Central Chancery of the Orders of Knighthood letter informing Bryce on the upcoming investiture to be held on 5 May 1952, dated 22 February 1952, this letter is printed with a black border signifying the death of King George VI. This with the original envelope addressed to: 'Alderman David Bryce, Esq., O.B.E., J.P., Sandycroft, Chesworth Close, Horsham, Sussex.'

(iv)  
Two telegrams from 2 January 1952 congratulating Bryce on his appointment to the Order of the British Empire, one being from Edwina Mountbatten of Burma in her role as head of the St John Nursing Corps and Divisions.

(v)  
Statutes of 1948 for the Order of the British Empire, the cover inscribed 'David Bryce'.

(vi)  
Award Certificate for the Jubilee Medal 1935, awarded to: 'David Bryce'.

(vii)  
Award Certificate for the Coronation Medal 1937, awarded to: 'David Bryce, Assistant Commissioner, The St. John Ambulance Brigade'.

(viii)  
Investiture Ticket to attend for his appointment within the Order of St John, together with program for the Reception of Bailiffs Grand Cross and Knights - Investiture of Other Grades in the Order and presentation of Life Saving Medals and Special Votes of Thanks on Vellum by His Royal Highness the Grand Prior at Buckingham Palace on 10th July 1953, this containing notification of David Bryce's appointment as a Knight of Justice.

(ix)  
Horsham Y.M.C.A. Harriers Veterans' Race First Prize Medal, obverse with engraved date '1913', silver-gilt, hallmarks for Birmingham with date letter 'n' for 1912, reverse engraved to 'David Bryce' and Horsham Caledonian Society Sword Dance Second Prize Medal for 1913, silver-gilt, hallmarks for Birmingham with date letter 'e' for 1904, reverse engraved to 'David Bryce'.

(x)  
Officer's cap badge for the St John Ambulance Association, together with a similar lapel badge, and other related insignia, together with other related insignia, letters and photographs.

For his miniature dress Medals, please see Lot 337.





Distinguished Service Order, G.V.R., silver-gilt and enamel, *top riband bar adapted for mounting*; Military Cross, G.V.R.; 1914-15 Star (Capt. T. M. Lowry. D. of Corn. L.I.); British War and Victory Medals, with M.I.D. oak leaves (Major T. M. Lowry.); Italy, Kingdom, Order of the Crown, breast Badge, gold and enamel; Italy, Kingdom, Bronze War Cross, *centres loose and depressed on first and reverse centre of sixth lacking, very fine* (7)

£2,800-3,200

D.S.O. *London Gazette* 3 June 1918.

M.C. *London Gazette* 14 January 1916.

Italian Order of the Crown *London Gazette* 19 August 1921.

Italian War Cross *London Gazette* 17 May 1919.

**Thomas Martin Lowry** was born in Cambourne, Cornwall in 1875. The *Cornishman* gives further detail:

‘...was the son of Mr. I T. Lowry, Manager of the branch of Barclays Bank, and who later became manager of Messrs. Rabling and Co., as a young man he was a student at Camborne School of Mines, and while there he had occasion to visit Dolcoath Mine, where he met with a serious accident. Leaving Camborne he proceeded, with his brother Marshall, to Australia. Subsequently he was appointed Inspector of Mines in West Africa. On the outbreak of the Great War he offered his services, and was attached the Sappers and Miners.’

Lowry served with the 2nd Battalion, Duke of Cornwall's Light Infantry in France from 16 December 1914, but was taken sick and landed back at Dover on 26 January 1915. Having recovered from his sickness, he thence put his skills to good use, being attached to the Royal Engineers from 12 August 1915, employed at home recruiting for Tunnelling Company's. He landed in France and joined the 174th Tunnelling Company on 6 September 1915, joining the 173rd Tunnelling Company on 26 October. Having gone on leave in March 1916, he was given extended leave due to 'urgent private affairs', re-joining the unit in France on 3 December 1916. Serving with his unit, he had rest in August 1917, before being taken sick at No. 47 Casualty Clearing Station in the Field on 5 January 1918. having been called to assist in Italy after the Caporetto Disaster. Re-joining the 173rd in March 1918, he was posted to Command the Maltese Tunnelling Company in Italy from

26 September 1918 and was made Inspector of Works for the Imperial War Graves Commission at the rank of Lieutenant-Colonel in Italy from 28 December 1918. At War's end, he had no less than three 'mentions' (*London Gazette* 1 January 1916, 4 January 1917 and 24 May 1918, refers) to go with his D.S.O., M.C. and Italian laurels, which also included a 4th Class Order of St Maurice & St Lazarus for his work with the War Graves Commission (*London Gazette* 4 June 1920, refers). His Medals were claimed from the Villa Moxhini, Longara in June 1920. Lowdy died on 28 February 1938 at Maida Vale, London; sold together with copied Service Record and MIC.

See *Directing the Tunnellers' War: The Tunnelling Memoirs of Captain H Dixon M.C., Royal Engineers* for further references.

- 221 The superb 'Trench Raid 1917' D.S.O., 1919 A.F.C. group of five awarded to Captain W. Algie, Royal Flying Corps and Royal Air Force, late Corporal, 4th Dragoon Guards and 23rd Northumberland Fusiliers, who was recommended for the Victoria Cross - whilst still a Subaltern - for his remarkable actions that earned his D.S.O. during the Trench Raid near Armentiers

Having served an action-packed tour as an Observer in DH4s with the Royal Flying Corps over the Western Front, he qualified as a Pilot and added an A.F.C. for 'night flying operations over London' - also ending the Great War with three 'mentions'



Distinguished Service Order, G.V.R., silver-gilt and enamel, top riband bar adapted for mounting; Air Force Cross, G.V.R.; 1914-15 Star (D-9831 Cpl. W. Algie. 4th. D. Gds.); British War and Victory Medals, with M.I.D. oak leaves (Capt. W. Algie. R.A.F.), *a little enamel chipping to wreaths on first, otherwise good very fine* (5)

£3,200-3,500

D.S.O. *London Gazette* 26 March 1917:

'For conspicuous gallantry and devotion to duty during a raid on the enemy's trenches. He led the assaulting party with great dash and inflicted many casualties on the enemy. He himself shot eight of the enemy with his revolver. Later he skilfully withdrew his party under very heavy fire and assisted to bring in the wounded.'



The only award of the A.F.C. to the Tyneside Scottish Brigade.

A.F.C. *London Gazette* 3 June 1919:

‘For night flying operations over London.’ (*Gallantry Awards - Members of the Tyneside Scottish Brigade*, refers)

**William Algie** was born on 20 June 1889 at Glasgow and had been a farmer and market gardener at Kemps, South Ockendon, Essex from 1909-14. He first saw action during the Great War as a Corporal with the 4th Dragoon Guards, serving in France from 17 December 1914 (1914-15 Star). Having been commissioned into the 23rd Battalion (Tyneside Scottish), Northumberland Fusiliers on 2 July 1916.

His Battalion landed in France later that month were tasked with a trench raid south-east of Armentiers 11 February 1917. Under the command of Lieutenant-Colonel Perch, a force of 12 Officers and 257 other ranks were readied and organised into four Companies, with Algie was assigned as Second-in-Command of ‘C’ Company. As the force moved with great stealth out over No Man’s Land they came under heavy German fire with two Companies being held up. ‘C’ Company found themselves under a hail of fire, desperately looking for the break in the wire. Lieutenant-Colonel Perch, who had attached himself to ‘C’ Company, charged forward onto the enemy lines, with the gallant Algie at his side. They quickly took the enemy front line, following which Algie then pulled together a Support Line Party and with his revolver to hand charged up the trench.



Apart from the uniforms, this could be a 1940 Battle of Britain post-combat ‘inquest’. No.78 Squadron pilots at Suttons Farm, left to right in the centre group: Lieut W. Algie, 2nd Lieut G. Clapham (facing camera) and Capt D. V. Armstrong.

In the following moments, he personally killed seven German soldiers and then proceeded to throw bombs, securing the Trench all alone. He then supervised his Party blowing up an ammunition dump and a bombing HQ. Proceeding back to the old German front line, held by Lieutenant-Colonel Perch, who had seven Prisoners, including two Officers at hand, a struggle occurred. Algie once again stepped to the plate, killing one of the Officers.



With the Raid delivering its aims, the order to withdraw was given and Algie successfully lead his party and their Prisoners - with no doubt who was in charge - back across No Man's Land.

Algie was immediately put in for a Victoria Cross for his actions on that night, but this was eventually downgraded, instead he earned the rare distinction of earning the D.S.O. whilst as Subaltern, Lieutenant-Colonel Perch was also handed the same laurels for the Raid.

Algie finished his time in the Army with a brace of 'mentions' (*London Gazette* 26 March & 22 May 1917, refer). In May 1917 he was transferred to the Royal Flying Corps and after a short Observer course was posted to No. 25 Squadron operating in France with the DH4s from the end of May. With his regular Pilot 2nd Lieutenant Hancock, the pair forged a winning partnership, flying Photo Recce, Bombing and Special Operational Flights over the Western Front. On 9 August, in DH4 A7426, setting off at 0830hrs, the pair flew at 13,000ft over Provin-Courrieres. Engaging no less than 7 enemy machines over Henin Lietard, one was believed driven down and put in as a victory. The next day they succesfully exposes 11 plates over Montingny-Bauvin and faced hostile machines over Lens. The following days were also full of action, dropping bombs on 17 August, coming into action against 8 enemy over Douai, with another believed driven down and put in as a victory. On 18 August, when attacked by 5 enemy, Algie fired a drum into one of them, that turned and immediately span uncontrolled towards the ground.

Completing his tour he was selected for Pilot Training and returned home. Having qualified he was posted to No. 78 Squadron, flying out of Sutton's Farm in Sopwith Camels. Their role was Home Defence and Algie took part in a number of patrols, in the pursuit of the Gotha Bombers who were raiding attacking London and Southern England. Demobilised with his A.F.C. in August 1919, he had earned a final 'mention' (*London Gazette* 22 January 1919, refers). Clearly feeling the call to arms, Algie returned to the fold for the Second World War and was commissioned Pilot Officer in the Training Branch on 1 February 1941. He resigned his commission on 27 July 1945; sold together with copied research, Service Records, War Diary, ORBs and other extracts.

For his miniature dress Medals, please see Lot 339.

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WHERE HISTORY IS VALUED

222

A Great War D.S.O. group of seven awarded to Lieutenant-Colonel H. Garwood, Royal Garrison Artillery, a member of the 'Cairo Gang', he avoided assassination on the morning of 'Bloody Sunday', possibly by having spent the night in a brothel



Distinguished Service Order, G.V.R., silver-gilt and enamel, *top riband bar adapted for mounting, central medallions depressed; 1914-15 Star (Capt. H. P. Garwood R.G.A.); British War and Victory Medals, with M.I.D. oak leaves (Major H. P. Garwood); Greece, Kingdom, Order of the Redeemer, 2nd type, Officer's breast Badge, silver-gilt, gold centres and enamel, with rosette on riband; Greece, Kingdom, Medal of Military Merit; France, Third Republic, Medal of Honour, silver-gilt, with wreath and crossed swords suspension, mounted as worn, polished, nearly very fine (7)*

£2,600-3,000

D.S.O. *London Gazette* 1 January 1918.

Greece, Order of the Redeemer, 4th Class *London Gazette* 9 November 1918.

Greece, Medal for Military Merit *London Gazette* 24 October 1919.

France, Medal of Honour *London Gazette* 21 July 1919.

**Henry Percy Garwood** was born in April 1882, the son of Colonel J. F. Garwood, Royal Engineers, and was educated at Marlborough College and the Royal Military Academy, Woolwich. Commissioned 2nd Lieutenant in the Royal Artillery in August 1900, he was promoted Lieutenant in September 1902, and Captain in August 1913. He served during the Great War during operation in Greek Macedonia, Serbia, Bulgaria, European Turkey, the Islands of the Aegean, and Egypt, from July 1915. Promoted Major in December 1915, he was appointed Deputy Assistant Adjutant General (Staff Officer, Royal Artillery) with the Egyptian Expeditionary Force in August 1916; and Staff Officer to the General Officer Commanding, R.A., in Salonika from December 1917. He ended the Great War with a brace of 'mentions' (*London Gazette*s 21 June and 28 November 1917, refer) to go with his D.S.O., while he was promoted Brevet Lieutenant-Colonel in January 1919. Garwood was made December 1919 as Deputy Assistant Quarter Master General, Black Sea, stationed in Alexandria, a post he held until July 1920.

#### *Cairo Gang*

Posted to Dublin on "Special Duty GHQ" in July 1920, Garwood was almost certainly one of the 'Cairo Gang', a group of British intelligence agents, many of whom had served in the Middle East, who were sent to Dublin to conduct intelligence operations against prominent members of the Irish Republican Army. Living throughout the city, in a mixture of hotels and private houses, and officially known as Dublin District Special Branch, they prepared a list of targets. However, the Irish Republican Army Intelligence Department, under Michael Collins, was one step ahead of them, and was receiving information from numerous well-placed sources, including most of the Irish servants who worked in the houses where the officers lived, and all of their comings and goings were meticulously recorded and reported to Collins's staff. On the morning of Sunday 21 November 1920 - 'Bloody Sunday' - the I.R.A., in a series of coordinate house attacks orchestrated by Collins, assassinated 12 members of the Cairo Gang, along with one Royal Irish Constabulary policeman and a civilian informant. Garwood escaped the assassins- he may well be the Lieutenant-Colonel who is referred to in one source as having been away from his lodgings that morning, having spent the night in a Dublin brothel. In retaliation for the murders, the Royal Irish Constabulary, supported by members of the Auxiliary Division, opened fire later on that day on the crowd at a Gaelic football match at Croke Park, killing one of the players and thirteen spectators. The remaining Cairo Gang members, along with many other spies, fled to either Dublin Castle or England, fearing they were next on the I.R.A.'s hit list, dealing a severe blow to British intelligence-gathering in Ireland. Only one member of the I.R.A. was captured during the assassination operation. Court-martialled and sentenced to hang, he escaped from Kilmainham Gaol before the sentence could be carried out.

#### *The Chanak Incident*

Leaving Ireland after Bloody Sunday, Garwood was given the command of the Royal Artillery Contingent during the Chanak Incident, when the Turkish Army under Kemel Ataturk drove the Greek Army out of Smyrna and advanced towards Anglo-French positions in the Dardanelles, in an attempt to regain territory that had been taken from the defeated Ottoman Empire after the Great War. Concerned that if the Turks crossed the Dardanelles neutral zone they would continue their campaign through Greece and into the Balkans, thereby triggering another World War, the British Government decided to fortify Chanak with the British garrison in the Dardanelles and threaten war with Turkey if she attacked. The French withdrew, leaving just a British force of 7,600 men to defend Europe. An Armistice was arranged, two hours before British troops were due to have attacked, and War was averted, but the incident resulted in the Conservatives (who already had a Parliamentary majority) withdrawing from coalition Government, leading to the resignation of Lloyd George as Prime Minister and the end of the Liberals as a dominant force in British politics. Returning to England, Garwood retired with the rank of Lieutenant-Colonel to Wimbledon in April 1928, and died in January 1956.



223

A most unusual Great War D.S.O. group of nine awarded to Captain A. J. Brown, Royal Army Medical Corps, later Wing Commander, Royal Air Force

Brown was captured during the Retreat from Mons in 1914 and rendered remarkable service - being decorated - at Gardelegen Prisoner of War Camp during the typhus outbreak amid squalid conditions in the Spring of 1915; he was subsequently released from captivity



Distinguished Service Order, G.V.R., silver-gilt and enamel, *top riband bar adapted for wear*; 1914 Star, with clasp (Lieut. A. J. Brown. R.A.M.C.); British War and Victory Medals, with M.I.D. oak leaves (Capt. A. J. Brown.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, with *incorrect* M.I.D. oak leaves; Jubilee 1935, *good very fine* (9)

£1,400-1,800

D.S.O. *London Gazette* 2 November 1916. One of 2 awards of the D.S.O. for these events, with Major P. C. T. Davy earning a C.M.G.:

‘In recognition of their distinguished service and devotion to duty during the spring and summer of last year in the Prisoners-of-War Camp at Gardelegen, Germany.’

**Artur James Brown** was born on 26 May 1884 and was educated at Woolstone College, Hampshire, University College, Southampton and the London Hospital. During the Great War he served in France from 16 August 1914 and was captured during the Retreat from Mons. Brown was thence taken and imprisoned at Gardelegen in Germany. During 1915, a number of typhus outbreaks began in the POW Camps and it fell upon the shoulders of the Medical Officers to care for their men. Further details followed in the *Evening Mail* of 3 November 1916:

‘The story of the self-sacrifice of these three Officers was told in the report of the epidemic at Gardelegen by the Government Committee on the Treatment by the Enemy of the British Prisoners of War, published on October 25. The epidemic lasted four months, during which there were 2,000 cases of typhus. The Germans displayed the same callousness and cowardice as the British and Allied Doctors the same heroic devotion to duty as were shown by their respective compatriots in similar distressing circumstances at Wittenberg. Of the 16 Allied Doctors in the camp, 12, including Major Davy, took the fever and 2 died.’

The same day, the *Daily Mirror* also ran the story and quoted Davy’s report:

'The men lived, slept and fed in huts devoid of any furniture. They walked over each other in passing in and out. There they lay, sick, and later died cheek by jowl with their fellow prisoners. The overcrowding was such as I have never before seen or imagined anywhere.'

It seems Brown was released after the epidemic in July 1915 and went on to serve in the Cameroons Campaign, also being awarded the Gold Medal of the Order of St John.

Before War's end, Brown was 'mentioned' for service in Egypt (*London Gazette* 5 June 1919, refers) and after its conclusion transferred to the Royal Air Force, being appointed Squadron Leader in 1922. He remained in the service and was awarded the 1935 Jubilee Medal whilst Wing Commander, Principal Medical Officer at Headquarters, Western Area Command. Returned to the fold during the Second World War, the gallant Wing Commander died on 20 October 1949 (*British Medical Journal*, 18 February 1950, refers); sold together with copied research and an old Spink Auction extract, circa 1985, when these awards were last offered for Sale.

See <https://paperspast.natlib.govt.nz/newspapers/OAM19170109.2.46> for more details on the events in the POW Camp and the shocking conditions endured.

224

**A fine Second World War escaper's M.C. group of six awarded to Lieutenant-Colonel C. F. P. Mills, 97th (Kent Yeomanry) Field Regiment, Royal Artillery, latterly Special Operations Executive and Malaya Home Guard**

Having been captured at St Valery on 11 June, Mills and a pair of comrades wasted little time in slipping their guard to begin a truly remarkable journey, it started by first attempting to cross the Channel by way of a stolen boat; this plan had to be dropped for a long march to Marseilles, before making his way across the Pyrenees, through Spain and eventually making Gibraltar and an airlift back home



Military Cross, G.V.I.R., the reverse officially dated '1941'; 1939-45 Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Malaya (Lt. Col. C. F. P. Mills. Malaya H.G.), with named card box of issue; Efficiency Decoration, E.II.R., Territorial, the reverse officially dated '1955', with copy Second Award Bar, *good very fine* (6)

£1,000-1,400





M.C. *London Gazette* 7 March 1941. The original 'Account of Escape' from which the Military Cross was awarded, states:

'Captured 12 June 1940. Escaped 20 June 1940. Left Gibraltar by plane 26 December 1940. Arrived Plymouth 27 December 1940.

### *Prior to capture*

On the 11th June, the Regiment had moved down to St Aubin near Dieppe, just outside St Valery, where it went into action. At about 4 o'clock in the afternoon I was detailed to do embarkation liaison and went to the beach, for a preliminary reconnaissance, but saw no ships. I returned towards the town at about 5/6pm and met Commander Elkins, Royal Navy, the SNO for embarkation duties.

We were shelled and machine-gunned from about 6pm until 2am. It was impossible to move at all, and, as troops were beginning to arrive on the beach. I went back to the town to stop more coming down. At day break I met the Colonel of my Regiment, Colonel Peppe 1/RHA, and accompanied him back to R.H.Q., where we were ordered to surrender.

### *Capture*

At 11 o'clock in the morning the Germans were in the town rounding-up prisoners, and we were marched off to a farm some three miles south of St Valery, where we stayed the night. On Thursday morning, 13th June, we were taken by lorry to Forges, where I met 2/Lieut. Rae. On the 18th, arrived at Doullens.

Two days after capture, we were told to surrender map, compasses, etc, but I was able to retain my watch and pocket book. At Doullens, however, we were told to give up all private papers, watches etc, and had to sign a paper to say we understood that any infringement of this was punishable by death. This document was in English and French. By this time I was separated from other ranks, and presume that this paper was only presented to Officers for signature.



For the first two days we were given food taken from British stores, but later rations were poor, consisting of bread and weak coffee at 6am and stew at 1300 hours; after that hour we had nothing more to eat until the next morning.

Treatment by guards varied considerably. It was noticeable that the older men were more lenient than the young Nazi-inspired soldiers.

The French P/W had better treatment than the British, who were left to get what food they could. The behaviour of the French Officers was very poor. On 19th June, we arrived at St Pol, where we stayed in the Citadel.

### *Escape*

On the 20th June, when approaching Bethune, 2/Lieuts Hopkins, Rae (both of 1/RHA) and I escaped. We noticed that the routine of march was - march 1hr 15mins, rest 15 mins. During a halt, we slipped into a ditch and hid until dark. We took our bearing from the North Star and decided to march North-West towards the coast, reaching this at Groffliers on July 2nd.

At Groffliers we met the Concierge of the chateau, who provided us with food and advised us to hide in the dunes. We stayed here from 3rd-11th July, during which time we found a small fishing boat, and tried to prepare it for sea. On July 4th, we tried to get on board a small fishing boat in at bay of Ruthie. It was, however, impossible to swim across the current, so we were obliged to get back to the shore.

On the 11th July the fishing-boat was ready for sea, but, as the tides had turned and the moon was rising, we decided to return to Ebruyeres and wait for two weeks for the next change of moon and tide. At Ebruyeres we slept in a small wood near a German aerodrome, until 17th July, when we returned to Groffliers. the weather was now very bad.

On the 18th, German troops arrived in considerable numbers and surrounding district, and made the chateau their HQ. This prevented us from launching our boat.

On the 19th July we returned to Ebruyeres and, having found out that there was a part of France unoccupied, decided to make for Free France.

On the 24th July a German reconnaissance party arrived in Ebruyeres to reconnoitre A.A. gun sites. As we were too near the German aerodrome, we decided to move, and on the 24th July we set off South.

On the 26th we reached Raye-sur-Authie, and crossed the River Authie next day. On the 28th we arrived at Le Festal, which was occupied by Germans.

On the 2nd August we reached Elbeuf. By this time we had acquired peasants' clothes and had discarded our uniforms.

On the 6th, we crossed the Seine at Port Mort at night; the dam had been blown up and the planks over the river were not guarded after dark.

From the 10th to the 15th August we went by way of Mesroberts, Le Gault, across the River Loire and so to Contres.

On the 16th August we decided to cross the River Cher singly. I had considerable help from a local peasant and swam across the river at Monthou at 3am on the 17th August. After drying out and having breakfast I went on to Cere where we had arranged an RV; Rae arriving two hours later. After waiting all day for Hopkins, we went on to Loches, and on the 20th Hopkins joined us.

We then walked to Chateauroux, and from there, by train, to Marseilles. We were not asked for papers at any point.

On arriving at Marseilles, Hopkins went first to the Seamen's Mission and saw the Rev. Caskie, while we waited in Hotel Ethene (The proprietress was an English woman, married to an Italian). We were advised to go to the British Consulate; where I saw the three British Consulate Officers, who were employed by the American Consul to look after British interests, their names being Major Dodds, Mr Dean and Mr Spinney. I first saw Mr Spinney, whose rank, I believe, is Vice Consul, and was informed by him that nothing could be done and that we should have to surrender ourselves to the French authorities. I objected and insisted on an interview with Mr Fullerton, the American Consul. Mr Fullerton proved most helpful and stipulated no conditions, so far as he was concerned. The British Consular Officers told me that they were unable to give us financial assistance, until we had complied with their instructions (to surrender ourselves), which, they said, was an order from the Home authorities.

I told 2/Lieuts. Rae and Hopkins to go to the American Consul and ask for some money; and, to the best of my knowledge, each of them received the sum of £10.

The allowances, made for Officers by the British Authorities, under the American Consul, is £5 per month and £1 per month for OR's. When I remonstrated about the inadequacy of the allowance and spoke about the possibility of purchasing one's escape, the only reply was "You are quite at liberty to surrender yourself and live in the internment Camp at Fort St Jean, where you will be kept for nothing for the duration of the War."

I stayed in Marseilles after this and was fortunate in meeting an ex-colleague on the 14th September, Mr Pemberton, employed by the Western Electrical Company of American and then a refugee from Paris. I made various attempts to leave France, but it was almost impossible without considerable financial assistance.

It is my considered opinion that if sufficient funds were available, there would be no difficulty in every man in Fort St Jean escaping from Unoccupied France into Spain and home.

On the 29th September I had an opportunity to leave for Casablanca in a French transport carrying Senegalese troops to be repatriated at Casablanca. My 'fare' was to be 200 franc, and, although I applied to Messrs. Dean & Spinney, they could not advance me the sum required. 2/Lieut Campbell R.E. applied with me, and I understand that this Officer is now detained in jail in Algiers.

In the Seamen's Mission, run by the Rev Caskie, there are approximately 50 subjects (non-military), who are being looked after by the Church of Scotland. I consider that the Rev Caskie is doing first-class work in Marseilles, and he is of great service to the OR's as they are allowed out on parade every evening from Fort St Jean for recreational purposes, and most of them go to the Mission to play billiards etc. I believe also that the Rev Caskie has funds, recently made available, for purchasing clothing up to the value of £2 per man.

During the time I was in Marseilles I made friends with two Belgian Officers, one of whom was stationed at Villeneuve on some duty connected with Belgian repatriation. This Officer informed me that if I went to Bourg-Madame and asked for Madame Salvat, the proprietress of the Hotel Salvat, I should be able to get a guide to take me into Spain.

On the 21st November while walking up the Cannbiere, I met Robert Tessier, the French interpreter of my Regiment in France. Tessier took me home with him to Aix and offered me whatever funds I needed for my escape. I took £50 from him and went to Bourg-Madame on the 25th November, where I was duly introduced to a guide, on the following day. The guide, Francesco Costa, a Spaniard, agreed to conduct to me Barcelona for the sum of 5000 frs. Detailed were settled and I met him on the 27th, 4pm, at the Hotel Carlott, Osseja. We crossed the Pyrenees and arrived at Castillo in Spain at 5am on the 28th. I was accommodated in a small Spanish hut until 30th, during which time a salvo conducto was prepared, and I went by train from Guardalla to Barcelona without hindrance.

I reported to the Vice-Consul in Barcelona (mr Patron) who was most helpful and offered me money and assistance. I did not need money, but he got me rooms in a hotel where no questions were asked, and fixed me up with small details in the way of clothes and also gave me an emergency certificate. I was informed by the Vice-Consul that there were two OR's taking shelter in Andorra, whom he was supplying with money and clothes.

Naturally, the Vice-Consul was unable to put me in complete order with the authorities, as I had no Spanish transit visa, but I was put on the train the next day, 3rd December, for Madrid. The only control on the train was police, whom I managed to avoid by getting into the lavatory.

On arrival in Madrid, 4th September, I took a taxi to the Embassy and reported to the Military Attache. Here again I was very well received. I was made very comfortable and arrangements were made between the Embassy and the police for me to proceed from Madrid to Gibraltar.

While in Madrid I spoke to Brigadier Torr, regarding the attitude assumed by Messrs. Dodds, Dean and Spinney, and his reply was as follows:- "Be sure and report the attitude of these people when you arrive home." This, I gather, was also the wish of the Military and Naval Staff at the Embassy.

In Marseilles a Mr Fry runs an organisation known as the American Aid Centre, which has distributed money to British personnel. I received 5000frs from them.

Captain Fitch got 250,000frs from Mr Fry, which he, in good faith, handed over to some people owning boats, who had promised to get him and 30 OR's away. Unfortunately the people were crooks and the money was lost.

I spoke to Mr Fry after this, and he asked me to ask the Embassy in Madrid, if \$10,000, which had been promised, had been paid by the British Government, through Sir Samuel Hoare, to a fund in America. I duly reported this to the Attache in Madrid. I was informed that the matter had been taken up and that the money had been paid by the Foreign Office. The Attache had sent a message to Mr Fry by an American passing through, so there was no need for me to take further action.

Mr Fry sent a representative of his organisation up to the Spanish Border with me, to see if my scheme for crossing was successful. I sent a note back, with the guide, to say that I had arrived safely in Barcelona.

Ostensibly the organisation was for repatriating civilian refugees, so that Mr Fry acted outside his province in giving help to British soliders, and his action is commendable.

I left Madrid by train, having charge of 7 OR's, who had been extricated from various Spanish prisons and brought to the Embassy at Madrid for repatriation.

I travelled with them to Gibraltar, which I reached on December 10th, from there, get a passage in an RAF plane, which touched Gibraltar on its way back from Egypt, arriving home 27th December.'

**Clarence Francis Patterson Mills** was born on 6 January 1903 at Reading, Berkshire. Educated at Reading Wilson School and Cambridge University, Mills graduated in electrical and communication engineering. Having worked on BBC outside broadcasts, 1934-36, he was appointed Director & Chief Engineer for the London & Provincial Cinemas Ltd in 1936. He had been commissioned 2nd Lieutenant from the 99th Bucks and Berks Yeomanry Field Brigade to the 95th Hampshire Yeomanry Field Brigade on 28 June 1933. He transferred to the 97th Kent Yeomanry Field Regiment attached to the 1st Royal Horse Artillery.

Mobilised at the beginning of the war, the 97th Kent Kent Yeomanry Field Regiment were sent to France in September 1939, arriving at Cherbourg on the 26 September 1939.

Having been taken prisoner, Mills and two comrades made their remarkable break and was duly rewarded with a Military Cross. Major Keith Rae's account of their capture and escape is recounted in *Yeoman Service*.

Mills subsequently approached the Special Operations Executive in February 1943, surely looking to put his electrical engineering background to good use. He was employed by SOE from the 5 April-12 November 1943 and again from 16 March-12 June 1944.

It appears his pre-War job was no longer available, thus seeking employment he travelled to Malaya and was taken on the strength of the Home Guard.

In 1950, the British Malaya Government formed the 'Home Guard'. The unit was tasked with static local defence and manned checkpoints that curbed the flow of supplies to Communist Terrorists. Mills was duly awarded a T.D. and Second Award Bar (*London Gazette* 2 September 1955, refers). In 1958, as the threat of the communist terrorists receded, the Malayan Home Guard was disbanded. Mills returned home and retired to Sandgate, Kent. He died in April 1964; sold together with copied SOE file, research and service records, all bound into a well-prepared book related to his service.



225

An Immediate Mareth Line 1943 D.C.M. group of seven awarded to Private J. Hudson,  
Durham Light Infantry



Distinguished Conduct Medal, G.V.I.R. (3660867 Pte. J. Hudson. Durh. L.I.); 1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; France and Germany Star; Defence and War Medals 1939-45, *good very fine* (7)

£3,000-3,500

D.C.M. *London Gazette* 17 June 1943. The original recommendation - upgraded from an M.M. - states:

‘On the night of 21st/22nd March, during the 151 Brigade attack on the Mareth defences, Private Hudson was with “C” Company 6th D.L.I.

On sighting an enemy machine gun post he immediately led a group of men forward with fixed bayonets and charged the position. His rifle bolt was damaged and the rifle could not be fired, but he still led on this party relying solely on the use of his bayonet. He succeeded in capturing the post, killing many of the enemy personally.

This action of Private Hudson’s enabled the rest of his Company to move forward onto the position. Before leading the charge, his Company Commander had been seriously wounded beside him. He showed outstanding courage and complete disregard for his own safety.’



**James Hudson**, a native of Bradford, later landed on 'D-Day', 6 June 1944, with the 8th Battalion at La Riviere. He was reported missing (TNA WO417/78, refers) on 17 June 1944 as a result of the actions around Parc de la Mere and Chateau du Coridillon and was cut off with two comrades whilst in action. Showing the same fine spirit which earned his previous decoration, Hudson and his colleagues went 'on the run' for several days before re-joining the allied lines (TNA WO417/79, refers); sold together with portrait photograph and copied research.

226 **A rare 1941 I.D.S.M. awarded to Subedar A. Jan, Motor Transport Centre & Records, Indian Army Service Corps**

Indian Distinguished Service Medal, G.V.I.R. (Sub. Allah Jan. M.T. Centre & Records.); 1939-45 Star; Africa Star; Defence and War Medals 1939-45, *very fine* (5)

£600-800

Ex-Colonel Sudlow Collection.

I.D.S.M. *London Gazette* 9 September 1942. The original recommendation states:

'Libyan Campaign - 1 November to 31 December 1941.

Subedar Allah Jan acting on his own initiative on the evening of 24 November 1941 was responsible for the withdrawal of his ammunition Point without loss. In spite of increasing enemy fire he stood up in his vehicle and brought the whole of his echelon under control.

This V.C.O. displayed a fine sense of duty and by his action, prevented his loaded ammunition lorries from falling into enemy hands.'





Pakistan, Independence Medal; General Service Medal, 1 clasp, Kashmir 1948; 23 March 1956 Medal; Indian Distinguished Service Medal, G.VI.R. (10885 Hav Abdul Malik, 3-2 Punjab R); India General Service 1909-35, 2 clasps, Mohmand 1933, North West Frontier 1935 (10885 Sep. Abdul Malik, 3-2 Punjab R.), *unofficial rivets between clasps*, 1939-45 Star; Africa Star; Burma Star; Defence and War Medal 1939-45, with M.I.D. oak leaves, mounted as worn, *contact marks, very fine* (10)

£1,000-1,200

Ex-Colonel Sudlow Collection.

I.D.S.M. *London Gazette* 11 March 1943. The recommendation - for an Immediate award - by the Middle East Representative of M.I.9., the intelligence legend Colonel Dudley Wrangel Clarke, states:

‘On 28 June 1942 a column of 3/2 Punjab Regiment was surprised by German tanks and six Officers and 108 men were captured. They were searched that night and all papers, knives and trinkets removed.

Next day at about 1330hrs the British Officers were taken away by the Germans. The rest were taken to Matruh to the old British P/W Camp, where the Indian Officers were then separated from them. A week later they left Matruh and went to Tobruk reaching it the next day.

They were in an enclosure North of El Gubbi L/G till 3 weeks later when they moved to the camp below the escarpment, South of the L/G Gubbi Satellite.

About a week later they left Tobruk to return to Matruh where apparently additional dock labour was needed. They arrived the next day going directly to the camp South of the Egyptian barracks.

On 19 August at 2300hrs Havildar Malik escaped with Lance-Naik Fazal Hussain No.12635, who has been recommended for a Mention. They crawled through the wire on the North side of the camp, ran across to the embankment and hid behind it. They then made their way down the road to the West, and then South. They used the Pole Star to guide them. They had with them a 2-gallon tin of water, 2 water bottles, 1 chhagal, 1 2lb tin of jam and a haversack full of biscuits.

At 0200hrs on 20 August they had reached the hill South of Matruh. That evening they reached Bir Sidi Hamsa, which Havildar Malik remembered as his Battalion had been there for a time. On the



evening of 21 August they ran out of water, but went on South East for two days. On 23 August they reached the Qattara Depression where they found bitter water. For three days they walked on though soft ground, sometimes going in up to their knees. On the fourth day they were on hard ground. On 28 August they were picked up by our troops.

Due to his indomitable courage, which remained unshaken by great hardship, Malik succeeded in escaping and was at the same time responsible for Lance-Naik Hussain's escape. He never once doubted that they would reach our lines, and in addition to this unswerving determination to win through, consciously used his phenomenal powers of visual memory and observation to bring back more military and naval information than any recent escaper.'

**Abdul Malik** appears to have joined the Indian Army on 31 December 1930, serving in the Mohmand country and on the North West Frontier. Malik, having escaped and won his I.D.S.M., was returned to his unit in Burma. He subsequently earned a 'mention' (*London Gazette* 9 May 1946, refers) and was commissioned into the Pakistan Army, serving as a Jemadar in the 1st Punjab Regiment; sold together with copied research.

228 **A 1917 M.M. awarded to Lance-Corporal J. G. Fletcher, The Queen's (Royal West Surrey) Regiment**

Military Medal, G.V.R. (6145 L. Cpl. J. G. Fletcher. 2/The Queen's R.), *contact marks and pitting, nearly very fine*

£120-160

M.M. *London Gazette* 18 July 1917.

**John George Fletcher** served on the Western Front with the 2nd Battalion, The Queen's (Royal West Surrey) Regiment from 16 March 1915. He was awarded his M.M. whilst attached to the 91st Trench Mortar Battery for actions in France and latterly served with the 11th (Lambeth) Battalion, The Queen's (Royal West Surrey) Regiment. He was discharged on 8 March 1919.

x229 **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)

£350-400

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.

230 **A Great War M.M. group of four awarded to Private E. A. Hardy, Army Cyclist Corps, later 16th Battalion, London Regiment**

Military Medal, G.V.R. (13513 Pte. E. A. Hardy. IX.C.C. Bn: A.C.C.), additionally engraved '13.4.1918.' after unit; British War and Victory Medals (98 Pte. E. A. Hardy. A. Cyc. Corps.); Territorial Force Efficiency Medal, G.V.R. (1438 Pte. E. A. Hardy. M.M. 16/Lond: R.), *good very fine* (4)

£260-300

M.M. *London Gazette* 29 August 1918.

**Ernest Alfred Hardy**, a native of Croydon, was born in October 1893 and was a bank clerk living at home with his parents on Canterbury Road, Croydon in 1911. During the Great War he served with the Army Cyclists Corps (Pair only) and afterwards joined the 16th (County of London) Battalion, London Regiment (Queen's Westminster Rifles).

- 231      **An Immediate 1944 M.M. group of six awarded to Private L. Satti, 1st Battalion, Highland Light Infantry**
- Military Medal, G.V.I.R. (14218001 Pte. L. F. Satti, H.L.I.), with officially re-impressed naming; 1939-45 Star; France and Germany Star; Defence and War Medals 1939-45; General Service 1918-62, 1 clasp, Palestine 1945-48 (14218001 Pte. L. Satti, M.M., H.L.I.), *good very fine* (6)      £700-900
- M.M. *London Gazette* 1 March 1945. The original recommendation states:
- ‘On the evening of 12 Oct 44 at Haalderen, Pte Satti was acting as No. 1 of the Bren gun working on the left of a fighting patrol. He carried out his duties in a most determined and courageous manner, taking on the enemy as they disclosed themselves at short range and neutralising a number of positions in turn, killing several of the enemy.
- In making a bound forward near the objective he was severely wounded in several places by an A/P mine, but in spite of this and the fact that he was unable to move he continued to fire his Bren whenever the enemy fired from the area being attacked. He would not accept help and had to be carried away forcibly by his Pl Comd when the latter had decided that he must withdraw. His fearless conduct throughout and in particular his splendid example when heavy casualties had been suffered reducing the automatic fire of his platoon to that of his Bren gun alone when he himself was gravely injured is worthy of the highest praise. ‘
- Leone Fairovante Satti** appears to have been born in 1924 at Glasgow. He was one of ten children of Emilio Giovanni Raffaello Satti, who was born in Barga, near Lucca, Tuscany in 1890. Young Satti served with the 1st Battalion, Highland Light Infantry during the Second World War and in Palestine and died in Glasgow in 1985.
- 232      **An outstanding Immediate 1945 Burma operations M.M. group of four awarded to Sepoy K. Singh, 1/11th Sikh Regiment**
- Military Medal, G.V.I.R. (25233. Sep. Kapoor Singh. Sikh R.) 1939-45 Star; Burma Star, privately engraved ‘Sepoy Kapoor Singh 1/11 Sikh Regt 7 Indian Div’; War Medal 1939-45, *very fine* (4)      £500-600
- Ex-Colonel Sudlow Collection.
- M.M. *London Gazette* 21 June 1945. The original recommendation - for an I.D.S.M. - states:
- ‘At Pagan on 11 March 1945 Sepoy Singh was the Bren Gunner of a fighting patrol 16 strong which was returning to base. On drawing very near our position the patrol was ambushed by a party of the enemy in position by a small jheel. Singh was seriously wounded by a burst of fire in the left arm but continued to advance firing from the hip and gave such effective covering fire that the gun was silenced and the members of the post killed by the remaining members of the patrol.
- Whilst so engaged the patrol was attacked from a flank by a greatly superior enemy force. The patrol immediately charged the advancing enemy and dispersed them, but found that they were in the centre of a strong enemy position, that the 9 survivors of the patrol were all badly wounded and that their only escape route to our own position was swept by MMG fire. Singh although only capable of firing his gun with one hand, continued to fire from the hip and to neutralise the enemy gun until the wounded survivors of the patrol had crawled past the vulnerable area towards our own lines.
- He then withdrew himself and while doing so was wounded in the right arm and had his remaining magazine shot off his gun. Although now wounded in both arms he still brought he gun back with him. Had it not been for the inspired courage of Singh it is unlikely that there would have been any survivors of this encounter. 14 of the enemy were killed and many more wounded in this skirmish.’
- Kapoor Singh** was a Jat Sikh from Sindhar, Jullundur, Punjab.

- x233      **A Great War M.S.M. pair awarded to Sergeant J. D. Bryan, Royal Highlanders**
- British War Medal 1914-20 (19884 Pte. J. D. Bryan. R. Highrs.); Army Meritorious Service Medal, G.V.R. (19884 Sgt. J. D. Bryan. 2. R. Highrs.), *edge bruising, very fine* (2)      £100-140
- M.S.M. *London Gazette* 3 September 1920 (India).
- James Douglas Bryan** served with the 2nd Battalion, Royal Highlanders before transferring to the 2/4th Battalion, Border Regiment on 22 January 1918; his *MIC* confirms the British War Medal as his sole entitlement for the Great War.
- x234      **A Great War M.S.M. group of four awarded to Acting Regimental Quartermaster-Sergeant A. T. Griffiths, Royal Berkshire Regiment**
- 1914-15 Star (17019 Sjt A. T. Griffiths. R. Berks. R.); British War and Victory Medals (17019 Sjt. A. T. Griffiths. R. Berks. R.); Army Meritorious Service Medal, G.V.R. (17019 Sjt A. T. Griffiths. 5/R. Berks. R.), *contact marks, nearly very fine* (4)      £140-180
- M.S.M. *London Gazette* 3 June 1919.
- Arthur Thomas Griffiths** was born at St. Johns, Reading, Berkshire in 1874. Having joined the 4th Battalion, Royal Berkshire Regiment (TF) on 1 April 1908, he was promoted Sergeant on 24 July 1908. On the outbreak of the Great War Griffiths enlisted at Aldershot on 9 March 1915 in the 5th Battalion and was appointed Sergeant Cook. He served in France from 30 May 1915 and was soon appointed Acting Regimental Quartermaster-Sergeant, being transferred to the Reserve on 18 July 1910; his Service Record also make reference to a Territorial Efficiency Decoration.
- 235      **The M.S.M. group of three awarded to Bandmaster J. Matthews, South Staffordshire Regiment**
- Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901 (2717 BD:MR: J. Matthews. S. Stafford Reg.); Army L.S. & G.C., E.VII.R. (2717 Bandmaster J. Matthews. S. Staff. Regi); Army Meritorious Service Medal, G.V.R. (BndMstr. J. Matthews. S. Staff. R.), *edge bruise, contact marks, nearly very fine* (3)      £220-240
- James Matthews** was born at Portsmouth, Hampshire in 1858. He is confirmed on the medal roll of 1st Battalion, South Staffordshire Regiment for the Second Boer War, further entitled to Kings South Africa 1902. Discharged on 13 December 1912.
- x236      **A Great War M.S.M. group of five awarded to Company Sergeant-Major A. Williams, Army Service Corps**
- 1914 Star (S.19218. W.O.Cl.2 A. Williams. A.S.C.); British War and Victory Medals (S.19218 W.O.Cl.2 A. Williams. A.S.C.); Army Meritorious Service Medal, G.V.R. (S/19218 W.O.Cl.2 A. Williams. A.S.C.); Army L.S. & G.C., G.V.R., Regular Army (S/19218 W.O.Cl.2 A. Williams. A.S.C.), *minor contact marks, overall very fine* (5)      £160-200
- M.S.M. *London Gazette* 5 June 1916.
- Alfred Williams** served during the Great War in France from 10 August 1914; sold together with boxes of issue for the M.S.M. and L.S. & G.C..



x237

A remarkable Canadian M.S.M. group of six awarded to Warrant Officer Class I R. J. Dalley, Canadian Ordnance Corps, late Gunner, Ottawa Garrison Artillery, Corporal, Royal Artillery and Acting Sergeant, 169th Canadian Infantry

Dalley saw active service over a remarkable 50 years, including being wounded by a sword cut to the head in Afghanistan in 1880, he was forced to slice some 30 years off his age to enlist for service in the Great War - still being in uniform at the grand old age of 70



Canada General Service 1866-70, 1 clasp, Fenian Raid 1866 (Gr. R. Dalley, Ottawa G.A.), officially impressed naming; Afghanistan 1878-80, 2 clasps, Ali Musjid, Kandahar (1292, Bombr. R. Dally, 11/9th Bde. R.A.); Kabul to Kandahar Star 1880 (1292 Corpl. R. Dally 11th Battery 9th Bde. R.A.); British War Medal 1914-20 (678249 A. Sjt. R. J. Dalley. 169-Can. Inf.); Canadian L.S. & G.C., E.VII.R. (No. 17 Wrt. Off'r. R. Dalley, C.O.C.); Canadian Meritorious Service Medal, G.V.R. (Condr. (W.O.I.) R. Dalley C.O.C.), first six with silver top riband buckles, *note surname spellings, a little polished and worn overall, nearly very fine and a superb combination* (6)

£600-800

**Richard John Dalley** was born at Chatham, Kent, England - some distinct differences are quoted for his date of birth but it is understood to be 20 August 1849. Having first seen service with the Ottawa Garrison Artillery during the Fenian Raids of 1866, young Dalley served with the Royal Artillery in Afghanistan. He was slightly wounded in action by a sword cut to the head on 13 April 1880 at Hisarak, when four other comrades were also wounded. Having completed some 21 years in the British Army, Dalley then served for a further 27 years in the Canadian Forces, rising to be Inspector of Shells (Munitions).

By the outbreak of the Great War he had been widowed - but was surrounded by his ten children - and was living at 547 Ossington Avenue, Toronto. Stating his date of birth as 3 February 1871, when enlisting on 3 February 1916, he joined the 169th Canadian Infantry, seeing service in Canada until 18 October 1916. Transferred to England until 12 May 1917, his health began to suffer, which was not assisted by being exposed to extremely poor weather at Bramshott Camp in December 1916.

Having been diagnosed with issues to be expected of a gentleman of his age, Dalley was invalided back to Canada on 2 June 1917 for further treatment. Awarded an M.S.M. to go with his British War Medal and other previously earned awards, the gallant old soldier died on 29 October 1930; sold together with 1866 Veterans Association Medal, 169th Canadian Infantry badge and copied service records.

For the awards of his son, please see Lot 128.

238 **A very rare 'Aden operations' Indian Army M.S.M. pair awarded to Havildar V. Singh, Malay States Guides**



1914-15 Star, with M.I.D. oak leaves (No. 1087 Havr. Veer Singh, Malay St. Guides.); Indian Army Meritorious Service Medal, G.V.R. (1087. Havr. Veer Singh, Malay States Guides.), *official correction to first word of unit on second, very fine* (2)

£160-200

Indian Army M.S.M. *Federated Malay States Government Gazette* 5 December 1919.

The Guides arrived in Aden from Singapore in October 1915 and came 'under a bit of a cloud' as there had been incidents of 'insubordination' when some of the soldiers expressed their reluctance to serve overseas. However, by April 1916 they had been engaged in two major actions and as their Commander reported 'In each of them the Malay States Guides have borne the brunt of the day and they are just splendid'.

The first action was on 13 January 1916 when the Malay States Guides were pushed forward to create a covering force, as daylight broke the Guides saw '...not the rays of the sun, but hundreds of the enemy advancing towards them like a swarm of locusts'.

Under accurate Turkish shellfire the Guides moved forward but the Turks counter-attacked. There followed a day of fierce fighting and '...although the Guides were being badly mauled by the enemy who were attacking in superior strength, they kept on firing their rifles with speed and accuracy and prevented the Turks from coming too close'.

By the end of the day they had suffered 7 killed including the Guides Battery Commander Captain Leslie, with 21 wounded, 2 of whom subsequently died. The Commanding Officer, Colonel C. H. B. Lees, was very happy after the action. He told his Subadar-Major '...Subadar Sahib, the black mark on my face has vanished' - referring to the earlier incidents of insubordination.

The next action was on 16 March 1916. The Turkish commanders, in an act of bravado, had warned the Aden Field Force General Staff that they were going to attack. At dawn Turkish batteries opened a heavy fire on the Malay States Guide's trenches. The Turkish strategy was quite plain, to turn the right flank and overrun the entire defence lines of the Aden Field Force. The Guides were expecting an attack but not to be the focal point. The Guides Battery hurried forward, many of the Gunners running along with their mules bringing the guns and shells and came into action in support. The Turks advanced in three lines determined to smash the right flank. The fight went on for several hours and expected reinforcements did not arrive so Colonel Lees gave that old fashioned order 'Form Square!' Every wave of the Turkish advance was then met with accurate rifle fire combined with rapid fire from the Guides Battery and the machine guns. The Guides held their position and the Turks failed to break the right flank. At last reinforcements arrived and the 69th Brigade counter-attacked followed by the entire Aden Brigade, the Turks then withdrew leaving quantities of arms and equipment and a field littered with dead and dying. As they retreated a Royal Navy cruiser anchored off Steamer Point found the range of the fleeing Turkish Brigade and fired upon them.

Singh is also recorded as having earned a 'mention' (<http://www.trenchfighter.homepage.t-online.de/304501/514322.html>, refers).

239

**A most impressive K.B.E., C.B. group of thirteen awarded to Air Vice-Marshall Sir J. E. Whitford, Royal Air Force, late Trooper, Lord Strathcona's Horse, one of only seven Canadians in the Royal Air Force to be Knighted since 1918 and the recipient of the American Legion of Merit for his work in North Africa**

The Most Excellent Order of the British Empire, 2nd type, Military Division, Knight Commander's (K.B.E.) set of insignia, comprising neck Badge, silver-gilt and enamel, with neck riband; Star, silver-gilt and enamel, in its *Garrard & Co.* case of issue; The Most Honourable Order of the Bath, Military Division, Companion's (C.B.), neck Badge, silver-gilt and enamel, with neck riband, in its *Garrard & Co.* case of issue; 1914-15 Star (2575 Tpr: J. Whitford. Ld: S'Cona's H.); British War Medal 1914-20 (Lieut. J. Whitford. R.A.F.); Victory Medal 1914-1919 (Lieut. J. Whitford); 1939-45 Star; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45, with M.I.D. oak leaves; Jubilee 1935; United States of America, Legion of Merit, Commander's neck Badge, numbered '590' on suspension, gilt and enamel, with neck riband, in unnamed case of issue, *mounted group with contact marks, very fine* (13)

£1,800-2,200

K.B.E. *London Gazette* 1 January 1949.

C.B. *London Gazette* 1 January 1945.

American Legion Of Merit *London Gazette* 9 October 1945, The citation states:

'As Air Officer in charge of administration, Desert Air Force. Air Commodore Whitford displayed such personal zeal, foresight and initiative, in the supervision and servicing of supply of the United States Air Force units then functioning under operational control of the Desert Air Force during operations in Tripolitania, Tunisia, and later in Sicily and Italy, as to be of invaluable assistance in maintaining a high serviceability rate of the American units involved.'

**John Eligah Whitford** was born on 17 December 1892 at Tavistock, Devon, the son of John Henry and Gladys Whitford. Having served with the Devon Yeomanry for three years, he left this unit when the family emigrated to Edmonton, Alberta, while here he served for one year with the 19th Alberta Dragoons. With the outbreak of the First World War Whitford enlisted with Lord Strathcona's Horse (Royal Canadians) in the Canadian Overseas Expeditionary Force on 24 September 1914. This regiment embarked for England on 3 October 1914. While here Whitford was promoted Corporal, he entered hospital on 3 May 1915 being left there when his regiment entered the war in France later in the month. He was taken back onto the strength on 27 June 1915 in France. Despite being a cavalry regiment, Strathcona's Horse (Royal Canadians) served dismounted as infantry for the first years of the war with the Canadian Cavalry Brigade seeing action at Festubert and Givenchy. They resumed their mounted role on 27 January 1916, later that year Whitford was promoted Sergeant on 30 June 1916 but entered hospital on 24 September 1916 with an injury to his left knee. Returned to his unit, he likely saw action with them during the defence of the Somme front in March 1917. However it was not long after this that he was promoted Temporary Lieutenant and posted to the 14th Reserve Battalion on 3 May 1917.

Seconded to the Royal Flying Corps on 25 September 1917, Whitford entered the School of Military Aeronautics, Reading the next day. Listed as a Pilot under training with No. 47 Squadron and later No. 73 Squadron from 12 November 1917-9 February 1918 he graduated as Pilot with No. 6 Squadron by 19 February 1918. Promoted 2nd Lieutenant on 25 April 1918 and Posted to No. 32



Training Depot Station as a Pilot on 15 July 1918 before being transferred to No. 81 Squadron on 8 February 1919. He was promoted Lieutenant on 1 August 1919 while serving with this formation. No. 81 Squadron was disbanded on 1 February 1920 and Whitford joined No. 2 Flying Training School as a Qualified Flight Instructor on 1 May 1920.

Whitford transferred to No. 21 Squadron in Egypt as a pilot on 8 February 1921, this bomber squadron, equipped with DH.9s, had a number of duties including air patrols in the Sudan and surveying the Baghdad to Cairo air mail route. Promoted Flight Lieutenant on 1 January 1923, Whitford was listed as Supernumerary on 1 November 1924. Posted to No. 11 Squadron on 24 February 1925, he served as a Flight Commander. After a period at the Air and Gunnery School from 18 January 1926, followed by a stint at RAF Calshot from 15 October 1928 Whitford joined No. 502 (Ulster) Squadron on 15 October 1928. The next year he again transferred, this time to No. 602 (City of Glasgow) Squadron, the first Auxiliary Air Force Squadron on 4 February 1929, as an Instructor. Promoted Squadron Leader on 30 June 1931, he was posted Officer Commanding No. 24 Squadron on 3 October 1931. Appointed to a staff role on 1 December 1935 he became Superintendent of the RAF Reserve. He was advanced Wing Commander on 1 January 1937 he took on the role of Senior Air Staff Officer on 1 February 1939. Promoted Group Captain on 1 March 1940 and later appointed Officer Commanding RAF Chipping Norton on 4 February 1942.

Whitford was appointed AOA at Air Headquarters Western Desert on 24 August 1942 and promoted Temporary Air Commodore on 1 November 1942. The need to organise effective supply in during the desert conflict was a constant struggle however it could be punctuated by lighter moments. In his memoirs, Spitfire into battle Group Captain W.G.G. Duncan Smith recounted:

‘Harry Broadhurst used a captured Italian motor launch to go for trips up the coast, and to do some improvised water skiing. Usually, he invited some of us to join him, Claude Pelly, his Senior Air Staff Officer, and John Whitford, his Air Officer Administration. The launch was always well stocked with good things to eat and a large quantity of captured Bavarian Beer. We modelled a thirty-gallon spitfire drop-tank to work as an aqua-plane for towing behind the launch and it did as well as a pair of water-skis. After a certain amount of practice we got pretty expert.’

Coastal jaunts aside Whitford proved an extremely able administrator and took the role of AOA at Headquarters Desert Air Force from 10 July 1943. Received a ‘mention’ for his work in connection with the planning of the D-Day landings on 8 June 1944 he nevertheless remained in the Mediterranean. With the defeat of the German forces in North Africa Whitford was promoted Acting Air Vice Marshall and appointed Air Officer Commanding Headquarters Allied Coastal Air Forces on 1 November 1944. Duncan Smith continues:

‘He helped enormously in adjusting my outlook towards a better understanding of post-war problems’

With the withdrawal of the Axis forces through Italy he became Air Officer Commanding Air Headquarters, Italy on 1 October 1945, serving here only briefly before becoming AOA to Headquarters Maintenance Command on 4 December 1945. Promoted Air Vice Marshal on 1 October 1946 he was placed on the retired list on 5 March 1949. Whitford died in England on 12 August 1966.

240

**A 1954 C.B.E. group of seven awarded to Air Commodore C. V. Mears, Royal Air Force, who was thrice ‘mentioned’ during the Second World War and later Deputy Director of Intelligence and A.D.C. to the Queen**

The Most Excellent Order of the British Empire, C.B.E. (Military) Commander’s 2nd type neck Badge, silver-gilt and enamel; 1939-45 Star; Africa Star; Defence and War Medals 1939-45, with M.I.D. oak leaf; General Service 1918-62, 1 clasp, Malaya (Gp. Cpt. C. V. Mears R.A.F.); Coronation 1953, mounted as worn where applicable, *very fine* (7)

£500-600

C.B.E. *London Gazette* 10 June 1954.

**Cuthbert Vincent Mears** was born on 8 January 1903 at Twickenham. Educated at Christ’s Hospital School from 1912-19 he took up with Martin Farlow & Co. as an Articled Clerk until January 1925, becoming an Associate Member of the Institute of Accountants and Auditors. Commissioned Pilot Officer on 11 June 1928, he was appointed Accountant Officer and worked in an R.A.F. Depot from 23 July 1928-7 February 1934 when he was transferred to No. 503 (County of Lincoln) Squadron. He is listed as a member of Headquarters Staff, Middle East from 8 December 1937 and was still there on the outbreak of the Second World War.

Mears received a brace of 'mentions' with Headquarters R.A.F. Middle East (*London Gazette* 1 January & 11 June 1942, refers). He is also listed as 'interned as a result of enemy action at sea' on 12 September 1942 before being noted as 'previously interned, now safe in USA' and finally 'Previously safe in USA now safe in UK', suggesting he may well have been sunk in transit.

Appearing on the strength of No. 1 Depot on 17 November 1942 Mears was promoted Squadron Leader on 20 November. Transferred to Coastal Command on 19 June 1943 he appears to have served here for the rest of the War, making the hat-trick of 'mentions' by War's end (*London Gazette* 1 January 1946, refers).

Promoted Wing Commander on 22 July 1947, Group Captain on 6 June 1948 and appointed to the Directorate of Intelligence as Deputy Director of Intelligence from 3 March 1951-28 June 1954, with his C.B.E. following at the end of this posting. Mears became Staff Officer in Command of Administration for Headquarters No. 90 (Signals) Group from 12 July 1954-18 December 1957. He also took up the role of Aide-De-Camp to H.M. The Queen on 18 June 1957. His final appointment was as Director of Personnel (Ground), being promoted Air Commodore on 1 January 1958. He retired on 1 February 1961 and died on 13 February 1992 at Worthing, West Sussex.

- 241 **A 1958 C.B.E. group of eight awarded to Air Commodore H.G. Blair, Royal Air Force who commanded No. 31 Squadron in the early years of the Second World War, going on to serve as Chief Signals Officer, Air Section, HQ Combined Operations in 1942**

The Most Excellent Order of the British Empire, Commander's (C.B.E.), Military Division, neck Badge, silver-gilt and enamel; 1939-45 Star; Africa Star, clasp, North Africa 1942-42, Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Malaya, Cyprus (Gp. Cpt. H. G. Blair. R.A.F.), officially engraved naming; Coronation 1937; Coronation 1953, mounted as worn where applicable, *contact marks, very fine* (8)

£800-1,000

C.B.E. *London Gazette* 1 January 1958.

**Henry Gordon Blair** was born on 2 July 1909 at Chorlton-on-Medlock, Lancashire. Commissioned into the Royal Air Force on 29 December 1930 as Pilot Officer and posted to No. 2 Flying Training School on 10 January 1931. After spending time as an Instructor at the Central Flying School Blair was appointed Instructor/Adjutant of No. 603 Squadron Auxiliary Air Force on 16 February 1934. Promoted Flight Lieutenant on 1 June 1936 he was posted to No. 28 Squadron on the Northwest Frontier, acting as their Signals Officer from 5 October 1937. Appointed to command the Squadron the next year he was advanced Squadron Leader on 1 December 1938 before moving to command No. 31 Squadron.

Blair was transferred to the Special Branch on 25 April 1940 upon returning to Britain. Appointed a Staff Officer at the Directorate of Telecommunications on 1 March 1941 and later Chief Signals Officer, Air Section, HQ Combined Operations on 9 June 1942. Promoted Wing Commander 1 April 1943, Blair was appointed to Air Staff, Supreme HQ South East Asia on 18 October. Continuing to specialise in signals, Blair became Deputy Director of the Directorate of Signals on 11 September 1944. The next year he became Senior Radio Officer for HQ Air Command Far East on 1 July 1947 later promoted to Command Signals Officer with the same unit on 6th April 1948. Appointed Command Signals Officer, Air Staff, Middle East Air Force on 29 August 1955 he was promoted Air Commodore on 1 July 1956. His final commission was as Director of Radio Engineering on 14 July 1958. Retiring on 29 October 1960 Blair became Deputy Lieutenant for Berkshire on 8 August 1975, he died in March 1989 at Swindon, Wiltshire. His brother, Kenneth Hughes Blair, was a fighter ace with eight confirmed kills. While serving with No. 85 Squadron he was awarded the D.F.C. during the Battle for France on 31 May 1940 and a bar on 23 May 1944. While his son Lieutenant Colonel David Blair, 1st Battalion, Queen's Own Highlanders was killed at Warrenpoint, Northern Ireland on 27 August 1979 along with seventeen other servicemen; sold together with copied research including *London Gazette* entries.

For his miniature dress medals, please see Lot 336.

- 242 The rare and important 1942 O.B.E., 1927 'Pioneering Aviator's' A.F.C. group of three awarded to Flight Lieutenant B. M. T. S. Leete, Royal Air Force, awarded the A.F.C. for his ground-breaking flight by light aircraft from London to Delhi together with T. Neville Stack



The Most Excellent Order of the British Empire, O.B.E. (Civil) Officer's 2nd type breast Badge, silver-gilt; Air Force Cross, G.V.R., unnamed as issued; General Service 1918-16, 1 clasp, Kurdistan (F/O. B. M. T. S. Leete. R.A.F.), *good very fine* (3)

£2,000-2,400

14 A.F.C.'s awarded for Civil Aviation.

O.B.E. *London Gazette* 1 January 1942 (Technical Officer, Civil Aviation Directorate, Government of India).

A.F.C. *London Gazette* 3 June 1927:

'In recognition of the distinguished service rendered to aviation by his recent flight in a light aeroplane from London to Delhi.'







**Bernard Moore Troughton Shute Leete** was born on 8 October 1898 at Claygate, Surrey and was promoted 2nd Lieutenant in the Royal Flying Corps in May 1917 (entitled to Pair) and flew with No. 55 Squadron in Kurdistan (Medal & clasp).

He wrote his name into the record books with Thomas Neville Stack, the pair flying the first air route from London to India, which lasted from 16 November 1926-8 January 1927. They had met several years before at the Lancashire Aero Club at Woodford. Their record is even more impressive for their flight in Moths, which began at Stag Lane, required the pair not only to Pilot and Navigate themselves, but also to act as Mechanics. They could not rely on fuel dumps or spares along the way if things went wrong, but thankfully only one forced landing due to fuel problems occurred along the way.

Having completed the flight, the pair were duly awarded the A.F.C. - a most scarce award worthy of further mention. As recalled by Squadron Leader Routledge in the *O.M.R.S. Journal*, Volume 17, No. 3, Autumn 1978, the early pioneers such as Alcock and Brown were awarded with Knighthoods of the Civil Division. The first A.F.C. was awarded to Hawker in 1924, with Leete and Stack being awarded the sixth and seventh awards, of just fourteen which were awarded. Having completed their flight, Leete gave a number of VIP pleasure flights, thankfully escaping with his life - and that of Lady Hailey, wife of the Governor of the Punjab - after a 'prang' which wrote off his beloved Moth.

Stack lectured on the journey to the Royal Aeronautical Society at the Royal Society of Art on 4 May 1927, while Leete remained in India. He forged a successful career and landed Avro 594 Avian III GI-AA-X at Jorhat Gymkhana, making it the first landing on the soil of North-East India. The landing was at the request of A.C. Tungstel, Director of Toclai Tea Research, in order to take his ailing wife for treatment to Calcutta.

Latterly Technical Officer for the Government of India, Leete also operated air mail and charter services, established flying clubs and an aircraft import business. Leete died at Stanmore in 1978, with his son becoming an Air Chief Marshal; sold together with copied research.



- 243 **A Second World War O.B.E. group of seven awarded to Wing Commander G. Goodall, Royal Air Force, late Royal Flying Corps, who served in Southern Iraq with No. 84 (Bomber) Squadron**

The Most Excellent Order of the British Empire, Officer's (O.B.E.), Military Division, 2nd Type breast Badge, silver-gilt; British War and Victory Medals (2. Lieut. G. Goodall. R.A.F.); General Service 1918-62, 1 clasp, Southern Desert, Iraq (F/O G. Goodall. R.A.F.); Defence and War Medals 1939-45 (W/Cmdr. Gilbert Goodall. O.B.E., R.A.F.), privately impressed naming; Coronation 1937, mounted as worn, *good very fine* (7)

£600-800

O.B.E. *London Gazette* 1 January 1945.

**Gilbert Goodall** was born on 24 March 1899, the son of J.B. Goodall of Law Laithes Villa, Ossett, Yorkshire. He worked as an Accountant's Clerk at *W. H. Shaw & Sons* in Dewsbury. Pronounced 'Fit as Observer' but 'Unfit as Pilot' on 31 August 1917 and posted to No. 20 Cadet Wing on 14 August 1917, he later transferred to No. 5 Cadet Wing on 21 September 1917. Moving to the School of Military Aeronautics from 30 March 1918 he was promoted Temporary 2nd Lieutenant on 30 September. Transferred to No. 12 Squadron on 24 April 1919 he was transferred to the Unemployed List on 27 April.

Transferred again to the Reserve of Air Officers on 4 March 1924 with the rank of Pilot Officer, Goodall was confirmed in that rank on 9 September 1924 and awarded a permanent commission in the Accounts Branch on 10 March 1925. Promoted Flying Officer on 6 July 1925 and being transferred to No. 84 (Bomber) Squadron in Iraq Command on 20 September 1927, he served in the Accounting Branch. Promoted Flight Lieutenant and transferred to RAF Cranwell on 1 January 1930, he joined No.6 (Auxiliary) Group, Bomber Command, on 31 March 1938 and advanced Acting Squadron Leader on 1 April. Goodall worked for both the Directorate of Equipment and the Accountant Branch throughout the Second World War, being promoted Wing Commander on 1 September 1940. He was appointed to the Secretarial Branch on 1 October 1946 and took retirement on 20 September 1950; sold together with *London Gazette* and *Air Force List* entries.



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244

A fine 'Combined Operations HQ' 1945 O.B.E. group of five awarded to Group Captain R. E. C. J. Beeny, Royal Air Force, who flew the first Bomber Op of the Second World War on 4 September 1939, before notching up an impressive array of sorties in late 1939-40, including being a member of 'Haddock Force' - which raided northern Italy from France in June 1940; Beeny went on to impart his experience on future Pilots before developing into a skilled Signals Officer and playing a role in the D-Day Landings

The Most Excellent Order of the British Empire, O.B.E. (Military) Officer's 2nd Type breast Badge, silver-gilt; 1939-45 Star; Air Crew Europe Star; Defence and War Medals 1939-45, M.I.D. oak leaf, mounted as worn, *good very fine* (5)

£600-800

O.B.E. *London Gazette* 1 January 1945. The original recommendation states:

'This Officer has been employed for the past year as Royal Air Force Signals Staff Officer at Combined Operations Headquarters. His work has been invaluable and he has displayed great zeal and enthusiasm. It is to a great extent due to Wing Command Beeny's work and exceptional knowledge that the organisation of HQ Ships for combined operations has been so successful. He has mastered this intricate problem by dint of intelligent and unremitting hard work and splendid co-operation with the other Services.'



Ronald Eric Christopher Joseph Beeny was born on 11 January 1914 and was educated at Shoreham Grammar School. He served as a Cadet in the 4th Battalion, Sussex Regiment from 1925-29 and with the Surrey & Sussex Yeomanry as a Bombardier from 1933-36. Beeny joined the Royal Air Force in 1937, first flying as a Pilot Officer in January 1938. Having completed his training, he qualified 2nd Pilot and joined No. 149 Squadron at Mildenhall in November 1938, flying Heyfords. Re-fitted with the Wellington bomber in January 1939, Beeny was posted to No. 75 Squadron in April.



*Opening shots - first Op over Europe*

He was returned to No. 149 Squadron in August, with the impending tensions in Europe leading towards the opening of the Second World War. Beeny wrote his own piece of history on 4 September 1939, being part of the first Operational Sortie with Bombers being deployed, in Wellington L4270, the Log Book stating:

‘Atk German Fleet - Base - Wagnerooge - Rtned - Bad weather.’

His image would also have been used in the Ministry of Information’s film *The Lion has Wings*, which filmed the men of No. 149 Squadron from 1-4 September 1939. Late November and early December would also see Beeny flying into action, notably on the raid on the German Fleet on 3 & 18 December, attacking the cruisers at Heligoland in the former and losing the formation in the latter sortie. January & February 1940 saw Beeny busy on North Sea ‘sweeps’, besides the raid on the German Fleet at Wilhelmshaven. Further raids followed, with a ‘nickel’ on Hamburg on 23 March and one on Aalborg Aerodrome on 21 April. For that latter raid on Denmark, three Wellington attacked, of which that flown by Flying Officer Knight was lost, with Beeny’s kite suffering small arms fire in the starboard engine, cowling, bulkhead and several other oil pipes taking damage. Just four days later Beeny flew on Stravanger Aerodrome in Norway, before delivering 12x 250lb bombs on Aacen on 14 May, and 12 more on Dinant on 17 May.

*Fishing for luck*

By the middle of June and with the overall situation for Europe looking bleak, Beeny was selected for ‘Haddock Force’, under Air Marshal Barratt. Based at Salon, Provence, the force of 12 Wellington’s, were to be used to attack industry in north Italy. The targets were to be the Caproni Factory in Milan and a major aluminium plant in Genoa. Beeny flew out R3163 from Mildenhall on 15 June, via Towcester, Poole, La Caste, Nantes, Bordeaux, Castres, Arles and onto Salon. Having taken 5hrs5mins of day flying, they set out that same night, the raid to Genoa taking 4hrs10mins, coming into tropical thunderstorms. With France capitulating, by 17 June the runway was being blocked and the evacuation from Salon was ordered. Beeny completed the flight home, with five stops, in 6hrs25mins. Before the month was out he would also bomb Hamburg on 25 June and the Focke-Wulfe Works at Bremen on 27 June.

Beeny was posted to No. 6 Air Observer & Navigator School at Staverton from August 1940-June 1942, being ‘mentioned’ (*London Gazette* 1 January 1941, refers), before going up to the No. 1 Signals School at Cranwell. By this time a Squadron Leader, Beeny then served for a short time in Northern Ireland, before being posted to HQ Combined Operations, under Major-General Laycock, in February 1943. Working at For Southwick, Portsmouth, the operation tunnels were some 100ft below and were a central cog in the planning and execution of the D-Day Landings in June 1944. Given the date of his award of the O.B.E., together with his posting, it seems certain this was the basis for his award.

*Final furlong*

Beeny was promoted Wing Commander in July 1947 and took up further important postings in RAF Signals, being Chief Signals Officer Near East Air Force from 1961-66, taking retirement after some 29 years of service. Beeny died at home in Peacehaven on 1 November 2001; sold together with his two Flying Log Books, both with additional leather slip covers, besides a complete set of documents and letters including named slip upon award of the O.B.E., letters related to his career, retirement and later life, photographs and a good selection of ORB extracts and copied research, housed in a file.

245

A Great War M.B.E. group of six awarded to Squadron Leader L. Henshall, Royal Air Force, late Royal Flying Corps and South Lancashire Regiment, who was seriously wounded in action at Hooze, only to become a member of the fledgling R.F.C. and later serve as Squadron Leader in the Second World War

The Most Excellent Order of the British Empire, Military Division, (M.B.E.) Member's breast Badge, hallmarks for London, silver; 1914-15 Star (2. Lieut. L. Henshall. S. Lan. R.); British War and Victory Medals (Capt. L. Henshall. R.F.C.); Defence and War Medals 1939-45, with MID oak leaf, *good very fine* (6)

£300-400

M.B.E. *London Gazette* 3 June 1919.

M.I.D. *London Gazette* 17 March 1941 and 2 June 1943.

**Leonard Henshall** was born on 3 September 1891 at Deganwy, North Wales, the son of Louis Henshall. He was educated at Botelar Grammar School, Warrington, going on to work in the Ministry of Finance, Customs Department in Egypt. Commissioned 2nd Lieutenant in 4th Battalion, South Lancashire Regiment on 10 November 1914, he served in France from April 1915.

Having been severely wounded in the action at Hooze, Henshall was attached to the Royal Flying Corps in September 1916, performing a Staff role. Throughout his tenure with the Royal Flying Corps he became increasingly a part of the Royal Air Force as he served with a number of Squadrons in 1917 including No. 49 and No. 104. Appointed Adjutant on 17 October 1917 he continued to serve with the No. 22 Wing, a training wing of the Royal Flying Corps. This situation continued until the formation of the Royal Air Force at which point Henshall was commissioned Captain on 1 April 1918. Serving as an Administrative Officer with various units through 1918 he was hospitalised on 17 December at Fishmonger's Hall Hospital. Despite this situation he was awarded the M.B.E. on 3 June 1919 to go with his press mention in *The Times* on 23 June. Finally in good health again he joined Headquarters No. 2 Group on 13 July 1919 being transferred to the unemployed list on 15 September 1919.

With the outbreak of the Second World War Henshall was commissioned Flying Officer in the Royal Air Force Volunteer Reserve. Promoted Flight Lieutenant on 1 September 1940 he received a 'mention' the next year on 17 March 1941 with the rank of Squadron Leader. Mentioned again on 2 June 1943 Henshall retained the rank of Squadron Leader upon resigning his commission on 25 January 1944; sold together with copied research including *London Gazette* and *Air Force List* entries as well as handwritten research and correspondence with the Ministry of Defence.

- 246 An exceptionally well-documented and scarce 1946 M.B.E., and pre-War 'Aden' A.F.M. group of six awarded to Squadron Leader A. L. Holland, Royal Air Force



The Order of the British Empire, M.B.E. (Military) 2nd type breast Badge, silver; Air Force Medal, G.V.R. (562133 L.A.C. A. L. Holland. R.A.F.), officially impressed naming in small capitals; 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, with M.I.D. oak leaves, mounted as worn, *good very fine* (6)

£2,800-3,200

M.B.E. *London Gazette* 1 January 1946. According to the recipient, awarded for service as Senior Armament Staff Officer at HQ No. 18 Group, operating some 20 squadrons of variously equipped arms, and carrying out offensive roles in and over the areas of sea and ocean off Scotland, and convoys to Russia and America.

A.F.M. *London Gazette* 9 June 1938. Awarded for service with No. 8 Squadron in Aden during 1936-38, the original recommendation was for the award of a D.F.M. or A.F.M. states:

‘Since 1936 has flown nearly 612 hours and his accuracy, zeal and patience in bomb aiming have resulted in the shortening of operations involved in. Instrumental in concluding the Katabi operations and has worked long hours.’

The recipient states that this award was for ‘meritorious service over 2 years in the Aden Protectorate as Squadron Bombing, Gunnery and Photography Leader whilst a Leading Aircraftsman Aero Engine Fitter. Upward of six operations undertaken against dissident tribesmen.’ Holland’s log book for this period, however, records 22 offensive bombing raids as well as numerous reconnaissance flights.

M.I.D. *London Gazette* 24 September 1941 (Flying Officer) and 14 January 1944 (A/Squadron Leader). According to the recipient he received the first mention as Commissioned Gunnery Leader of No. 233 Squadron after 18 months of active operations against enemy shipping in the North Sea and coast of Norway, including also raids into Germany. His second mention was for service as Armament Training Officer at a Coastal Command Operational Training Unit for twin engined Fighter/Strike aircraft, assisting in the development of batteries of wing mounted rockets as an effective weapon against shipping.





**Arthur Leslie Holland** was born in Armagh in 1911 and educated at St Patrick's Cathedral Grammar School. In January 1928 he was accepted as an Apprentice at No. 1 School of Technical Training, R.A.F. Halton. Having completed his apprenticeship and qualified as an Aircraftsman 1st Class Fitter Aero Engine, he was posted to R.A.F. Calshot at Southampton and subsequently to No. 201 (Flying Boat) Squadron, also at Southampton. Between June 1933 and February 1935, Holland clocked up more than 280 hours on the Southampton Flying Boat S1645, and in February 1936 was posted to no. 8 (Bomber) Squadron, with whom he served in Aden for the next two years. It should be noted the entry for 2 April 1937, flying in Vincent K4883, flown by Squadron Leader Barrett, Holland flew two bombing missions on Khureba and Kuren. The latter one saw the crew dive bombing with 8 bombs. It was clearly not an easy Operation, for he noted:

‘Petrol tank holed by shrapnel.’

He served with No. 269 Squadron until February 1940 when he was posted to No. 233 Squadron, with whom he took his total hours flown to more than 1200. From November 1941, Holland served as Armament Training Officer with No. 9 Coastal Command Operational Training Unit at Crosby-on-Eden, and was finally demobilised in 1947.



Sold together with the recipient's two original Flying Log Books for the period June 1933-July 1945, two original M.I.D. Certificates, forwarding letter for the O.B.E., various letters of congratulation and a plethora of images. These all housed within two detailed files, which include an original and unpublished account of his career written by the recipient, interlaced with a vast amount of original and useful information related to all aspects of his remarkable career.





247

The remarkable and important 'Bomber Command' Second World War 'Immediate' 1944 D.S.O. and 1945 'Immediate' Bar, 1943 D.F.C. and 1944 Bar group of six awarded to Wing Commander S. 'Tubby' Baker, Royal Air Force, one of the finest and most highly-decorated Airmen of the Path Finder Force

A distinguished member of an elite club - which totals just a handful of members - of Airmen to notch up 100 Operational Sorties during the Second World War, Baker did all of his 'century' against the most heavily defended targets in Europe in heavy bombers; further still some 20 of them were completed as Master Bomber

Baker cut his teeth in the Wellingtons of No. 214 Squadron, before moving onto Stirlings and Lancasters of No. 7 Squadron, which saw him fly on the Peenemunde Raid in August 1943; over the course of his remarkable four tours, he took command of No. 635 Squadron in September 1944 shortly after the death of Squadron Leader I. Bazalgette, V.C.

Baker flew on important targets in North-West Europe following the Normandy Landings, perhaps none less so than when leading a force of some 300 Lancasters as Master Bomber on St Vith on Boxing Day 1944, when they smashed a vast armoured concentration of the 6th SS Panzer Division

He was finally 'grounded' and presented a Bar to his D.S.O. to go with a pint of beer after his 100th Op in early 1945 - the latter was photographed going down in one; his unique record of service marks him out amongst the finest to have flown with Bomber Command and the Path Finder Force during the Second World War, whilst it should be noted the citation for that last award is striking in its similarity to that of Wing Commander Leonard Cheshire's Victoria Cross



Distinguished Service Order, G.VI.R., the reverse officially dated '1944', with Second Award Bar, the reverse officially dated '1945', with its *Garrard & Co.* case of issue; Distinguished Flying Cross, G.VI.R., the reverse officially dated '1943', with Second Award Bar, the reverse officially dated '1944'; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence and War Medals 1939-45, mounted as worn, *good very fine* (6)

£28,000-32,000





PROVENANCE:

Purchased directly from the recipient's family and offered on the open market for the first occasion.

D.S.O. *London Gazette* 7 January 1944. The original recommendation states:

'This officer has been one of the most reliable and conscientious Captains in this squadron. His ability and devotion to duty have at all times been highly commendable. He has taken part in all the recent raids against some of the most heavily defended targets in Germany and Italy. This officer's leadership and co-operation have been of the utmost value to the Squadron and an outstanding example to junior crew. His services as Flight Commander have been most satisfactory.'

Bar to D.S.O. *London Gazette* 1 May 1945. The original recommendation states:

'On 13 March 1945, this officer, as Captain of aircraft, carried out the duties of Master Bomber, and controlled a heavy raid on the important industrial centre of Wuppertal in the Ruhr.

Weather conditions were such that in order to carry out his duties correctly, it was necessary for this officer to fly at a very low height in order to assess the bombing, and give aiming instructions to the large force of aircraft. He accepted this risk unflinchingly, and disregarding all defences for over 20 minutes made a series of bombing runs and carried out his duties admirably, with the result that the raid was very successful.

Wing Commander Baker has now completed 100 Sorties as Captain on heavy bombers, all of which have been against the most heavily defended targets in the European theatre of war. He has, in his capacity as Master Bomber, successfully controlled 20 major raids against heavily defended targets, and throughout his whole operational career has shown unflinching courage and determination to press home his attacks. Since September 1944, as Commanding Officer of a heavy bomber Squadron, he has at all times set a high personal example which has had a very marked effect on the operational efficiency of his Squadron. No matter what the odds, this officer has always given of his best, and by keeping a very cheerful outlook he has been instrumental in instilling good morale and confidence into his junior officers and aircrew. On many occasions he has personally attacked targets on three engines, and his efforts are deserving of the highest praise.'

D.F.C. *London Gazette* 13 August 1943. The original recommendation states:

'Flying Officer Baker has carried out 40 Operational Sorties, of which nine have been with the Path Finder Force. He is a most capable Captain of aircraft with many successful sorties to his credit, and has, on several occasions, demonstrated a cool courage in pressing home his attacks against heavily defended targets. He has raised the efficiency of his crew to a high level by conscientious attention to detail and has set a fine example to the Squadron.'

Bar to D.F.C. *London Gazette* 8 December 1944. The original recommendation states:



‘Wing Commander Baker, a Captain of aircraft and Flight Commander, has completed 82 operational sorties (437 flying hours), 22 of them since his previous award. He is on his third operational tour and has operated many times as Master Bomber against some of the most heavily defended targets. His outstanding ability has always inspired the utmost confidence of his crew. Since the award of the Distinguished Service Order, he has continued to display fine fighting spirit, cool courage and a firm determination to press home his attacks, despite any opposition, which are worthy of high praise.’

**Sidney Baker** - or ‘Tubby’ to his friends and comrades - was born at Clapton-in-Gordano, Somerset on 19 November 1918, being educated at St. George’s School, Bristol. He held the Somerset Scholarship and was a prize winning miler, prior to joining the L.M.S. Railway.

Living at The Glen, Abbot’s Leigh, Baker was examined under the Military Training Act on 19 July 1939 and entered the Royal Air Force Volunteer Reserve on 30 March 1940.

#### *First tour*

Baker flew his first solo on a DH82 on 4 September 1940 and having earned his ‘Wings’, joined No. 214 Squadron, a Wellington unit operating out of Stradishall, Suffolk. Completing his first sortie with them on 4 May - against Brest - he flew another 29 trips between then and the end of his first tour that October, including no less than seven strikes against Cologne, three against Bremen and Mannheim, and a brace against Berlin. His 5th Op - an attack on Brest had set their course to attack the Prince Eugen. They faced 10/10 cloud and were forced to land at Abingdon after flying over Wales and through Birmingham with the added issue of W/T failure. His 19th Op would also see Baker’s kite take several hits from accurate flak over Duisburg. It would not be the last time.

His first tour was completed with his 29th Op to Bremen on the night of 21 October. Baker was not far from the action and actually set off on another raid on Kiel on 23 October, but they suffered electrical failures and he did not add them to his tally.

*Not much of a rest*

Duly “rested” as an instructor, he was nonetheless called upon to participate in a raid on Dusseldorf on 10 September 1942, and was lucky to survive an encounter with high ground in the Pennines on 9 December - his aircraft was burnt out but all of his crew survived what he later described as ‘that ghastly night in the Peak District.’ As he recalled, after having come down to 1,200ft having been blown badly off course in high winds, assuming he was over the North Sea:

‘Almost immediately there was a bang and my port engine was on fire...I throttled back both engines and began to hold off. Reaching up I opened my escape hatch and from the light of the blazing port engine, belly landed. I ordered the crew out and scrambled clear myself.’

DV810 erupted in a huge fireball. Having stayed with the wreck overnight, they were eventually rescued and taken to Stocksbridge. The crew went off to hospital, but Baker was suffering shock - besides a large gash to his head - and was given a bed at the local Police Sergeant’s cottage. He was glad of the bed but felt terrible he had shed so much ‘claret’ onto the bed linen of the wife of his host. He clearly made a good impression, however, for she sent cakes to ‘Tubby’ for months to come.

Upon his return, he faced an order to report to the OC Moreton, who opened with:

‘Baker! What do you mean by crashing one of my bloody aircraft?’

Fixing the OC with his gaze, he gave both barrels in reply:

‘What do YOU mean by sending me off in such bloody awful weather?’

Let us put this one down as a score draw.

*Second tour - Pathfinder*

In early March 1943, he returned to an operational footing with No. 7 Squadron, but this time in a Pathfinder role. Another 30 sorties ensued, mainly of the heavily-defended German variety, and including a hair-raising trip to Berlin on 27 March when his Stirling was “coned” by searchlights and hit several times by flak, one engine being destroyed and another seriously damaged. Having then lost a great deal of height in his successful attempt to break away from both lights and flak, he nursed his crippled aircraft back to Oakington where, on landing, the damaged undercarriage collapsed, causing the bomber to slew across the airfield.

Another moment of high drama followed in a trip to Stettin on the night of 20 April, an incident recounted in Gordon Musgrove’s *Pathfinder Force*:

‘Flying Officer S. Baker was 20 miles north of Stettin when the Mid-Upper Gunner, Flight Sergeant C. Thornhill, saw an Me. 109 going in the opposite direction. The fighter pilot spotted the Stirling, made a steep turn, put the Messerschmitt in a shallow dive to gain speed and made his attack from underneath and astern. The Rear Gunner, Flight Sergeant J. E. Robbins, followed the manoeuvre closely and warned Baker to be ready to dive to port. Before the enemy was set Robbins opened fire and shouted “Go, go, go” to his pilot. The Messerschmitt broke away and climbed giving Robbins a second chance; he raked the fighter with a long burst setting it on fire. Both gunners and the Wireless Operator saw it hit the ground still burning.’

Baker noted in his Log Book:

‘Good “Prang”. Me109 destroyed by Chris.’

They also had a run-in with the strong enemy defences over Bochum on his 36th Op on 13 May when they were coned and holed in his No. 5 port tank and the starboard pitot head. Nonetheless, he adjudged it a ‘very successful raid’.

20. STIRLING.	EF363.	SELF	CREW.	WAR OPERATIONS - STETTIN.
			SGT LASHFORD.	GOOD "PRANG".
				ME109 DESTROYED BY CHRIS.



Baker qualified for his Path Finder Force Badge on 15 June 1943. He was finally recommended for a long overdue D.F.C. on 30 June 1943, shortly before the Squadron converted to Lancasters, Baker went on to participate in all of the famous “firestorm” raids on Hamburg between 24 July and 2 August, an offensive largely made possible by the successful use of Window - he would later describe how the confused flak and searchlight defences were ‘all over the place’ as a result (see Martin Middlebrook’s *Battle of Hamburg*). But from Baker’s perspective, the Hamburg “firestorm” raids were memorable for another reason - namely a further closely fought engagement with a nightfighter on 2 August. Gordon Musgrove’s *Pathfinder Force* once more takes up the story:

‘On the night of August 2-3, to add to the bombers’ problems, the nightfighters were up in numbers in spite of the appalling weather. Baker, now a Flight Lieutenant, was over Westermunde when Thornhill, his Mid-Upper Gunner, reported an exhaust glow 400 feet below and 350 feet astern on the starboard side. Thornhill fired a short burst and ordered a dive to starboard while Robbins, although he could not see anything to shoot at, fired along the Mid-Upper’s tracer. When the fighter broke away to port above it was identified as an Me. 210. A second attack was made from the starboard and both gunners observed strikes on the enemy. Baker then made for cloud but as he came out of it the fighter was waiting and the German, not realising the quality of the opposition, had the temerity to close to 200 yards. Both gunners again scored hits; the enemy suddenly stopped firing and dived away to starboard. A red ball of fire was seen in the cloud below and seconds later a red explosion. Lancaster G-George, although showing a few scars on the tailplane caused by cannon fire, proudly boasted another bomb painted on the side to mark the completion of another sortie, but this bomb was adorned with a small swastika to signify an enemy fighter had been destroyed.’

Then on the night of 17 August, Baker participated in the famous Peenemunde raid, his 49th Op, on this occasion piloting Lancaster EE-119, an outing later recalled by his Bomb Aimer, Flight Lieutenant Peter Cutchey (see Martin Middlebrook’s *Peenemunde Raid*):

‘We arrived early and banked out to sea, to the east of Pennemunde, to waste the unwanted time with the maximum safety. From there, I had a wonderful view of the whole area and could pick out the general area of our Aiming Point, though not the individual buildings. I watched the smoke-screen start up but that didn’t do them any good as far as I was concerned. We came back in on a very hairy, weaving bombing run. Why were we weaving? Tubby Baker always moved the aircraft around quite a lot but he always steadied down for the last bit. He used to say that I was the finest Bomb Aimer for hitting the target after a curved approach.

That’s how I survived 73 trips with chaps like Tubby Baker. People who went straight in and level, with long bombing runs, just didn’t survive. But Tubby always levelled out for those last fifteen seconds. As we came in, Tubby headed towards the already positioned red Target Indicators but I directed him further north. As we came in to where I judged our Aiming Point should be, I could see groups of buildings by now and then I picked up the sports field which was on my target map and I knew I was on the right target. I aimed my markers to the left of that sports field. It wasn’t so much the moon that helped me see the Aiming Point but the flares dropped by earlier Pathfinders. A flare spreads its light over a large area. There wasn’t a large group of them but there were enough for me to see the ground.’

Baker finally completed his second tour, with his 60th Op, a strike against Kassel on 22 October 1943, was recommended for an immediate D.S.O., and resumed his role as an instructor. The D.S.O. resulted in a probable ‘first’, that being The King, Queen and Princess Elizabeth all visiting the Squadron for the sole purpose of personally investing Baker with the decoration.



#### *Third tour*

In May 1944, however, he commenced his third operational tour back with No. 7 Squadron, again as a Pathfinder and in Lancasters, flying his first mission - against Angers - on the 28th. And between then and mid-August, he completed another 21 sorties, quite a few of them in support of the Normandy landings, or against V-1 sites in the Pas de Calais, but others to Germany - thus a brace of strikes against Stuttgart that July, in which month he was appointed a Master Bomber: as such, he was required to circle the target area for around 20 or 30 minutes, first to direct the Pathfinders' flares and markers, and afterwards the main bomber force. He flew as Master Bomber on the daylight raid on Villers Bocages on 30 July. His tour finished with his 82nd Op to Bremen on 18 August.

#### *Fourth tour*

In August 1944, following that raid on Bremen, Baker was recommended for a Bar to his D.F.C., his total number of sorties now having risen to beyond the 80-mark, and in the following month he was appointed to the command of No. 635 Squadron, another Pathfinder Lancaster unit, based at Downham Market, Norfolk. He took a call from Air-Vice Marshall Bennett who let him know he was one of three candidates for the job, having turned down the option of a Mosquito Squadron sometime before. The good news came that afternoon and Baker was told to get to Downham Market as soon as possible. He first checked in at Oakington to clear all the paperwork required for his move, only to get a call from Bennett at 10am the next morning. He gave Baker a fine introduction:

‘AOC here Tubby. I thought I told you to be at Downham Market this morning. Have you ever heard of bull—— and red tape in this group?’

Baker duly dropped his papers and jumped in an aeroplane and made it a flying entrance to his command of No. 635 Squadron.

Once more acting as Master Bomber in many of his remaining 18 sorties - the first of them was flown on 20 September, against Calais, and the last, against Wuppertal, on the 13 March 1945. He came to the Squadron at a pivotal point, for it had just lost Squadron Leader Ian Bazalgette, who had won his superb posthumous Victoria Cross whilst Master Bomber for the raid on the V-rocket sites at Trosy-St Maxim on 4 August 1944. The risks for those in that position were clear to all and it would not have escaped the mind of Baker. It was his duty to lead the way.

A case in point was Baker's leadership of a vital daylight strike against enemy armour at St Vith during the Battle of the Bulge on Boxing Day 1944. As well as a railway, roads to Vielsalm, Laroche, Recht and Houffalize passed through St Vith and made it the most important road junction on the Sixth SS Panzer Army front. Intelligence came in that a large force had been building, which it was understood had the potential to break through at a critical time in the Battle.

26. LANCASTER.	NOBY.	SELF.	CREW AS ABOVE.	WAR OPERATIONS-ST VITH.
				CONCENTRATION OF ARMOUR "
				OTHER EQUIPMENT: VERY GOOD
				ATTACK: MASTER BOMBER.
				DIVERTED GRAVELEY.
27. LANCASTER.	NOBY.	SELF.	CREW.	FROM GRAVELEY.

Enter the redoubtable Baker from stage left to fly his 91st Op. He was the man of the moment, but as a result of heavy fog, his 294-strong force had to take-off, and land, with the aid of *FIDO* (the fog dispersal aid).

At 1500hrs, with Baker at the head as Master Bomber, the force rounded on St Vith and dropped 1,138 tons of high explosive. Huge craters in the roads made all routes impassable. German Sappers, who worked on the St Vith-Malmedy road, stated that it was beyond repair. On the following day, St Vith was placed out of bounds to both troops and civilians, and all military traffic used was forced to use secondary roads as bypass routes.

The following is noted by *Project Overlord, The RAF and Campaign to Liberate Northwest Europe*:

'Of all the attacks on choke points during the Ardennes battle, this was the most effective. Clearance work did not begin in earnest until 29 December, and the roads through the town were still impassable to traffic on 3 January. More German engineers arrived on the 8th, but they were mainly tasked to keep open the by-pass north of St Vith. Attacks by fighter-bombers constantly interrupted repair work, while long-range American artillery intermittently shelled the area. By 11 January, 16 days after the last air bombardment, all roads running through the town remained blocked. Only the junction of two routes leading to Malmedy and Monschau (located in the northern outskirts) had been opened.'

### *Record breaker - 100 Club*

And so, finally, to his 100th Sortie on 13 March 1945, a daylight mission as Master Bomber flying Lancaster PB914 to Wuppertal, where he made several runs over the target and remained for over 20 minutes - on arriving back at base, he discovered that he was "grounded" with immediate effect.

Baker was duly handed a pint of beer, true to form it went 'down the hatch' in one. He enjoyed a few more glasses with his comrades, with a constant cigarette as a worthy accompaniment.

He had now completed four operational tours amounting to 530 hours flying time and 100 sorties, 20 of them as Master Bomber, a feat made all the more remarkable by virtue of the fact most of his targets had been in Germany at a time when enemy defences were at their most effective - indeed he had visited Berlin and Stuttgart on four occasions, Hamburg and Mannheim on five, and Cologne no less than eight times. He was awarded an immediate Bar to his D.S.O.





This record puts Baker in a truly elite '100 Club'. The other members were:

Wing Commander Leonard Cheshire, V.C., O.M., D.S.O. & Two Bars, D.F.C.  
Wing Commander J. B. Tait, D.S.O. & Two Bars, D.F.C.  
Squadron Leader P. Granswick, D.S.O., D.F.C. & Bar.

One should compare the career, record and citation of Cheshire's Victoria Cross to that of the epic 100 Ops completed by Baker. It should also be noted that whilst Baker, Cheshire and Tait completed their 100 Ops over the most heavily defended targets in Europe, some 52 of those completed by Granswick were done against in the (perhaps) less heavily defended targets of the Middle East.

His combination of gallantry awards is one of just 27 to Royal Air Force and Commonwealth Air Force Officers in the 1939-45 War, the majority going to Fighter Command.

The record of Baker is unique due to his remarkable record that 20 of his 'century' were completed as Master Bomber, perhaps the most dangerous role of all in Bomber Command. This remarkable wartime record puts Baker in the 'Premier Division' and surely second to only a handful of Bomber Command Aircrew.

#### *Further exploits - Journey's end*

Baker remained in the Royal Air Force after the War, spent three years on attachment to the Royal Australian Air Force and commanded, from 1957, No. 138 Squadron, equipped with the R.A.F's first V-bomber, the Valiant. He took his Squadron over to the United States in 1958 for the Strategic Air Command Bombing & Navigation Competition.

Appointments in Germany and Training Command followed until, in 1966, he retired in the rank of Wing Commander.

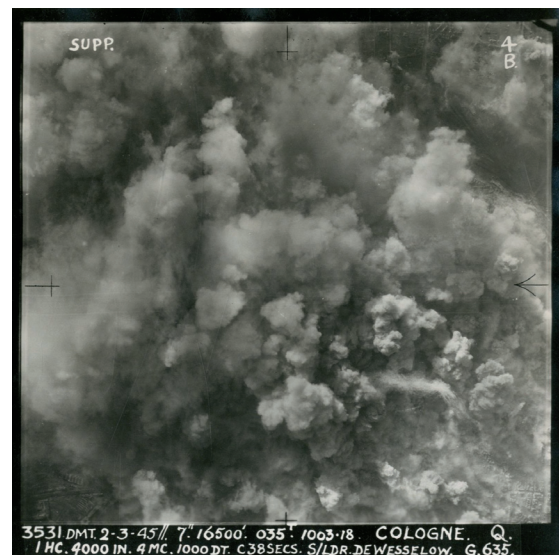
His love for food, drink and cigarettes led to his unsurprising nickname 'Tubby', which aptly described his larger-than-life character. Described in his obituary in the *Daily Telegraph* as 'a countryman whose greatest love was racing; he rarely missed a visit to the Cheltenham Festival', Baker died in July 2007, aged 88 years.

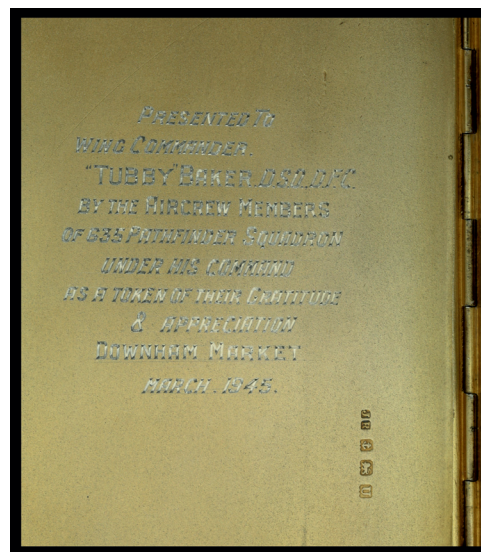
Sold together with the following complete and comprehensive archive of original material:

- (i)  
His four Flying Log Books, covering 21 August 1940-2 June 1960, the Wartime entries often accompanied with photographs of his crew.
- (ii)  
His Air Ministry Lancaster Bombsight 'D', Ref. 6E/276 No.31794T, supposedly a trial object of which just a handful are known to exist outside Museum collections.



- (iii)  
Two trusty silver presentation items, this being his well-used beer tankard and cigarette case, the first engraved 'Presented to Wing Commander 'Tubby' Baker, D.S.O., D.F.C., No. 635 Pathfinder Sqdn. as a token of esteem and appreciation. Downham Market March 1945', the second with matching dedication but with dedication from the Aircrew of the Squadron, besides another pewter tankard, this engraved 'Wing Commander S. Baker, D.S.O., D.F.C., R.A.F., Valiant XD.858 S.A.C. Bombing Competition 1958.
- (iii)  
His Path Finder Force Badge, together with its original certificate, dated 9 November 1945, the Air Ministry forwarding letter pasted into his Log Book.
- (iv)  
A plethora of original papers, including entry Letters and Passes, Inoculation & Vaccination Certificates, his passport, and other related items to his wife, a Section Officer in the Women's Auxiliary Air Force.
- (v)  
Bestowal document for the Distinguished Service Order, dated 7 January 1944.





(vi)

His notes and written accounts of his career, as used in *Pathfinders 635 Squadron*, with a copy of the book, signed by the author Chris Coverdale.

(vii)

A large number of photographs of his career and bombing photos, including the occasion of the investiture of his Bar to the D.S.O.

(viii)

Other related items, including his un-opened First Aid Kit, various Squadron cloth Badges, besides copied research and written record of his 100 Ops.





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A very fine and well-documented 1944 D.F.C. group of six awarded to Flight Lieutenant C. H. P. Bell, Royal Air Force, a long-served airman who first entered Halton as an Apprentice in 1928, he flew Battles with No. 103 Squadron during the Battle of France - before notching up an impressive tally of 31 Ops over enemy territory in the Mitchel bombers of No. 226 Squadron and latterly serving with HQ 2nd Tactical Air Force



Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1944'; 1939-45 Star; Air Crew Europe Star, clasp, France & Germany; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., G.V.I.R. (Flt. Lt. C. H. P. Bell. R.A.F.), mounted as worn, *good very fine* (6)

£2,000-2,400

D.F.C. *London Gazette* 11 August 1944. The original recommendation by Wing Commander C. E. R. Tait, states:

'Flying Officer Bell has participated in 31 operations amongst which have been included attacks on very heavily defended targets such as Bremen, Hamburg, Cologne and Essen. He served in France with the A.A.S.F. (Advanced Air Striking Force) during which period he flew as Observer/Air Gunner in Battle aircraft making low level attacks against the extremely heavily defended elements of the German Army.

In all operations, particularly during long distance night sorties, he has shown proof of his skill as a Navigator combined with great coolness and determination. In recent daylight operations over France in unfavourable weather conditions he has continued to show these qualities.

His experience as an Air Gunner and Observer in peace and war combined with a strong character have largely contributed to the success of a the less experienced aircrews to whom he has imparted the benefit of his experience.'

The Station Commander remarked:

'A Regular Airman (Halton) turned Aircrew and now a first-class Officer.

His quiet efficiency, native ability and sense of duty have set the highest possible example throughout his operational tours. To my personal knowledge he has been through experiences that would have deterred less stout hearts, but has always returned for more.

His cheerful acceptance of responsibilities and risks, and his example in knowing his job thoroughly has had a direct bearing on the high quality of his Squadron's operational record. As Squadron Bombing Leader he is now continuing to set the best standard and pass on his dislike of the enemy. Very strongly recommended.'



**Clifford Henry Parr Bell** was born on 17 August 1911 at Bideford, Devon and entered the service as an Apprentice with No.1 Wing, at RAF Halton in January 1928. Having passed out in December 1930, Bell joined No. 1 Squadron at Tangmere, remaining with them until March 1935. Whilst with No. 1 Squadron, he was part of the 10-man unit, under Flying Officer Morrison, R.C.A.F., who participated in a tour of Canada, flying from Montreal to Ottawa, thence Toronto, Kitchener, Hamilton, Trenton and London (Ontario), before returning to the United Kingdom (Log Book and newspaper cuttings refer). *Flying Boats*

Bell joined No. 202 Squadron in March 1935, operating on flying boats out of Kalafrana, Malta. The unit were flying Supermarine Scapa's, having converted from Fairy III's. During his first year the unit flew anti-submarine patrols around the island, watching for any Italian incursion, under the mandate of the League of Nations. As those fears subsided, the Squadron were always alert for future conflicts. By December 1937 Bell had totalled some 664hrs 30mins in his Log Books and was also first to test when the Squadron were fitted with London II flying boats. After many happy hours in those craft, Bell took his final flight with No. 202 in November 1938, before being selected to attend an Air Observer's School to qualify as a Navigator

#### *Fairey Battle's - Fall of France*

Having converted to Battle's, Bell joined No. 103 Squadron at Benson in July 1939. He flew with Pilot Officer Fitzgerald and Flight Lieutenant Tait in August 1939 and the unit went over to France with the Advanced Air Strike Force on 2 September 1939. In the months which followed, the Squadron were in the thick of things, with Bell sharing the action. One notable sortie worthy of mention is that of 22 April 1940, for the night recon and night raid on Frankfurt, lasting 2hrs50mins of night flying. The Log Book also notes after the entry for 2 May 1940 'Record of flights during 'Blitz' in France lost, with 'Flight' equipment.'

Bell flew back to England in Battle L5444 with Pilot Officer Barratt on 15 June 1940, the Squadron having done all they could to slow the enemy. Bell flew his final Op in Battle's on 25 September 1940, during the Battle of Britain, dropping 4 x 250lb bombs on Boulogne. This took his tally to no less than 11 Ops in Battle's, two of them at night. The first had been recorded on 17 September 1939, for a photo recon on the Siegfried Line.



### *Bigger and better*

Converting to Wellington Bombers soon after, Bell bombed Ostend on 22 December 1940 and Rotterdam on 28 December. He went on to complete 6 further Ops in 1941, including Bremen and Dusseldorf. Bell went off for Instructor Duties in August 1941 and was promoted Pilot Officer on 16 May 1942. Whilst still at the OTU he even formed up to participate in the raid on Cologne on 30 May 1942, the largest ever undertaken at that time. Joining No. 88 Squadron at Oulton in March 1943, he flew on the two daytime raids on Zeebrugge on 17 & 20 April 1943 in a Ventura, again flown by his old comrade Wing Commander Tait. Moved with his crew to No. 226 Squadron at the end of that month, it appears he was given a period of richly-deserved rest, for it was not until 16 September he went on another Op, this time a daytime sortie on Rouen in Mitchell 'B'. His 31st Op was flown on 14 January 1944 on Yvrench, wrapping up a most successful operational career. He was duly recommended for his D.F.C. on 27 January.

With planning coming together for Operation Overlord, the Squadron found themselves a part of the 2nd Tactical Air Force. Given his huge experience of the rigours of the theatre, Bell was posted to its Headquarters from 20 October 1944. He joined AHQ BAFO on 1 December 1945

### *Journey's end*

Bell was advanced Flight Lieutenant on 23 August 1948 and joined the Instructional Staff of RAF Hullavington - passing on his vast knowledge to the next generation of aviators. He went out to RAF Luqa on Malta in the 1950s and was retired in late 1957. He was removed from the Recall List in September 1971 and died in Derby in November 1993.



Sold together with the following original documentation:

(i)  
His two Flying Log Books, covering 10 April 1935-14 January 1944.

(ii)  
Three copies of *The Halton Magazine* & *The Daedalus*.

A series of material related to the award of his D.F.C., including Buckingham Palace forwarding note in the name of 'Flight Lieutenant Clifford H. P. Bell, D.F.C.', a number of telegrams, letters and newspaper cuttings.

(iii)  
A series of original photographs including the recipient, his service and his comrades.

(iv)  
Letters and cuttings related to his service, besides his card, dinner invitations.

(v)  
A number of his qualification certificates, including Aero-Engine School.

(vi)  
A well-presented collection of copied research relating to his entire career, including ORB extracts, all prepared in a folder to illustrate his career.



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A very fine 'Italy operations' D.F.C. group of six awarded to Flight Lieutenant E. Douglas, Royal Air Force, a skilled bombing leader who notched up no less than 68 Operational Sorties during the campaign, often flying daring daylight raids

Douglas flew in the Berlin Airlift in 1949, before flying the Meteor during his time in Malaya and adding further laurels in the Cyprus operations - in one of just 6 Pioneer's flown by No. 233 Squadron

Distinguished Flying Cross, G.V.I.R., reverse officially dated '1945'; 1939-45 Star; Italy Star; Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Malaya, Cyprus (Flt. Lt. E. Douglas. R.A.F.), second clasp sewn on, as issued, *good very fine* (6)

£3,000-3,500

D.F.C. *London Gazette* 20 April 1945:

Total Op. Flying hours on present tour - 138.20hrs

Total Op. Sorties on present tour - 68

P/O Douglas has completed an excellent tour of operations, having been engaged almost continually for over a year on daylight bombing missions against the enemy. He has taken part in many bombing raids on close support targets, often against strong opposition, throughout the Allied advance from Cassino to the Gothic Line, and against heavily defended enemy communications and concentration areas.

An exceptional pilot and natural leader, he was chosen, without precedent in the Squadron, to lead his flight whilst still an NCO. Difficult targets or adverse weather were no deterrent to this officer's enthusiasm and determination to strike the enemy with his utmost endeavour. He completed his tour leading the Squadron, and by his skill, perseverance and brilliant leadership maintained a continuous record of highly successful results. Douglas' devotion to duty, determination and singleness of purpose in all his operations have been an outstanding example.



**Edward Douglas** joined the Royal Air Force in November 1939 and was initially selected for Air Crew training. He took his first solo flight in January 1942 and was awarded his Wings at the end of the year, going off to Kenya to join No. 70 OTU. Having completed further training, he was posted to No. 233 Squadron, at that time part of the Desert Air Force.



#### *Into the action - Italy Ops*

Flying the Baltimore light bomber, Douglas and his comrades were soon into the action in Italy, leading a determined campaign of dangerous bombing raids which commenced in January 1944 - when he flew on no less than 11 Operational Sorties, starting with the Tank Factory at Loreto on 13 & 14 January. They then focussed into the yards and railways around Sulmana, Popili, Penne and Teramo. March saw Douglas again into regular action - with every Sortie in daylight - striking the railway station at San Benedetto on 15 March, he faced heavy flak which holed his aircraft and caused him to 'prang' on landing. The cost to No. 233 had also been two aircraft lost. Flying on 18 & 19 March, no doubt fired up by the loss of his comrades, their raid on Fabriano secured a 'BULLSEYE'.

His Log Books provide a wealth of information related to the remarkable record Douglas recorded, which also note the raid on 23 July to Ravenna, when he led his comrades into action. It was soon after, on 27 & 30 July that his lead into the action led to two direct hits, noting 'Bull - Large explosions'. By the end of July, Douglas had flown on no less than 55 Operational Sorties but was posted with his crew to No. 15 Squadron, South African Air Force, with No. 233 Squadron being disbanded on 12 August. In August, he flew 7 Sorties with No. 15 Squadron, before joining No. 500 Squadron in September. Training in the coming three months meant his next Sortie was flown on 11 December, bombing troop concentrations at Fusignano. He then led the bombing of gun positions at Castel Bolognese on 15 December. He flew his final two Sorties - leading both - in January 1945, before being posted 'Tour Expired' at the end of the month. Having been commissioned and awarded his D.F.C., he went on lighter duties, flying an Air Sea Rescue and on observations in Austers.

#### *Further action - Berlin Airlift and beyond*

Posted to No. 51 Squadron at Bassingbourne and flying the Avro York, Douglas was called up to fly during the Berlin Airlift, as 2nd Pilot to Flight Lieutenant Breeze. They flew two sorties on 18 May 1949 in MW317.

By 1953, Douglas had converted onto the Meteor jet aircraft and was at the Far East Training School at Seletar. He also flew on the search for a Police Launch in a Harvard on 29 July.





He joined No. 215 Squadron in January 1958, which was renumbered No. 230 Squadron in September 1958 and was posted to RAF Nicosia, Cyprus in November. The Squadron flew security patrols during 'Operation Thwart' in Pioneer aircraft. From November 1958-April 1959, Douglas added over 70 operational hours in his Log Books. It should be noted the Squadron only took 6 aircraft into the theatre - with XL703, which Douglas flew, still being in existence today.

He was returned to RAF Dishforth with his Squadron in May 1959. He retired Flight Lieutenant (General Duties), with some 1611hrs 30mins in his Log Books, on 31 March 1962. He died on 29 September 1981; sold together with his three Pilot's Flying Log Books, covering December 1941-August 1961, Air Council enclosure for the Campaign Medals, besides a group photograph including the recipient and a file of detailed research.

x250

### **A Second World War D.F.C. group of six awarded to Pilot Officer W. R. Cornell, Royal Canadian Air Force, a skilled Mid-Upper Gunner who flew 36 Operational Sorties**

Distinguished Flying Cross, G.V.I.R., reverse officially dated '1944' and in its *Royal Mint* case of issue; 1939-45 Star; France and Germany Star; Defence Medal 1939-45, Canadian issue in silver; Canadian Volunteer Service Medal, with overseas clasp; War Medal 1939-45, Canadian issue in silver, *good very fine* (6)

£1,000-1,200

D.F.C. *London Gazette* 25 May 1945.

**W. R. Cornell** joined No. 432 Squadron at East Moor, Yorkshire on 5 June 1944 and flew his first Op that same day in a Halifax flown by Flight Lieutenant Pettit, bombing Houlgate. He flew on Coutances on D-Day and made it a hat-trick, bombing the railway yards in Paris on 7 June to notch his first 3 Sorties in three days. Having completed 5 Sorties by 15 June, Cornell joined No. 419 Squadron at Middleton St. George and flew his first Sortie in a Lancaster on 24 June, raiding Bamieres. As the months rolled on, Cornell honed his skills, firing on a Ju88 when attacking Vileneuve St George on 4 July and taking flak on Sortie 13 to Stuttgart on 25 July. Their Lancaster returned home from Hamburg on just three engines on 28 July.

Cornell joined No. 431 Squadron at Croft, Durham in August 1944 and flew his 20th Sortie to attack guns, tanks and troops in the Falaise area on 18 August. He was on the raid of 4 October to Bergen, Norway to attack the submarine pens, but it was his 28th Sortie on 6 December that would see Cornell called upon. Flying home from their target of Osnabruk, Squadron Leader Smith had their Lancaster flying level at 16,000ft at around 2200hrs. An enemy Ju88 attacked them from the port quarter, with Cornell getting in two bursts and the Rear Gunner, Pilot Officer Supergia getting off five bursts. A starboard corkscrew was called for and executed, with the Ju88 spotted to have fire pouring from its port engine - it was claimed probable destroyed (*A Yorkshire Squadron - History of 431 RCAF, 1942-45*, refers).

Cornell flew his 36th and final Sortie on 12 March 1945, for a raid on Dortmund. He completed 204.05 operational hours and having flown as a Training Gunner, was returned to Canada with 661 Wing at Dartmouth; sold together with his Flying Log Book, besides a number of buttons, cloth insignia and badges.



Air Force Cross, G.VI.R., reverse officially dated '1941'; 1939-45 Star; Defence and War Medals 1939-45; Coronation 1937; Royal Air Force L.S. & G.C., G.VI.R. (Act. Sqn. Ldr. W. H. Forster. R.A.F.), mounted as worn, *contact marks, nearly very fine* (6)

£1,000-1,200

A.F.C. *London Gazette* 1 April 1941. The original recommendation states:

'Warrant Officer Forster has shown outstanding zeal and devotion to duty. He is an exceedingly experienced and competent instructor who, by his excellent example has assisted in maintaining a high standard amongst the flying instructors at the unit.'

**William Henry Forster** was born on 24 August 1905. Promoted Temporary Warrant Officer on 19 February 1941. He served as a Flying Instructor at No. 14 Service Flying Training School with No. 23 Training Group. Commissioned Temporary Flying Officer on 1 March 1941 and confirmed in the rank on 7 July 1944. Appointed to the Aircraft Control Branch with the rank of Flight Lieutenant on 24 June 1947. Advanced Squadron Leader while serving with this formation on 1 November 1947. Retired on 1 January 1957.



A 1950 A.F.C. and 1945 King's Commendation for Valuable Services in the Air group of four awarded to Wing Commander F. R. Flynn, Royal Air Force



Air Force Cross, G.V.I.R., reverse officially dated '1950'; Defence and War Medals 1939-45, with M.I.D. oak leaf denoting the K.C.V.S.; Coronation 1953, *good very fine* (4)

£1,400-1,800

A.F.C. *London Gazette* 2 January 1950.

**Frederick Ronald Flynn** - or Paddy to his friends and comrades - was born at Grimsby and educated at Wintringham Secondary School, entered the Royal Air Force as a Halton Apprentice in January 1929.

Following service at R.A.F. Grantham, he successfully applied for pilot training and joined No. 3 F.T.S. in April 1935. Appointed a Sergeant in January 1936, while attending the Navigation School at Manston, Flynn was posted to No. 35 Squadron in the Sudan that summer, but returned to the U.K. before the end of the year.

The outbreak of hostilities found him serving in a Signals Squadron at R.A.F. Cranwell, and in August 1940, having been commissioned as a Pilot Officer, he was posted to the C.F.S. at Upavon. A few weeks later he transferred to the R.A.F. College back at Cranwell, where he had the fright of his life on the night of 26 October, when his unarmed Oxford was attacked by an enemy aircraft as he came into land.

In September 1941 he was embarked for South Africa, where between then and August 1944, he served there as an instructor on the Empire Air Training Scheme, gaining advancement to Flight Lieutenant in April 1943 and a King's Commendation for Valuable Services in the Air in the New Year's Honours of 1945.



Back on the home establishment, he prepared for his first operational posting at No. 10 O.T.U., but joined No. 153 Squadron, a Lancaster unit operating out of Scampton, just a few days before V.E. Day:

‘It looks as if the war in Europe has finished! My crew seemed more than a little depressed on the night of 7th May - I’m sure we were the only R.A.F. crew flying over England! A good clear night for flying and the pyrotechnic displays from airfields was a sure sign that the war is really over’ (Flynn’s Flying Log Book refers).

Flynn, who more often than not was rated as an ‘exceptional’ pilot, and certainly ‘above the average’, remained in the R.A.F. after the War, and in October 1946 hit the home press for his goodwill flight to Chile in a Lincoln of No. 97 Squadron - a round trip of 20,000 miles which included the first ever R.A.F. bomber crossing of the Andes. A lengthy “Cold War” appointment with 2nd T.A.F. in Germany ensued in the 1950s, and he ended his career as a Wing Commander at H.Q. Flying Training Command in April 1959. Flynn died in August 1966.

Sold with the recipient’s original Flying Log Books (4), covering the periods September 1937 to December 1940, December 1940 to February 1944, March 1944 to August 1953, and September 1953 to August 1958, but with additional civilian entries for the period 1961 to 1965; together with numerous photographs, many featuring a skiing trip, but others of a more R.A.F.-based nature, and other documentation, including a congratulatory letter on the award of his commendation from the Director-General of Air Forces in South Africa, dated 2 January 1945.



- 253      **A 1960 A.F.C. group of three awarded to Flight Lieutenant J. G. Davies, Royal Air Force**
- Air Force Cross, E.I.R., the reverse officially dated '1960'; War Medal 1939-45; General Service 1962-2007, 1 clasp, Malay Peninsula (Flt. Lt. J. G. Davies R.A.F.) mounted court-style for wear, *minor pitting, very fine* (3) £1,200-1,500
- A.F.C. *London Gazette* 1 January 1960.
- John Gordon Davies** graduated from the rank of Cadet Navigator to Pilot Officer on 28 November 1951. Promoted Flying Officer on 28 November 1952 and Flight Lieutenant on 28 May 1956, Davies retired on 3 August 1976; sold together with copied research including *London Gazette* entries and *Air Force Lists*.
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- 254      **A Second World War A.F.M. group of five awarded to Flight Sergeant, later Squadron Leader L. H. Poltock, Royal Air Force**
- Air Force Medal, G.VI.R. (365923. F/Sgt. L. H. Poltock. R.A.F.); 1939-45 Star; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C., G.VI.R. (Fg. Off. L. H. Poltock. R.A.F.), mounted court-style for wear, *pitting, nearly very fine* (5) £1,000-1,200
- A.F.M. *London Gazette* 1 April 1941. The original recommendation states:
- 'This Airman instructed continuously from June, 1938, to December, 1940, latterly in the Advanced Training Squadron. Throughout the period, he displayed keenness and enthusiasm and proved extremely efficient to his various flight commanders. He set a high standard to his many pupils.'
- Leslie Harry Poltock** was born 23 June 1908 and went to RAF Halton as an Apprentice. He had been being promoted Flight Sergeant and was serving at No. 1 Service Flying Training School at Netheravon by 1938.
- Commissioned Pilot Officer with the General Duties Branch on 19 November 1941, he was promoted Flying Officer 1 October 1942. Advanced Flight Lieutenant on 19 November 1943, he transferred to the Secretarial Branch in 1948. Poltock retired on 9 July 1957 with the rank of Squadron Leader; sold together with copied research including *London Gazette* entries and copied recommendations for awards.
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- 255      **A 1944 A.F.M. group of seven awarded to Flight Sergeant, later Flying Officer J. I. Parry, Royal Air Force, a bomber pilot during the Battle for France who later flew vital transport runs to Malta as the Island attempted to resist the Axis siege**
- Air Force Medal, G.VI.R. (550608. F/Sgt. J. I. Parry. R.A.F.); 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Africa Star, clasp, North Africa 1942-43; Italy Star; Defence and War Medals 1939-45 with M.I.D. oak leaf, *minor pitting, very fine* (7) £1,200-1,500
- A.F.M. *London Gazette* 1 January 1944. The original recommendation, from Transport Command, states:
- '(Total flying hours 1200). This airman was one of the original WOP/AG on the aircraft delivery route. From January, 1941 until April, 1943 he was operator for a leading convoy working over routes to Iraq, India and South West Africa and is in fact a pioneer on all routes covered by the A.D.U. He is now employed in a Transport Squadron where his high sense of duty is still markedly present.'
- John Ivor Parry** served with No. 139 Squadron, flying Blenheim's in France during early 1940 with the rank of Aircraftman Class I. They flew constant missions, often suffering severely from enemy fire, as Parry himself states, quoted in *Valiant Wings*:
- 'The Blenheim we flew on 16 May 1940 (...) was so shot-up by flak and fighters it was a write-off on our return to Plivot. My job on the 18th was pouring petrol onto it, along with Wing Commander Dickens' Blenheim and setting fire to them. Last job was blowing the petrol and bomb dumps which shook that part of France.'

Despite the heavy fighting Parry survived and managed to escape the fall of France, even celebrating his 21st birthday in Paris with a bottle of cool champagne. Having returned to Britain he transferred to No. 24 Squadron flying supplies to the Middle East, Africa and Malta carrying on his role at the radio with the rank of Flight Sergeant. No. 24 Squadron was a vital supply link during the Siege of Malta although their transports were horribly vulnerable to enemy fighters. Even after the siege ended in November 1942 as one passage in *The Malta Shuttle Service* makes clear:

‘...as passengers a nurse and a submarine captain. The navigator was Flight Lieutenant F. Harrison and the wireless operator Flight Sergeant Parry. (...) He became suddenly aware of a Junkers 88 on the port quarter of the Hudson. The enemy opened fire and Harrison hastily moved forward to inform the pilot who immediately dived from 10,000 feet down to sea level. The enemy, none-the-less, had in that time managed to get in a second attack on the tail and hits were registered on the Hudson. Both passengers were wounded, and the radio, trimming tabs and the petrol tanks, about 110 gallons were lost.’

Continuing to fly with transport units Parry was transferred to No. 1 Aircraft Delivery Unit. By the end of the War Parry joined the General Duties Branch, being promoted Pilot Officer on 25 September 1945. He relinquished his rank having been promoted Flying Officer on 1 September 1950; sold together with copied research including *London Gazette* and *Air Force List entries* also extracts from Transport Command documents, *Seek and Strike* and *Valiant Wings* as well as a pair of AG wings.

256 **A rare Second World War A.F.M. group of five awarded to Air Sergeant N. H. O’D. Robson-Garth, South African Air Force**

Air Force Medal, G.V.I.R. (97353 VT/Air Sgt. N. H. O’D. Robson Garth, S.A.A.F.); 1939-45 star; Africa Star; War Medal 1939-45; Africa Service Medal 1939-45, campaign medals officially inscribed (97353 N. H. O’D. Robson-Garth), mounted as worn, *first with minor official correction, very fine* (4)

£1,000-1,200

A.F.M. *London Gazette* 3 January 1946. The original recommendation states:

‘Air Sergeant Robson-Garth has over 3700 hours flying to his credit during the course of which he has proved himself an extremely efficient and reliable Wireless Operator. He has always carried out his duties in a most efficient and willing manner and has proved himself time and again in conditions of bad weather flying to be an invaluable asset to the crew in obtaining navigational aid, etc., to overcome this difficulty. It is strongly recommended that he be awarded the Air Force Medal.’

**Niell Hugh O’Doherty Robson-Garth** was born at Durban, South Africa on 30 June 1919 the son of Francis Wayne Robson-Garth. Having worked as an Insurance Clerk he enlisted with the Union Defence Force in June 1940 and was posted to a Radio Signalling School on 10 June. Upon qualifying Robson-Garth was posted first to No. 50 then No. 51 Flights part of 1 Bomber Transport Brigade before it became 5 Wing in February 1941. Promoted Air Corporal on 1 January 1941 while still serving with 50 Flight. Posted to 5 Wing on 16 March 1941, this unit was involved in the ‘Shuttle Service’ between the East African Theatre and South Africa ensuring a steady flow of men and material. Promoted Temporary Air Sergeant on 20 July 1943, Robson-Garth continued to serve with 5 Wing throughout the course of the war. Serving in East, West and North Africa he also spent time with No. 22 Squadron on coastal patrols in 1943. Discharged on 21 November 1945; sold together with S.A.A.F. cap badge; Radio Operator’s half-wing; S.A.A.F. Radio Operator’s half wing (bi-lingual type); S.A.A.F. shoulder title and S.A.A.F. 22 Squadron badge. Along with copied research including attestation, service records and the recommendation for his AFM.



257

A 1954 A.F.M. group of three awarded to Flight Sergeant, later Flight Lieutenant E. Walker,  
Royal Air Force



Air Force Medal, E.II.R. (1459777. F. Sgt. E. Walker. R.A.F.); Defence and War Medals 1939-45,  
mounted court-style for wear, *contact marks, very fine* (3)

£1,000-1,200

A.F.M. *London Gazette* 1 January 1954.

**Ernest Walker** served with No. 541 Squadron as a Flight Sergeant being invested with the Air Force Medal on 16 March 1954. During this period, immediately following the war No. 541 Squadron was involved in damage assessment and flying diplomatic mail both to Bordeaux and Gatow. Walker was commissioned Pilot Officer on 7 July 1955. No. 541 was reorganised in February 1956 with 'A' Flight being equipped with Spitfires and 'B' Flight with Lancaster PR's, with these aircraft they took part in a survey of the Gold Coast in March of that year. Transferred to the General Duties branch, he was promoted Flying Officer on 8 July 1958 and Flight Lieutenant on 7 July 1961. Walker retired on 15 January 1973 as a result of medical unfitness; sold together with copied research including *London Gazette* and *Air Force List* entries as well as original letters from the recipient's commanders, an aircrew categorisation card, Buckingham Palace Investiture ticket, photograph and an original Commissioning document.

258 **A rare 1916 M.M. group of three awarded to Corporal Mechanic W. J. Perrot, 4th (Balloon) Wing, Royal Flying Corps and Royal Air Force**

Military Medal, G.V.R. (24981 Cpl. W. J. Perrott. 4/Wing: R.F.C.); British War and Victory Medals (24981. A. Sgt. W. J. Parott. R.A.F.), note surname spelling, mounted for wear by *Spink & Son, London, traces of lacquer, very fine* (3)

£600-800

167 M.M.'s awarded to the Royal Flying Corps.

M.M. *London Gazette* 12 March 1917. 4th Balloon Wing Records of January 1917 states:

'For conspicuous skill and devotion to duty. He has been employed in forward telephone exchanges and continually repaired lines under heavy shell fire, from June 1916.'

**Wilson John Perrott** was born in 1885, the son of George and Mary J. Perrott, of Lower Blagdon Farm, Taunton. Before the Great War, he married Minnie and lived at 6 Belle Vue Terrace, East Reach, Taunton. Having joined the Royal Flying Corps in March 1916, he served in France with 4th Balloon Wing, Royal Flying Corps and earned a well-deserved M.M. in the summer of 1916. Transferred to the 1st Balloon Section, Royal Air Force, Perrott died of disease on 29 October 1918 and is buried in the Mont Huon Military Cemetery. His gravestone bears the inscription:

'ALWAYS LOVINGLY REMEMBERED BY HIS DEVOTED WIFE & LITTLE DAUGHTER.'

259 **A rare Great War M.M. awarded to Air Mechanic Class II H. G. Lobb, Royal Air Force, late Royal Flying Corps**

Military Medal, G.V.R. (10498 2/CL: A.M. H. G. Lobb. R.A.F.); British War and Victory Medals (10498. 2.A.M. H. G. Lobb. R.A.F.), mounted court-style for wear by *Spink & Son, contact marks, traces of lacquer, very fine* (3)

£800-1,000

One of only 92 Military Medals to the Royal Air Force for the Great War.

M.M. *London Gazette* 16 July 1918. The recommendation from Headquarters Royal Air Force, attached 35 Squadron states:

'For bravery and devotion to duty. On 21 March 1918 at Reuez, this Operator kept his station going single-handed during the whole day, the other Operator having been killed. On the succeeding days, he kept his Station in action, and continued to work day and night in open warfare which followed until he was relieved. His devotion to duty and his energy were remarkable. His Brigade Commander reports that throughout the operations he has proved himself to be most plucky and resourceful.'

**Hedley Gordon George Lobb** was born on 27 March 1895 at Plymouth, Devon. Employed as a Clerk in the clothing industry by 1911 he joined the Royal Air Force during the First World War serving with No. 35 Squadron. This unit was formed in 1916, moving to France in January 1917 they notably played a role in the Battle of Arras supporting the Cavalry Corps. After the War Lobb married Edith Ash at Plymouth in 1921. He appears to have continued serving, being listed as a Civilian Clerk with the RAF on the 1939 Census and living in Ruislip, he died at Hillingdon Hospital, Middlesex on 8 April 1965; sold together with *London Gazette* entry.

260

The scarce 'North West Frontier 1939' B.E.M. awarded to Squadron Leader B. Lock, whose dedication and skill saw him rise to a decorated Warrant Officer and again to become a Squadron Leader over the course of his remarkable 35-year career

British Empire Medal, G.V.I.R., Military Division (363161 Sergt. Bertie Lock, R.A.F.) in *Royal Mint* case of issue, *extremely fine*

£300-400

One of 3 B.E.M.'s awarded for operations in Waziristan 1939.

B.E.M. *London Gazette* 25 October 1940:

'In recognition of gallant and distinguished service with the Royal Air Force during the operations in Waziristan for the period 1 January to 31 December 1939'

**Bertie Lock** was born 10 April 1907 and joined the Royal Air Force as a Boy Entrant on 19 September 1922 at RAF Halton. The next year he began training as an Apprentice Carpenter Rigger on 15 October 1923. Having qualified as an Aircraftman Class II on 10 April 1925 he was soon promoted to Aircraftman Class I and remustered to Rigger Group 1 on 18 August 1925. The next year he was employed in this role upon a flight of four Fairey IIID's which made the first Cairo-Cape Flight that same year. Posted to Iraq on 1 October 1928 he made the trip himself, taking part in the journey with No. 216 bomber Squadron arriving back in Cairo on 11 March 1931.





Later he trained as a Pilot at the Flying Training School in Abu Sueir on 3 June 1931. Promoted Sergeant Pilot on 5 March 1932 Lock served with No. 57 Squadron at Upper Heyford from 1933, being married here in 1934. After period with No. 4 Wing, Electronic and Wireless School at Cranwell from 19 October 1936 he was promoted Flight Sergeant on 1 July 1937.

Lock remustered as a Carpenter Rigger (Pilot) on 1 July 1938 and was posted to India on 25 October 1938, serving with No. 28 Squadron at Ambala. This formation soon relocated to Kohat on 27 February 1939 and, while here Lock was lucky to survive a crash when his Hawker Audax proved not to have enough power to take off on 16 July 1939. It was for his tireless actions at this time that he was awarded the B.E.M. as the recommendation makes clear:

‘This N.C.O. is Flight Sergeant in charge of ‘A’ Flight No.26 Squadron, and has taken a large part in maintaining aircraft of the Squadron during 1939. From 25th February to 24th March he was at Miranshah, when his flight carried out some 250 hours flying on the Tori Khel and Karesta proscriptions and in support of ground forces. In the middle of July, immediately after being involved in an aircraft accident, he was again sent to Noranshah [sic] and his flight carried out some further 90 hours operational flying. In August, at Miranshah, under conditions of trying heat and without the full facilities which a station offers, he achieved remarkable result in maintaining an enlarged; flight over 640 hours operational flying were carried out by his aircraft over the Ahmadzai and Kharre proscription areas and in support of ground troops. After returning to Kohat in September, his flight continued to be engaged in operational flying and completed a further 560 hours, mainly being engaged on Ahmedzai proscription. In addition to this extremely high level of maintenance, he has also set a fine example to his flight and is most helpful to all ranks who come in touch with him.’

Appointed Acting Warrant Officer on 18 February 1940, his B.E.M. was issued to him at Khohat in the same year. Sent to Flying Training School in Khohat on 18 December 1940 and later returned to Britain, serving in a string of Home Establishments until being granted an Emergency Commission as a Flying Officer (Technical) on 22 April 1943. Posted to Headquarters, Flying Training Command on 23 April 1943, he spent the rest of the war in various training roles related to engineering. Promoted Flight Lieutenant (Technical) 2 July 1946 and posted the next year to Headquarters, Mediterranean Middle East at Cairo on 23 April 1947, moving to El Hamra a month later on 3 May 1947. While in the Middle East he served with No. 205 Group and No. 109 Maintenance Unit from 1947-1950. Transferred to No. 57 Squadron on 12 January 1950 and joining them that same year for their Malaya Operations in Singapore on 20 July. Returning to Britain he was posted to Headquarters, Bomber Command on 1 January 1952 and advanced Squadron Leader 1 January 1953. His role here was again an engineering one although he also worked as a liaison with Vickers, Lock retired on 10 April 1957; sold together with a large archive of copied research including, service records, official communications and photographs.

Note: this appears to be the original award to the recipient. Another B.E.M., together with his other awards, is known to the market.

261

A rare 'Military Division' C.B., R.R.C., Order of St. John group of seven awarded to Air Commandant B. M. Ducat-Amos, Princess Mary's Royal Air Force Nursing Service, who served as Matron-in-Chief and as Queen's Honorary Nursing Sister, 1972-78

The Most Honourable Order of the Bath, C.B. (Military) Companion's neck Badge, silver-gilt and enamel, on ladies hook suspension; Royal Red Cross, 1st Class (R.R.C.), E.II.R., gold, silver-gilt and enamel, reverse officially dated '1971'; The Order of St. John of Jerusalem, Commander's (Sister's) neck badge, silver and enamel, with heraldic beasts in angles; Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Cyprus, Arabian Peninsula (Flt. Off. B. M. Ducat-Amos. P.M.R.A.F.N.S.) 2nd clasp affixed with cotton; Jubilee 1977, breast awards mounted court-style by *Spink & Son, St. James's, London, edge bruise, generally very fine* (7)

£1,500-1,800

C.B. *London Gazette*. 15 June 1974.

R.R.C. *London Gazette* 1 January 1971.

Order of St. John, Commander (Sister) *London Gazette* 26 February 1976.

**Barbara Mary Ducat-Amos** was the daughter of Captain D. W. Ducat-Amos, Master Mariner, and was born in February 1921. She was educated at The Abbey School, Reading and St. Thomas's Hospital, London (The Nightingale Training School), qualifying as a State Registered Nurse in 1943. Ducat-Amos joined Princess Mary's Royal Air Force Nursing Service in 1944, and served in R.A.F. hospitals in the UK and Aden. She left the service in 1947, and undertook further training in South Africa and South West Africa, before re-joining the P.M.R.A.F.N.S. in 1952.

Ducat-Amos served as a General War and Theatre Sister in R.A.F. hospitals based in the UK, Germany, Cyprus, Aden and Changi (Singapore). She advanced to Matron in 1967, Senior Matron in 1968, and Principal Matron in 1970. Ducat-Amos advanced to Air Commandant, and served as Queen's Honorary Nursing Sister, 1972-78. She died at Heathland Court Nursing Home, Wimbledon, in January 2008.

In 2007, Girls Venture Corps Air Cadets announced the Ducat-Amos Gliding Scholarships. Named in her honour, six grants were awarded to Cadets which enabled attendance on a weekend course at a local gliding club.

For her miniature dress Medals, please see Lot 335.



262 **A Post-War A.R.R.C. awarded to Lieutenant Colonel T. L. Jefferys-Edwards, whose twenty four years of service took her to India, Egypt, Germany, Korea and Singapore**

Royal Red Cross, 2nd Class, E.II.R., silver and enamel, dated '1966' to reverse; 1939-1945 Star; Burma Star; Defence and War Medals 1939-45; United Nations Medal for Korea; General Service 1918-62, one clasp, Malaya (Capt. T. L. Jefferys. Edwards. Q.A.R.A.N.C.), officially renamed, court-mounted as worn, *overall very fine* (7)

£700-800

One of only 350 ARRCs awarded between 1953-79.

A.R.R.C. London Gazette 11 June 1966, the official recommendation states:

Major Jefferys-Edwards has over twenty-two years service, and has recently returned from Singapore where she was the Deputy Matron, and during that period her impact on the hospital and its welfare was greater than one would normally expect from the Deputy. It was a period of change, improvement and advance and this officer played a large part in the success with which these changes were carried through. Her clear logical brain and quick intelligent grasp of a problem reduced the administration tasks and laid the foundation of long term planning for the future. Her value to both the Sister Tutor and to the Matron and considerable both in planning nurses' training programme and assuring the highest standard of patient care in the hospital. During two periods of civil labour crisis her assistance was invaluable in ensuring that the nursing and welfare of the patients continued as smoothly as possible. The success with which this Officer carried out her duties is reflected in the legacy she has left behind her. This officer is strongly recommended for the award of the ARRC.

Provenance:

Bonhams 2013

**Tamar Louise Jefferys-Edwards** was born at Trevor, Denbighshire on 4 February 1917. Having attended County School, Langollen, she studied at the Royal Infirmary, Oldham from June 1935-June 1938. Qualifying as State Registered Nurse in February 1939. Jefferys-Edwards entered service at 73 General Hospital, Hatfield as a sister with Queen Alexandra's Royal Army Nursing Corps on 7 June 1943 with an emergency commission. Moving first to Braintree, Essex and later to Colchester she was attached to the Military Hospital there on 27 October 1943. Continuing to serve in various hospitals around the UK for the rest of 1943 she embarked for India on 20 February 1944.

Arriving in Bombay on 21 March 1944 she started work at 126 Indian Base General Hospital later transferring to 72 Indian General Hospital on 11 May 1944. Here she remained until the end of the war, leaving India on 17 August 1946 for Britain and returning to work at York Military Hospital on 12 September 1946. Jefferys-Edwards was not to see active service again for another two years, when she embarked for the Middle Eastern Land Force, landing on 25 October 1948 and starting at the British Military Hospital Fayid two days later. Promoted Captain at British Military Hospital Tel-El-Kebir on 1 February 1949. Embarking for Britain on 1 August 1951 she remained for the next two years working at the Military Hospital Millbank. Transferred to the British Army of the Rhine on 12 January 1953 at the British Military Hospital Hannover she was there only a short time, leaving on 11 August 1953 for Britain. Arriving there that same day she was part of the British contribution to humanitarian aid in the wake of the Korean War.

Jefferys-Edwards arrived at the British Commonwealth General Hospital in Kure, Japan and worked there from 5 October 1953 until 11 June 1954 when she was transferred to the British Commonwealth Zone Medical Unit in Seoul Korea. Remaining there only a few months she resumed her duties in Japan from 12 October 1954. On 17 November 1954 Jefferys-Edwards left Korea for Singapore, becoming part of the Far East Land Forces attempting deal with the Malayan Emergency. Starting work at the British Military Hospital Singapore on 17 November 1954 she was attached to the Cameron Highlanders shortly afterwards on 22 February 1955. While on this appointment she was advanced Major on 7 June 1955. Returning to Britain on 31 July 1956 she settled in Cambridge, working at Cambridge Military Hospital from 15 October 1956. Returning to Germany and the British Army of the Rhine on 21 July 1958 Jefferys-Edwards undertook work in both the British Military Hospital Hostert and the British Military Hospital Hannover. Continuing her overseas service she was transferred on 12 June 1959 to the Tripoli where she was to work for the next two years.

Heading back to Britain on 8 June 1961 Jefferys-Edwards returned to work at the British Military Hospital Cambridge, however she was to conduct one more overseas tour before her retirement. Returning to Singapore on 12 January 1964, it was her work as Deputy Matron here which resulted in the award of the A.R.R.C. Leaving Singapore for the final time Jefferys-Edwards returned to Britain, on 11 November 1965, starting work with the Royal Hebrew Hospital in Woolwich. She was appointed Matron on 18 January 1967 but soon retired with the rank of Lieutenant-Colonel on 30 June 1967. She was later invested with the Royal Red Cross at Buckingham Palace by Queen Elizabeth. Jefferys-Edwards died in August 1985 in Gwynedd.



**THE C.B., V.C. GROUP OF THREE AWARDED TO  
GENERAL J. BLAIR, 2ND BOMBAY LIGHT CAVALRY**

x263

The superb C.B., Indian Mutiny V.C. group of three awarded to General J. Blair, 2nd Bombay Light Cavalry

Blair was decorated for his remarkable bravery in two separate hand-to-hand actions, one of which saw him required to use the broken hilt of his sword to personally lead a charge against the enemy after he had broken the blade against the head of one of his enemy - being severely wounded on both occasions - he latterly shared in the Siege of Neemuch, the Storming of Kotah and the pursuit of the famed Mutineer General Tatya Tope; Blair latterly had a fine spell as Resident in Aden during a period of high interest and intrigue



The Most Honourable Order of the Bath, C.B. (Military) Companion's breast Badge, gold (22 carat) and enamel, hallmarks for London 1887, with integral gold ribbon buckle; Victoria Cross, reverse of suspension bar engraved 'Capt. James Blair 2d. Bombay Lt. Cavalry', reverse of Cross engraved 'Augt. 12 Octr. 23 1857.'; Indian Mutiny 1857-59, 1 clasp, Central India (Capt. I. Blair, 2nd Regt. Bombay Cavy.), mounted as worn, *note initial upon Medal, good very fine*, housed within a leather glazed open-fronted case, with tooled lettering 'General James Blair V.C. C.B.' (3) £160,000-200,000  
Purchased Spink, 1969.

C.B. *London Gazette* 25 May 1889.

V.C. *London Gazette* 25 February 1862:



For having on two occasions distinguished himself by his gallant and daring conduct.

1. On the night of the 12th of August, 1857, at Neemuch, in volunteering to apprehend 7 or 8 armed mutineers who had shut themselves up for defence in a house, the door of which he burst open. He then rushed in among them and forced them to escape through the roof; in this encounter, he was severely wounded. In spite of his wounds he pursued the fugitives, but was unable to come up with them, in consequence of the darkness of the night.

2. On the 23rd of October, 1857, at Jeerum, in fighting his way most gallantly through a Body of rebels who had literally surrounded him. After breaking the end of his sword on one of their heads, and receiving a severe sword cut on his right arm, he rejoined his troop. In this wounded condition, and with no other weapon than the hilt of his broken sword, he put himself at the head of his men, charged the rebels most effectually, and dispersed them.'

**James Blair** was born on 27 January 1828, at Neemuch, the son of Captain E. M. Blair, Bengal Cavalry and was commissioned 2nd Lieutenant in the 2nd Bombay Light Cavalry on 10 June 1844, being advanced Lieutenant on 19 March 1848. He returned to England to visit East India House in January 1850 (*Allen's Indian Mail*, refers), but was back in India by May 1857.

### *Mutiny - V.C*

Upon the outbreak of the Mutiny, Blair and his comrades were sent to the place of his birth, some 150 kilometres south-west of Kotah, forming the band of troops from the Bombay Presidency who arrived at Neemuch on 18 July 1857 to replace the departed Bengal Regiments. That location would be the furthest south to which the Mutiny spread during the campaign. Although no complete regiment of the Bombay Army mutinied in the same way as the Bengal regiments had done, both the Bombay Native infantry and cavalry units at Neemuch had by this time shown some signs of mutiny, and individual native soldiers regularly deserted to join the rebels. Consequently, the Bombay Officers could no longer feel superior to their colleagues from Bengal and were beginning to understand that they needed to employ every available reliable man who could assist the work of suppressing the Mutiny, which still affected much of north-central India. It was on the night of 12 August 1857 which Blair displayed his first act of remarkable bravery - in the action being severely wounded - by breaking up a dangerous party of mutineers who had shut themselves into a house. He lived to fight another day.

Nimbhaira, a walled town to the north of Neemuch was held by a rebel force at this time. It was decided that a sortie should be made from Neemuch to capture the town, and an all-arms battlegroup commanded by Colonel Jackson of the 2nd Bombay Light Cavalry, consisting of 150 British and Native infantry, 150 Native cavalry and three artillery pieces, together with Cavalry Volunteers, arrived outside the walls of Nimbhaira on 20 October. There was a delay while a summons for surrender of the town was made, and the attack began at half past one in the afternoon, despite heavy rain. The four-hour exchange of fire between the two sides cost the assaulting force two dead and seventeen wounded, two severely. Colonel Jackson ordered his artillery to cross thick mud and by dusk they had closed up to within 100 yards of the walls. He hoped to blow open the gates and mount a general assault, but postponed the attack until the next day. The mutineers abandoned the town during the night and retreated northwards.

Blair again came to the fore in the action at Jeerum on 23 October - again being severely wounded - where he broke a body of rebels that had him surrounded, breaking his sword upon the head of a mutineer and thence using only the blunt hilt in the charge which ended the fight. That day cost the British heavily, with Captain Samuel Read, 83rd Regiment and Captain N. B. Tucker of his unit being killed. Blair was duly promoted Captain for his part in the actions.

On 8 November, a force of several thousand mutineers with cannons advanced on Neemuch from the south. This development forced nearly 800 people from the cantonment to move into the fort, a small square with 18 foot-high walls and a quadrangular bastion at each corner. The majority of those entering the fort were families and servants; after deducting the sick, there were 327 fighting men, including the gallant Blair.





The fort was commanded by Captain Simpson of his unit. It was closely besieged for 14 days, culminating in a determined effort to capture the fort by escalade over the walls on the night of 21-22 November. This escalade was repulsed with many casualties inflicted on the rebels, but another was planned for the following night. However, on 22 November the rebels were recalled by their paymasters, and the siege was lifted.

#### *Closing shots - Siege & Storming of Kotah*

The 2nd Bombay Light Cavalry formed a part of the Central India Field Force under Field Marshal Lord Strathnairne (then Sir Hugh Rose). The force of 600 men - Blair included - and two guns under Lieutenant Frederick Roberts marched to Kotah on the Chambal, where troops of Rajah Ram Singh of Kotah had mutinied and besieged him in Kotah's citadel. After sending some troops to reinforce the Rajah, Roberts bombarded the town and took it by assault on 30 March, capturing 50 guns.

An extract from the *Bombay Gazette* on the opening shots of 26 March states:

'This morning the rebels made a desperate attack and attempt at escalade on the portion of the town occupied by the Rajah but were signally driven off by H.H.'s troops. The rebels are, it is said, from 8,000 to 10,000 strong, 3,000 of that number being mutineers and headed by one Heera Sing, a Risaldar of some notoriety, who was present at Delhi, Agra, and many other places. He has blocked up all the gates so as to prevent any of his men quitting and has intimated his intention to fight to the last man. The attack this morning was commenced at early dawn by a heavy cannonade on our left battery, it is supposed, in order to draw off the attention of the Rajah's troops from the real attack, which was commenced about half an hour after, and in consequence a wing of H.M.'s 83rd Regiment is ordered into the town to occupy the palace and to defend the portion now in his possession from similar attacks.

The enemy fires four guns to our one, having apparently brought round to the water side of the town many from other parts, but we hope soon to show them what English cold steel is like.'

In the aftermath of the capture of Kotah, the Maharao regained his authority, and those rebel leaders who fell into his hands were blown from cannon. Many had escaped and fled to Gwalior, then Lucknow, and eventually to the forests of southern Nepal. The men were captured, brought to the former Residency Compound in Kotah and executed on a gallows erected in the garden. The final hanging in front of the Residency, that of Salabat Khan, took place on 28 October 1861.

Blair and his comrades continued in the pursuit of Tatyá Tope, who was eventually executed on 18 April 1859. Blair was awarded his Victoria Cross - the 150th to be awarded at that time - in 1862, with it being presented to him by Lieutenant-General Sir W. Mansfield in Bombay. He would be advanced Major in June 1864, Lieutenant-Colonel in June 1870 and made Colonel of his Regiment in June 1875. The unit would thence be re-named the 2nd Bombay Lancers in 1883 and the 32nd Lancers in 1903.

#### *Further exploits - Journey's end*

Blair took up the appointment of Resident at Aden from Brigadier-General Francis Adam Ellis Loch in 1882. During this period the region was in something of a turmoil, with various nations making claims to territories across the Persian Gulf. He was in almost constant contact with various authorities in London and Bombay regarding Ottoman, Zanzibari and French claims, besides managing British interests in the Gulf itself (*Colonial Chaos in the Southern Red Sea*, N. W. S. Smith, refers). Whilst preparing to take leave, he was faced with the request to occupy Zeila and of Berbera, which would require some force from Aden. Besides this the Governor-General of the Yemen complained to him of an Abdali occupation of the Athwari village of alMowlaa, which required careful negotiations with various local leaders (*The Extension of British Influence in and around the Gulf of Aden, 1865-1905*, R. W. C. Large, S.O.A.S. 1974, refers). He was also clearly interested in advancing the understanding of the flora which grew in the region, for he was in contact with Sir William Thiselton-Dyer at the Royal Botanic Gardens, Kew, regarding specimen Aloes which had been sent back to England at his request (*KADC0313*, Royal Botanic Gardens, Kew, refers). Having been promoted Brigadier-General and thence advanced Major-General in 1885, he was succeeded in Aden by Brigadier-General Adam George Forbes Hogg that same year. Rewarded with a richly-deserved C.B. in 1889, he was made full General and retired to Scotland in 1894. Having married Frances Halhed, daughter of N. J. Halhed of Gately Hall, Hampshire, the General died at home in Melrose, Scotland on 18 January 1905. He is buried in Trinity Churchyard, Melrose, with a memorial standing to his memory.

His cousin, Captain Robert Blair, 9th Lancers, also won a Victoria Cross during the campaign; his V.C. is in the Lord Ashcroft Collection.

## SINGLE BRITISH ORDERS AND DECORATIONS

264 The Order of the Garter bullion Star and leg Garter attributed to King George IV



The Most Noble Order of the Garter, K.G., a set of Insignia, comprising bullion Star, 127mm x 104mm, silver bullion and sequins, with card backing, loops at points as affixed to tunic; leg Garter, silver-gilt wire on blue silk, approximately 585mm, *worn in places, thus nearly very fine, an extremely rare set with Royal Provenance*, together with old paper transmittal wrapping, stating 'For Ruthin Castle 1830' and 'Star & Garter worn by George IV' and another note stating 'Star & Garter worn by George the 4 1830' (2)

£14,000-18,000

PROVENANCE:

Sent to The Hon. Frederick Richard West, of Ruthin Castle, after the death of King George IV. In the collection of The Hon. David McAlpine and displayed at Fawley House, Oxon since at least 2003.

Purchased 2015, Private Collection.



**Frederick Richard West** was born on 6 February 1799, the only son of The Hon. Frederick William West of Chirk Castle, Denbighshire and Culham Court, Berkshire. His father was placeman son of the courtier John, 2nd Earl De La Warr. Young West was educated at Eton and Christ Church, Oxford. West's marriage in November 1820 to Lady Georgiana Stanhope was widely celebrated, and the lavish dinner with which he marked the 1821 Coronation encouraged speculation that he was to be raised to the peerage. Elected a Member of Parliament for the Denbigh Boroughs in 1827, he stood down there to avoid defeat at the 1830 General Election and was brought in by his cousin De La Warr for East Grinstead, holding that seat until 1832. He remained out of Parliament until 1847, when he profited from local differences over the corn laws and church rates to come in unopposed for Denbigh Boroughs as a Liberal Conservative. He retained the seat, with one contest, until 1857.

Having been widowed in 1824, West took a vast interest in Ruthin Castle and took on refurbishment and building projects at Ruthin.

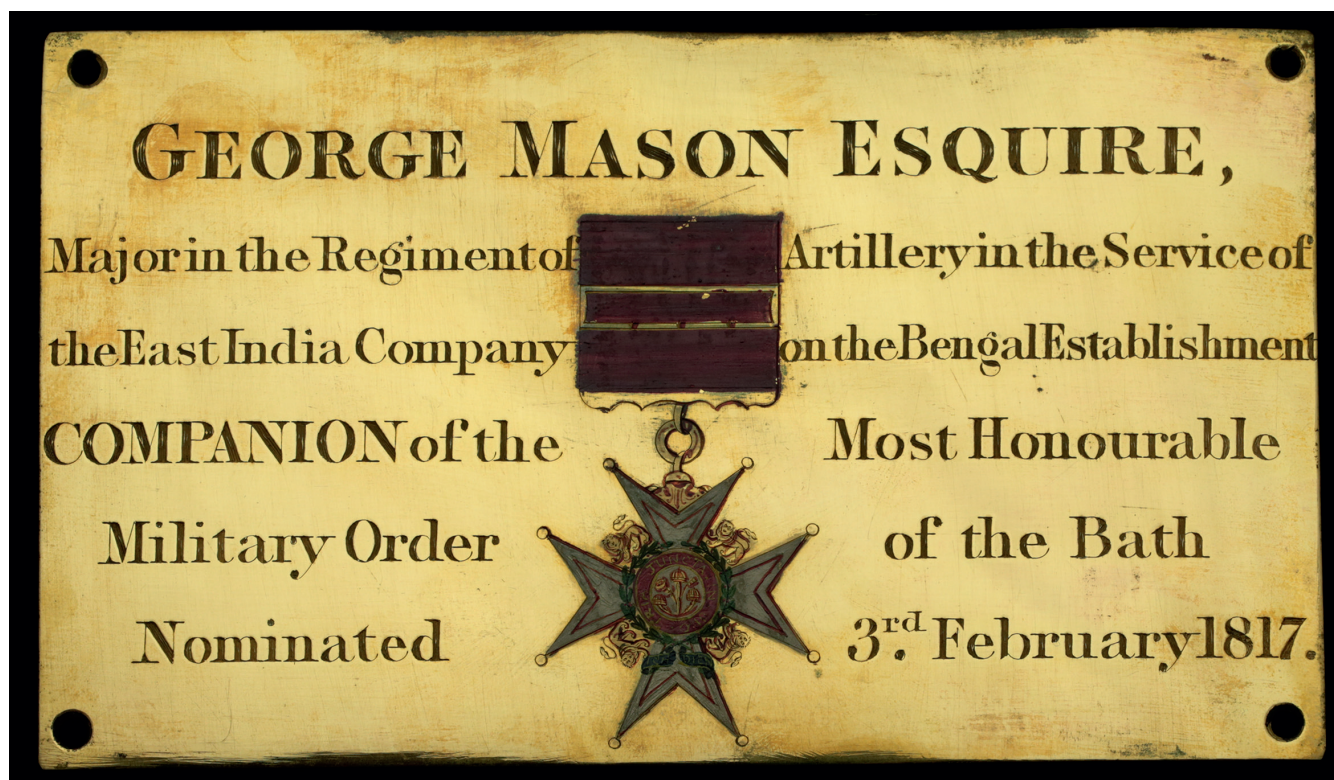




x265	The Most Honourable Order of the Bath, C.B. (Military) Companion's neck Badge, silver-gilt and enamel, <i>ring bent, very fine</i>	£500-600
266	<p>The Most Honourable Order of the Bath, C.B. (Military) Companion's, Chapel Stall Plate, gilded brass with engraved and painted image of a C.B. Badge, inscribed '<b>Robert Douglas Esquire, Major in the Army and Captain in the Royal Regiment of Artillery, Companion of the Most Honourable Military Order of the Bath Nominated 4th June 1815.</b>', 191mm x 115mm, corners pierced for attachment, <i>enamel a little chipped and flaked, very fine</i></p> <p>Lieutenant-Colonel Robert Douglas served at the capture of the Danish and Swedish West India Islands in 1801; the expedition to the north of Germany, 1805-06. He later saw much active service as a Battery Commander in the Peninsular War (February 1812 to March 1814), including the Battles of Salamanca, Vittoria, the Pyrenees campaign, the Siege of San Sebastian and Battle of Nivelle. He is noted as receiving an Army Gold Cross for Salamanca, Vittoria, Pyrenees and Nivelle.</p>	£500-600
267	<p>The Most Honourable Order of the Bath, C.B. (Military) Companion's, Chapel Stall Plate, gilded brass with engraved and painted image of a C.B. Badge, inscribed '<b>George Mason Esquire, Major in the Regiment of Artillery in the Service of the East India Company on the Begal Establishment, Companion of the Most Honourable Military Order of the Bath Nominated 3rd. February 1817.</b>', 191mm x 115mm, corners pierced for attachment, <i>minor loss of paint to ribbon, otherwise very fine</i></p> <p><b>George Mason</b> was born in 1766 and served as a 'Captain-Lieutenant' with the Bengal Artillery in the Second Anglo-Maratha War (1803); and in Nepal (1814-15) with the rank of Major, before serving in the Pindari and Third Maratha Wars as a Lieutenant-Colonel (1817-19), during which time he is noted as participating in the Siege of Hathras. Having been appointed to the Order of the Bath, he died at Sandheads on 7 August 1821, having commanded the 2nd Battalion, Bengal Artillery.</p>	£400-500
x268	The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's breast Badge, gold and enamel, with gold swivel-ring bar suspension and gold ribbon buckle, in its <i>R. &amp; S. Garrard &amp; Co.</i> fitted case of issue, <i>enamel chipping, very fine</i>	£500-600
x269	The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel, in its <i>Garrard &amp; Co. Ltd.</i> case of issue and with full neck riband, <i>good very fine</i>	£240-280
270	The Most Distinguished Order of St. Michael and St. George, C.M.G., Companion's neck Badge, silver-gilt and enamel, in its <i>Garrard &amp; Co. Ltd.</i> case of issue, <i>enamel chips to both centres, otherwise good very fine</i> , with full neck riband	£260-300
271	The Royal Victorian Order, M.V.O., Member's breast Badge, silver, gold crown and enamel, the reverse officially numbered '99', mounted for wear with gold pin, <i>good very fine</i>	£160-200
x272	The Most Excellent Order of the British Empire, C.B.E. (Military) Commander's 2nd type neck Badge, silver-gilt and enamel, with full neck riband, <i>good very fine</i>	£200-240
x273	The Most Excellent Order of the British Empire, M.B.E. (Military) Member's 2nd type breast Badge, silver, <i>good very fine</i> , in its <i>Garrard &amp; Co</i> case of issue	£70-90
274	<p>Military Cross, G.V.I.R., reverse officially dated '1940', <i>good very fine</i>, in its fitted <i>Royal Mint</i> case of issue</p> <p>A scarce early award for the Second World War, probably for actions in the Battle of France, Dunkirk Evacuation or events in Norway.</p>	£500-600
275	Air Force Cross, E.II.R., officially dated '1973', in its <i>Garrard &amp; Co.</i> case of issue, <i>good very fine</i>	£700-900
276	Kaisar-i-Hind, G.V.I.R., 2nd class, silver, with integral top riband bar, <i>nearly extremely fine</i> , in its fitted case of issue	£140-180
x277	<p>Imperial Service Order, E.VII.R., silver, gold centre and enamel, the reverse engraved 'C. O. Waterhouse. July 7th 1910.'; Imperial Service Medal, silver and enamel, in its <i>Elkington, 22 Regent St, London</i> case of issue (2)</p>	£140-180



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## LONG SERVICE, CORONATION & JUBILEE AWARDS

x278 Coronation 1911; Coronation 1953, *very fine* (2) £30-50

279 *'In H.M.S. Achilles at about the same time, a similar spirit of courage and fortitude was being displayed. An 11-inch shell had burst just short of the ship, spraying the bridge and gunnery control position with white-hot fragments of metal. Four gunnery ratings were killed, the Captain slightly wounded and the gunnery officer stunned. For a few minutes the secondary control position took over. Then the survivors in the main position resumed, although some of them, including a Royal Marine sergeant, were seriously wounded. Amid a scene of death and destruction, they continued the battle with great coolness, and a seaman boy, with the courage of Jack Cornwell, found time to deny emphatically a rumour that was spreading round the ship that he had been killed ...'*

High drama aboard H.M.S. *Achilles* off the River Plate on 13 December 1939; *The King's Cruisers*, by Gordon Holman, refers.

The Royal Navy L.S. & G.C. Medal awarded to Warrant Electrician J. H. E. Biggs, Royal Navy, who was loaned to the Royal New Zealand Navy on the eve of hostilities and subsequently present in H.M.S. *Achilles* at the celebrated battle of the River Plate in December 1939

Royal Navy L.S. & G.C., G.VI.R., 1st issue (M37939 J. H. Biggs, C.E.A. 2, H.M.S. *Achilles*), *good very fine*

£140-180

**John Henry Edward Biggs** was born in Portsmouth, Hampshire on 10 January 1908 and entered the Royal Navy as an apprentice in January 1924. By the late 1930s, he had been advanced to Chief Electrical Artificer and was on loan to the Royal New Zealand Navy, serving in the cruiser H.M.S. *Achilles*.

### *The River Plate*

At the outbreak of the Second World War, *Achilles* began patrolling the west coast of South America in search of German merchant ships and, on arriving at the Falkland Islands in late October 1939, she was assigned to the South American Division under Commodore Henry Harwood in H.M.S. *Exeter*.

In the early morning of 13 December 1939, a force consisting of *Achilles*, *Ajax* and *Exeter* detected smoke on the horizon, which was confirmed at 06:16 to be a German pocket battleship, thought to be the *Admiral Scheer* but which turned out to be *Admiral Graf Spee*. A fierce battle ensued, at a range of approximately 20 kilometres and, as cited above, *Achilles* suffered resultant casualties and damage. The range reduced to about four nautical miles at around 0715 and *Graf Spee* broke off the engagement around 0745 to head for the neutral harbour of Montevideo, which she entered at 2200 that night, having been pursued by *Achilles* and *Ajax* all day. *Graf Spee* was forced by international law to leave within 72 hours. Faced with what he believed to be overwhelming odds, her captain, Hans Langsdorff, famously scuttled his ship rather than risk the lives of his crew. As retold in countless histories, *Achilles* had played a vital role in the battle by dividing *Graf Spee*'s fire power, in addition to her vital pursuit of the enemy pocket battleship in the wake of the immediate battle. Indeed, Admiral Harwood made special mention of *Achilles* - and her largely New Zealander crew - in his subsequent despatch, when he stated:

'The honour and pleasure I had in taking one of H.M. ships of the New Zealand Division into action and fully concur with the Commanding Officer of H.M.S. *Achilles*' remark that 'New Zealand has every reason to be proud of her seamen during their baptism of fire.'

An ensign flown by *Achilles* during the battle of the River Plate was donated to Christ Church Cathedral at Port Stanley in the Falkland Islands and is still on display there, hanging on the south wall of the Cathedral.





*H.M.S. Achilles in action of the River Plate, flying both the New Zealand flag and the White Ensign; by John S. Smith*

*Beyond the Plate to the Pacific*

Following the battle, *Achilles* returned to Auckland, New Zealand, on 23 February 1940, where she underwent a refit until June. Having then participated in further German raider activities in the South Pacific during 1940, *Achilles* escorted the first Trans-Tasman commercial convoy from Sydney at the year's end. And it was in the following year - in March - that Biggs was awarded his L.S. & G.C. Medal.

Following Japan's subsequent entry into the war, *Achilles* joined the ANZAC Squadron in the south-west Pacific. It was here, while operating off Guadalcanal Island with U.S. Navy Task Force 67, that she was attacked by four Japanese aircraft on 5 January 1943: a bomb blew the top off X turret, killing 13 of her crew and she had to return to the U.K. for repairs.

It was at this point, in May 1943, that Biggs's period of attachment to the R.N.Z.N. ended; he was appointed a Warrant Electrician in March 1945.

*'I wish to express my admiration of the manner in which the Destroyers attached to the Dover Command carried out the difficult operation of evacuating the troops from Boulogne both in the face of heavy air attack and point-blank fire from guns, machine-guns and snipers. The handling of their ships and their armaments and the bearing of the ships' companies was beyond all praise. The following received from the CIGS [Chief of the Imperial General Staff] - Army's thanks to your people for last night's magnificent effort at Boulogne.'*

A congratulatory message from the Vice-Admiral Destroyers, Dover, dated 24 May 1940, the recipients including the ship's company of H.M.S. *Vimiera*.

**The Royal Navy L.S. & G.C. Medal awarded to Leading Steward R. L. R. Young, Royal Navy, a witness to the evacuation of numerous guardsmen from Boulogne in the destroyer H.M.S. *Vimiera* in May 1940**

Royal Navy L.S. & G.C., G.VI.R., 1st issue (L. 14573 R. L. R. Young, L. Std., H.M.S. *Vimiera*),  
*good very fine*

£60-80

**Ronald Lionel Ralph Young** was born in Bournemouth, Hampshire on 24 August 1907 and entered the Royal Navy as a Boy Servant in September 1923.

Advanced to Leading Steward in December 1939, he joined the ship's company of the destroyer H.M.S. *Vimiera* in the following month and quickly saw action off France in May 1940.

*Boulogne: The other Dunkirk*

The dramatic events played out at Boulogne on 23-24 May 1940 are well-recorded, but perhaps most impressive of all was *Vimiera*'s daring return to the port after Dover Command had advised that further evacuation was considered 'impracticable'.



*Chaotic scenes at Boulogne on 24 May 1940*



*Boulogne, May 1940: wounded first*

She arrived at the beleaguered port at 0140 hours on the 24th and berthed on the unprotected north-east side of the railway jetty [Gare Maritime], starboard side in. This left the ship fully exposed to the shore batteries on the northern ridge, but with a straight run down the channel in case it became necessary to leave abruptly. The silence in the town was eerie, the only noise being from a burning lorry a few yards away across the channel. At 0245, when no more men could be accommodated due to lack of space, *Vimiera* left the harbour with 1,400 men, making a total of close to 2,000 troops brought home from Boulogne. She returned to Dover at 0335 as dawn was breaking.

The following extract, taken from an article written by Major-General G. L. Verney, D.S.O., M.V.O. - for the Irish Guards Journal in 1957 - serves as a stirring tribute to the fine work carried out by *Vimiera* and eight other destroyers in the evacuation of Boulogne:

‘There was no finer Naval enterprise during the late war than the evacuation from Boulogne by nine Destroyers, under close-range enemy fire, of the 2nd Battalions of the Irish and Welsh Guards and Headquarters, 20th Guards Brigade after a desperate 48 hours’ defence of the port. With German artillery on the high ground less than a mile away, with enemy tanks on the quay on one side of the harbour, mortars, machine-guns and infantry in the houses and snipers on the roofs, the Destroyers came in two at a time - for the basin was too narrow for more - and took on board, first wounded and stragglers from the B.E.F. and Allied refugees, and then as many men of the two battalions as had been able to fight their way back through the town when the order for evacuation arrived. Guardsmen, with seamen and marines of the demolition parties, fought as units together and held off the Germans for several hours while thousands of men were embarked and taken across the Channel, the task being made harder by numerous intense air attacks during which many bombs fell into the water so close to the ships that it seemed they could not survive. The accurate gunnery of the Navy excited the admiration of all; one enemy tank was sent spinning across the quay; snipers were blown off roofs; in one ship the mounting of a gun was blown away, but the gun was supported on the shoulders of some of its crew and continued firing.’

Fine work indeed.

Young was still serving in *Vimiera* on being awarded his L.S. & G.C. Medal and remained similarly employed until September 1940.



- 281 Royal Naval Volunteer Reserve L.S. & G.C., G.V.I.R., 1st issue (**Telegraphist O. G. Mitchell, S.A.N.F. (V.)**), *good very fine* £30-50

**Oswald George Mitchell** was born in Cape Province, South Africa on 15 May 1918 and joined the South African Division of the Royal Naval Volunteer Reserve as an Ordinary Telegraphist in October 1939. He subsequently served in H.M.S. *Edinburgh Castle* from April 1940 to September 1941, following which he remained employed in *Afrikander* until his discharge in October 1945; entitled to the 1939-45 Star, Defence and War Medals, and Africa Service Medal 1939-45.

- 282 **The Royal Fleet Reserve L.S. & G.C. Medal awarded to Able Seaman A. F. F. Gallup, late Royal Navy, who served in the 18-inch gun monitor 'Elephant & Castle'**  
Royal Fleet Reserve L.S. & G.C., G.V.R., coinage bust (J. 37905 (CH. B. 20462) A. F. F. Gallup, A.B., R.F.R.), *good very fine* £30-50

**Amos Frederick Foster Gallup** was born at Wandsworth, London on 24 June 1895 and entered the Royal Navy as a Boy 2nd Class in April 1915.



His subsequent wartime appointments included the armed merchant cruiser H.M.S. *Hidlebrand* (August 1915-July 1916), the battleship *Albion* (July 1916-August 1917) and the monitor *General Wolfe* (October 1917-August 1918). During his time aboard the latter ship, she was fitted with an 18-inch gun, an extraordinary innovation summarised on Wikipedia:

‘Wolfe had been taken in hand by Portsmouth Dockyard on 5 April [1918] for the structural modifications required to take the weight of the 18-inch gun and mounting on her quarterdeck. The total weight of the mounting was 384 tons, not including the weight of 60 shells and 72 full charges of cordite. The mounting, with its large box-shaped shield, so disfigured the stern of the ship that it earned Wolfe the nickname of Elephant and Castle.’

Coming ashore ‘time expired’ in June 1928, Gallup enrolled in the Royal Fleet Reserve in the same month. His subsequent career as a postman came to a grinding halt in September 1935, when he was convicted of ‘opening and stealing out of a postal package’ at Westminster Police Court. He was sentenced to four months’ hard labour.

- 283 Army L.S. & G.C., G.V.R., 3rd issue, India (**Captain H. Butler-Shaw, Bengal/L.**), *contact marks, very fine* £80-120

Ex-A. M. Shaw Collection, DNW, 2013.

**Harold Butler-Shaw** was the son of General Butler-Shaw and served with the Bengal Lancers and the King’s (Liverpool) Regiment.



- 284 Sudan Defence Force L.S. & G.C. (11890 Jawish Idris Dhu Al Bait Firqat Al Hajanah), *minor contact marks, very fine* £350-400  
**Idris Dhu Al Bait** served as a Sergeant in a Mounted (Camel) Troop Company.
- x285 Volunteer Force Long Service Medal, V.R. (145 Sgt D. Macdougall. 1st Argyll & Bute Vol: Art:), together with 1st Regiment Argyll & Bute Volunteer Artillery Regimental Badge, gold (9 carats), hallmarked, *good very fine* (2) £100-140
- x286 Volunteer Force Long Service Medal, V.R. (2406 Cpl W. Scott. The Highland Vol: Art:), *ex-brooch mounted, claw re-attached with glue, contact marks, fine* £30-50
- 287 Volunteer Force Long Service Medal (India & the Colonies), V.R. (**Corpl. J. J. Richardson G.I.P.R. Vol: Rifles**), *very fine* £70-90  
**Joshua John Richardson** was born in India during 1855 and was married in April 1883, whilst a driver with the Great Indian Peninsular Railway. After his first wife died, he married her younger sister (at that time 20 years old) in September 1888. He was awarded the Medal on 12 November 1897; sold together with copied research.
- x288 Volunteer Force Long Service Medal (India & the Colonies), V.R. (**Volr. J. P. Keating Mussoorie Volr. Rifle Corps.**), *edge bruising nearly very fine* £70-90
- x289 Volunteer Force Long Service Medal, E.VII.R. (1270 Sapr C. W. Surridge. 2/Cheshire (Rly) R.E.V.), *good very fine* £60-80

290

The Volunteer Force Long Service Medal and prize awards presented to Colour-Sergeant J. Ford, 5th (Isle of Wight) Volunteer Battalion, Hampshire Regiment



Volunteer Force Long Service Medal, E.VII.R. (1763 C. Sgt. J. Ford. 5th V.B. Hamps: Regt.), *nearly extremely fine*, offered together with the following related items:

(i)

5th (Isle of Wight) Volunteer Battalion, Hampshire Regiment, Ladies Prize cup, approximately 320mm including lid x 200mm, engraved '5th Isle of Wight RV (PB) Hants Regt. Ladies Prize. Won by Pte John Ford 1888 & 1889', the reverse engraved 'Ladies Prize 1887 Winning Team. 2nd Lieut. A. G. Rhodes. L.C. E. Morley, Pte. J. G. Brown, C. Beere, W. J. Derham, W. White, W. Hills', with a rifleman aiming his rifle upon the lid, *tip of rifle missing*

(ii)

Isle of Wight Competition 1897 Medal, silver, hallmarks and maker's details to the reverse, the reverse engraved 'One Man Drill won by Fireman J. Ford'

(iii)

Prize Badge, obverse engraved 'Mackinnon 1895' and the reverse engraved 'Sergeant J. Ford.' (4)

£200-300





x291	Volunteer Force Long Service Medal, E.VII.R. ( <b>2740 Sjt. J. Montgomery. 3rd V.B. Highland L.I.</b> ), <i>minor contact marks, very fine</i>	£60-80
x292	Volunteer Force Long Service Medal, E.VII.R. ( <b>6410 Pte. J. Penman. 1/Dumbarton: V.R.C.</b> ), <i>edge bruise, very fine</i>	£60-80
x293	Volunteer Force Long Service Medal, E.VII.R. (1694 Gnr: A. Donald. 1/Renfrew & Dumbar: R.G.A. V.), <i>minor edge bruise, very fine</i>	£60-80
x294	Volunteer Force Long Service Medal, G.V.R. ( <b>1462 Cpl L. Elsdon. 3/Durham R.G.A. V.</b> ), <i>minor contact marks, very fine</i>	£60-80
295	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Trooper W. J. Walker. C. Lt. Horse</b> ), <i>very fine</i>  <b>William James Walker</b> was born on 27 January 1868 at Dundee, Scotland, the son of a whaling ship's Captain. Walker went into the jute business and sailed to Calcutta in 1897, the only passenger on the <i>Clan Macintosh</i> . He was married firstly in November 1906, working as an Assistant with Thaddeus & Co. of Mission Row and also serving in the Calcutta Light Horse. Walker was awarded his Medal in November 1914 and returned to the United Kingdom in 1925, living in Newport, Fife, Scotland. Walker died on 29 January 1944, passing away after having spent an evening at the local cinema; sold together with copied research.	£70-90
296	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Corpl. A. White Cossipore Arty: Voltr:</b> ), <i>very fine</i>  <b>Alfred White</b> was born in 1880 and was awarded his Medal in March 1914 ( <i>I.A.O. 128 of 1914, refers</i> )	£70-90
x297	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Vol. S. Kilroy. E. I. Ry. Vol Rfls.</b> ), <i>edge bruise, very fine</i>	£60-80
298	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Lce. Corpl. G. H. Monk. E. I. Ry. Voltr. Rfls.</b> ), <i>engraved naming, edge bruise, very fine</i>  <b>Gerald Horace Monk</b> was born on 14 April 1880 at Howrah, the son of Charles George Monk, a Guard with the East Indian Railway. Having followed in his father's footsteps and taken appointment in the East Indian Railway in March 1897, Monk was Head Ticket Examiner at Howrah in 1906 and was awarded his Medal on 7 September 1914 ( <i>I.A.O. 485 of 1914, refers</i> ). Made Sub-Ord District Inspector by 1918, he was latterly a Movement Inspector at Birdwan. Monk died from diphtheria on 5 January 1931 and is buried in the Lower Circular Road Cemetery, Calcutta; sold together with copied research.	£70-90
299	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Vol. H. Mc.Mullen. 1st. Bn. G.I.P. Ry. Vol Rifle Corps.</b> ), <i>very fine</i>  <b>Herbert McMullen</b> was born about 1877 and joined the Great Indian Peninsular Railway Volunteer Rifles in 1896, being awarded his Medal in June 1916 ( <i>I.A.O. 397 of 1916, refers</i> ).	£70-90
x300	Volunteer Force Long Service Medal (India & the Colonies), G.V.R. ( <b>Armr Sjt. C. G. Gwynne Malabar Voltr Rfls</b> ), <i>edge bruising, suspension loose, very fine</i>	£60-80



- 301 Colonial Auxiliary Forces Long Service, G.V.R. (No. 27 Pte. L. A. C. Biggs, Penang & Province Wellesley Volunteer Corps), officially engraved naming, *nearly extremely fine and rare*  
Ex-Tamplin Collection, 2009.

£160-200

Awarded *Straits Settlements Government Gazette* 1 August 1924.

**Louis Alban Coutier Biggs** was born in 1871 at Chickerell, Weymouth, the son of The Rev. Louis Coutier Biggs, founder of St. George's School in Penang (<http://teochiewkia2010.blogspot.com/2010/07/reverend-louis-courtier-biggs.html>). Young Biggs was educated at Blundell's School and went to Penang in 1896, initially as Secretary to Mr Justice Law. Married to Anna Minnit on 28 March 1925, whilst Secretary of the Municipal Commissioners, Penang, he died in 1959.

## MISCELLANEOUS

- 302 Pistrucci Waterloo Medal, by *The Royal Mint*, silver, hallmarks for 2015, with its numbered certificate '0975', *good very fine*, with all original packaging

£140-180

For the 200th anniversary in 2015, with Pistrucci's inscriptions from the wax models restored, the *Royal Mint* struck 1815 of these Medals in silver.

- 303 Ancient Order of Foresters, sash Badge, 73mm, silver, hallmarked, engraved 'Presented to J. S. Walton Eqr. Surgeon by the Officers & Bros. of Ch Standard Hill No. 449 of A.F. as a memorial of gratitude for his truly professional services Jan 4th AD1840.', loop to reverse for wearing, *very fine*

£60-80

- 304 A selection of silver, the property of Major E. D. Harding, Gloucestershire Regiment, who won a superb D.S.O. as a prisoner of war during the Korean War

Three cigarette cases, 168mm x 86mm, the inner gilt and engraved 'Denis from Phyl. 6th February 1941' and the outer with an engraved Gloucestershire Regiment Badge; 75mm x 83mm, the inner engraved E. D. Harding; 65mm x 82mm, silver, silver-gilt and all hallmarked; together with a silver cigarette tray, with applied Gloucestershire Regiment Badge and enamelled colours, hallmarks to base, *very fine* (4)

£150-200

D.S.O. *London Gazette* 8 December 1953.

**Edgar Denis Harding** was taken prisoner on 25 April 1951 at the Battle of Imjin River.



- 305 A silver presentation box given to Lieutenant O. H. Little, Royal Engineers



Silver box, 195mm x 140mm x 70mm, the lid engraved with Royal Engineers Badge and with the inscription 'To Lieut. O. H. Little RE from Posh Castle on the occasion of his marriage 3rd July 1919' and additionally engraved with the signatures of 13 friends and comrades, by *Goldsmiths & Silversmiths Co. Ltd, 112 Regent Street, hallmarked, very fine*

£180-220

**Otway Henry Little** served with the Royal Engineers during the Great War and was taken Prisoner of War on 23 April 1916 likely at the Fall of Kut. His 1914-15 Star Trio was sent to him at the Geological Survey of Egypt, Cairo. Having published *The Geography and Geology of Makalla (South Arabia)* in 1925, Little was made O.B.E. as Director of the Geological Survey, for scientific services (*London Gazette* 3 March 1944, refers).

- 306 Corporation of Glasgow Bravery Medal, 9ct. gold (**Stephen G. Corbett**) hallmarks for Edinburgh 1965, complete with gold brooch bar, *nearly extremely fine*

£100-140

- 307 Boer War Tribute Medal, 69mm, silver, signed by *E. Fuchs* and made by *Heaton, Birmingham, very fine*

£100-140

- 308 Boer War Tribute Medal, 44mm, bronze, signed by *E. Fuchs* and made by *Heaton, Birmingham, very fine*, in its *Elkington & Co., London*, case of issue

£50-70



- 309 Royal Visit 1947 Medallion, 39mm, silver, the obverse featuring crowned and robed busts of King George VI and Queen Elizabeth facing left, the reverse featuring a crowned 'GRE' cypher (**Lieut. T. E. Beck. S.R. Staff Corps.**) housed in *Royal Mint* case of issue, *the lid detached but present, good very fine*

£100-140

For his campaign Medals and a biographical note, please see Lot 98.



- 310 Barrington-Kennett Medal, 2nd type (A/A Rose. C.), hallmarks for London 1932, in *Thomas Boucher* case of issue, *nearly extremely fine*

£80-100

[D.F.M.] *London Gazette* 31 May 1940.

[D.F.C.] *London Gazette* 12 January 1943.



**Charles Frank Rose** was born in 1915, the son of Charles Joseph and Elizabeth Anne Rose. Enlisting as an Aircraft Apprentice with No. 2 Wing, Royal Air Force in January 1931 receiving the number 565666. Rose was awarded the Barrington-Kennett Medal 1932 when he represented No.1 Wing in the competition. Qualifying as an Aircraftman Class I he was posted to Home Aircraft Depot, Henlow in December 1934. Promoted Sergeant Pilot with No. 248 Squadron he was awarded the DFM on 31 May 1940, receiving a 'Mention' to go with it on 1 January 1941. During this time No. 248 Squadron had operated as a fighter formation although by mid-1941 they changed to a largely anti-shiping role. Rose was commissioned Pilot Officer on 7 May 1941, transferring to

No. 521 Squadron earning his DFC on 12 January 1943 with the rank of Acting Flight Lieutenant. Confirmed Flight Lieutenant on 28 January 1943 and transferred to No. 248 Squadron, Rose was later advanced Squadron Leader. On 4 November 1943 he led an anti-shipping patrol from the Squadron's base in Cornwall with the intention of flying over the Bay of Biscay and patrolling the coastline. As they passed over the western side of Les Isles d'Ouessant, they spotted a trawler which on close inspection did not appear to be engaged in any civilian activities. Deciding that it must be acting as a marker or lookout for submerged U-Boats Rose pushed his Mosquito FB.XVIII (No. HX902) into an attack run. He opened fire upon the trawler to great effect, destroying its boiler, however return fire struck his aircraft and it fell into the sea killing both Rose and his navigator Flight Sergeant Cowley. He is commemorated upon the Runnymede Memorial; sold together with a copied article on the Barrington-Kennett Medal and copy of *The Halton* magazine.

### 312 Pilot's Flying Log Book of Wing Commander R. F. Helm, Royal Air Force

Pilot's Flying Log Book, Form 414, covering dates 11 March 1941-13 October 1945, with Civil Flying entries from 2 December 1946-25 March 1955, *some pages removed at start and end of the Log Book, thus fine*

£100-140

**Robert French Helm** joined No. 1 ERTS Prestwick in June 1938. By May 1940 he was based in Cairo but took on a Special Appointment as Air Attache at Bucharest, Romania. He was with HQ No. 4 Group in September-October 1944 and latterly in Ceylon, Calcutta and Burma in 1944-45. After the War he joined the International Civil Aviation Authority, working in Iran and Zambia, and was elected to the Membership of the Institute of Navigation, Royal Geological Society in 1971.

### 313 Observer's and Air Gunner's Flying Log Book of Flight Lieutenant L. F. Higgins, Royal Air Force

Observer's and Air Gunner's Flying Log Book, in the name of 'Higgins. L. 904048', covering the dates 6 April-21 July 1942, *very fine*

£80-120

**Leslie Frank Higgins** had already logged 38 Ops and 320 hours by the start of April 1942. The Log Book includes his 39th and 40th Ops, flown on the 1000 Bomber Raids on Cologne (30 May) and Essen (1 June), with HQ Flight, 18 OTU. He was commissioned Pilot Officer on 13 January 1943 and advanced Flight Lieutenant on 9 February 1945.

### 314 Pilot's Flying Book of Flight Lieutenant F. N. Littleton, Royal Air Force

Royal Canadian Air Force Pilot's Flying Log Book, in the name of '154430 F. N. Littleton', covering dates 23 March 1943-1 June 1945, *very fine*

£160-200

**Frederick Neville Littleton** flew a plethora of aircraft during the Second World War. His Log Book is annotated with a number of images, qualification certificates (including Pilots Torpedo Attack Form) besides having Air Navigator's Certificate pasted into back pages.

### 315 Pilot's Flying Log Books of Flight Lieutenant J. S. McWallace, Royal Air Force

Pilot's Flying Log Books (3), Form 414, covering dates 20 December 1943-30 August 1949, 5 September 1949-19 April 1963 and 26 March 1963-26 March 1967, closing total 3535.00hrs, *good very fine and a good complete set (3)*

£260-300

**J. S. McWallace** flew some 12 hours dual and 15 minutes solo as a Leading Aircraftman (No. 1627762) from 26 EFTS, Theale, Reading in a Tiger Moth before going to 25 EFTS and training on the Cornell. Having been through his OTU, he flew the Thunderbolts of No. 79 Squadron in Burma in the summer of 1945. His first sortie was a bombing and strafing Op on Kyaukkyi on 16 July, flying another 4 sorties with another aborted before the month was out.

McWallace joined No. 41 Squadron in May 1948. He flew Meteors with No. 4 Squadron in 1954, before single-seat Pioneers of No. 215 & 230 Squadron. The Log Book covers the period in which he is flying Whirlwind helicopters of No. 225 Squadron in Malaya and the same craft for No. 22 Squadron. During this period, McWallace participated in a number of operations, doing a medivac on 13 January 1964, before no less than six troop lifts before the month was out. He also took the famous War Correspondent Noyes Thomas for a forward area on a Press Visit on 24 January. Lifting out a 42 Commando 'tracker team' on 22 March, practicing roping for 'D' Company, 1/6th Gurkha Rifles on 14 April and dropping Paras into the Klauh Range on 10 June, it was a busy time for McWallace. By 1965, he was with 'B' Flight, No. 22 Squadron.



- 316 **Pilot's Flying Log Book of Flying Officer W. T. Dewhurst, Royal Air Force**
- Pilot's Flying Log Book, Form 414, covering dates 24 September 1941-17 October 1945, *very fine* £100-140
- W. T. Dewhurst** flew within the United Kingdom during the Second World War. He went up to the School of Air Sea Rescue in January 1944 until being demobilised in November 1945. In this latter posting, he flew Sea Otters and the Walrus.
- 317 **Pilot's Flying Log Book of Flying Officer N. J. Abbott, Royal Air Force**
- Royal Canadian Air Force Pilot's Flying Log Book, in the name of 'No. 1202560 N. J. Abbott', covering dates 24 April 1941-7 February 1945, *very fine* £160-200
- Neville John Abbott** flew in Mosquito's as a Warrant Officer with No. 45 Squadron over Burma from 4 September 1944-7 February 1945. This included bombing and strafing missions to Mektilla, Pakokka and Monywa. He was commissioned on 17 July 1945 and promoted Flying Officer on 26 October 1945.
- 318 **Pilot's Flying Log Book of Pilot J. A. Oates, Royal Air Force**
- Royal Canadian Air Force Pilot's Flying Log Book, covering dates 6 October 1943-6 May 1946, *with a number of very detailed entries, good very fine* £100-140
- James Adrian Oates** joined 16 EFTS at Burnaston in May 1943 and went to 6 BFTS at Ponca City in October 1943. He joined No. 76 Squadron at Poona in November 1945 flying the Dakota and also had experience flying Horsa and Waco gliders. In January 1946, he flew a freight flight of around £900,000 in English currency notes from Mauripur to Santa Cruz.
- 319 **Air Gunner's Log Books of Air Gunner R. C. Jones, Royal Air Force, who flew operationally on the North-West Frontier in the late 1930s with No. 39 Squadron and also saw active service during the Second World War**
- Air Gunner's Log Books, covering the dates 4 October 1937-31 August 1939 and 1 September 1939-25 April 1945, with a total of 1171.50 hours noted, *spines lacking on both and cloth peeling off; a rare survivor, fine* (2) £250-300



**R. C. Jones** flew with No. 39 Squadron and earned a 2-clasp India General Service Medal 1935-39. He flew a number of operational bombing missions in Harts in April 1938 and 'tribal bombing' at Splitoi on 13 May 1938. In October 1938 he flew on another 'tribal bombing' mission. By the time of the Second World War, Jones flew in Blemheim 1498 for the bombing of Diradawa Air Field, Abyssinia on 12 June 1940 and on the Macaaca on 7 July 1940. He saw further action working with the Somaliforce in August 1940, bombing troop concentrations and convoys and visited Direadawa on numerous occasions.

- 320 An instructional guide for the Halifax Mk.III 'Y' Type Heavy Bomber, being 28 pages, linked together, each with photographic image and key denoting components of the aircraft, *a rare survivor, very fine* £60-80
- 321 University of Oxford Cadet Corps Officer's Cap Badge, *extremely fine* £20-30  
Sold together with Inspectorate of Stores and Clothing Issue Card dated 7 January 1966, Standard Pattern Label with designation and catalogue number and bag of issue.
- 322 **A selection of Royal Irish Rifles Badges**  
A mounted display of six Badges of varying eras, *very fine* (6) £140-180
- 323 **A pair of Irish Guards menu holders**  
Menu holders, in gilt metal, each with applied silver and enamel Cap Badge of the Irish Guards, 66mm x 60mm, *signs of use, nearly very fine* (2) £30-50
- 324 Ceylon Mounted Rifles, silver menu holder, unit Badge mounted on silver plinth, marks to plinth; Bombay Volunteer Rifles, menu holder in form of silver prize Medal with holding fitting to reverse, with wooden plinth base, *very fine* (2) £30-50
- 325 Central South Africa Railway Volunteers Prize Medal, 39mm, silver, hallmarks for Birmingham, the reverse engraved 'CO Shield Won by No. 2 Coy. Sergt. H. Beauchamp 18-11-06', *good very fine* £30-50  
Served with the Cape Garrison Artillery during the Boer War at the rank of Company Sergeant-Major (No. 54), earning the Queen's Medal & clasp.



- 326 Shanghai Volunteer Corps, Swiss Cup Prize Trophy, silver plate upon wooden trophy, the plate engraved 'S.V.C. "A" Co. British "Swiss" Cup Won by Pte. T. R. Macdonald Holder 1917.', *very fine* £50-70  
**Thomas Rose Macdonald** was born at Shanghai in 1894 and is listed as working from Jardine, Matheson & Co., Shanghai in the 1917 *Directory & Chronicle for China*.



- 327 Shanghai Volunteer Corps, 45mm, silver shooting Medal, unmarked and unnamed, *good very fine* £140-180
- 328 Shanghai Municipal Police, an impressive wooden hand-carved display piece, with strut for display, 160mm, *very fine* £100-140  
Perhaps carved by a Prisoner of War.
- 329 Set of Badges for the Royal Hong Kong Regiment, comprising two shoulder Badges and Cap Badge, *manufactured just prior to their disbandment, nearly extremely fine* (3) £30-50
- 330 Hong Kong Police cap Badge, pre-1969 type, with slide reverse, *very fine* £20-30
- 331 *History of the Malay States Guides 1873-1919*, by 'A Guide's Son, Inder Singh, son of Sergeant Ram Singh, bound in cloth with leather and gilt spine, *a rare example with useful annotations, very fine* £40-60
- 332 St. George's Lodge Shanghai, Masonic Badge, silver-gilt and enamel, hallmarks and maker's name of *A. Fenwick, Birmingham* to reverse and engraved 'Bro. E. A. Mills. S.W. Nov. 1st 1923', *very fine* £30-50  
**Ernest Arthur Mills** was born at Liscard, Cheshire on 5 April 1885. A Constructional Engineer by trade, he was educated at Liverpool University. Mills was appointed to the Shanghai Municipal Electrical Department in December 1920 as Superintendent Electrical Engineer. He was made Executive Engineer in August 1922. The St George's Lodge was given its Warrant on 17 September 1923 and was elected as a First Officer. He was Master in 1924-25. Mills retired to Storrington, Sussex and died at Worthing Hospital in 1967; sold together with copied research.
- 333 **A selection of Buffaloes Badges - of Far East interest**  
Six Buffaloes Lodge Jewels and Badges, related to Hong Kong and China, two named to 'Ronald Thorington', *very fine* (6) £50-70  
Sold together with R.A.F. Hong Kong 1951 1st Prize Pole Vault silver trophy, 73mm.



**BRITISH MINIATURE DRESS MEDALS**

- 334 An impressive post-War C.B., 1945 C.B.E. group of ten mounted miniature dress medals attributed to Commodore J. M. Dick, Royal Naval Volunteer Reserve, a long-served 'Wavy Navy' officer who displayed great bravery and a 'mention' for his work in destroying the Secret papers aboard H.M.S. *Attack* when she was torpedoed and sunk in December 1917

Dick rose to become Commander in Edinburgh Division of the R.N.V.R. by the outbreak of the Second World War, he would surely have been inspired and reminded of former actions against the enemy in the latter conflict - serving at *Attack* once again - this time the Coastal Forces Base at Portland, before taking up the appointment as ADC to the King, his final decoration coming as Solicitor to the Secretary of State for Scotland



The Most Honourable Order of the Bath, C.B. Badge; The Most Excellent Order of the British Empire, C.B.E. (Military) Badge; British War Medal 1914-20, 2 slide clasps, Mediterranean 1917, North Sea 1918; Victory Medal 1914-19, with M.I.D. oak leaves; Defence and War Medals 1939-45; Coronation 1937; Coronation 1953; Royal Naval Volunteer Reserve Decoration, G.V.I.R.; Romania, Kingdom, Order of the Crown, Badge with swords, mounted for wear, *very fine* (10)

£140-180

For his full-size awards and a biographical note, please see Lot 211.

- 335 The mounted group of seven miniature dress medals worn by Air Commandant B. M. Ducat-Amos, Princess Mary's Royal Air Force Nursing Service

The Most Honourable Order of the Bath, C.B. (Military) Companion's Badge, silver-gilt and enamel; Royal Red Cross, 1st Class (R.R.C.), E.I.I.R., silver-gilt and enamel; The Order of St. John of Jerusalem, Commander's (Sister's) Badge, silver and enamel, with heraldic beasts in angles, enamel to arms of cross repaired; Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Cyprus, Arabian Peninsula; Jubilee 1977, mounted as worn, *generally very fine* (7)

£120-150

For her full-size awards and a biographical note, please see Lot 261.

- 336 The mounted C.B.E. group of eight miniature dress medals worn by Air Commodore H.G. Blair, Royal Air Force who commanded 31 Squadron in the early years of the Second World War, going on to serve as Chief Signals Officer, Air Section, HQ Combined Operations in 1942

The Most Excellent Order of the British Empire, Commander's (C.B.E.), Military Division Badge, silver-gilt and enamel; 1939-45 Star; Africa Star, clasp, North Africa 1942-42, Defence and War Medals 1939-45; General Service 1918-62, 2 clasps, Malaya, Cyprus; Coronation 1937; Coronation 1953, mounted as worn, *very fine* (8)

£100-140

For his full-size awards and a biographical note, please see Lot 241.

- 337 The mounted O.B.E., St John group of nine miniature dress medals worn by 'Mr Horsham' Alderman D. Bryce, Army Service Corps, attached 256th Tunnelling Company, Royal Engineers

Having served on the Western Front as a motor lorry driver, he became Vice-President of the Horsham British Legion, latterly Sub-Controller in the Civil Defence and a member of both the Royal Observer Corps and Special Constabulary

Bryce was appointed the County Commissioner for the Saint John Ambulance Brigade in 1940 and he was a member of the Horsham Urban Council from 1921-48, a Sussex County Councillor from 1932, he stayed on the Council for 30 years

The Most Excellent Order of the British Empire, O.B.E. Badge, silver-gilt; The Most Venerable Order of Saint John of Jerusalem, Badge, denoting Knight of Justice with Maltese Cross device upon riband, together with Serving Brother's Badge, in St John black leather case; British War and Victory Medals; Defence Medal 1939-45; Jubilee 1935; Coronation 1937; Special Constabulary Long Service, G.V.R., Coinage bust; Service Medal of the Order of St. John, with two Additional Award Bars, mounted as worn where applicable, *very fine*, in black leather case (9)

£140-180

For his full-size awards and a biographical note, please see Lot 219.

- 338 The mounted C.I.E., O.B.E. mounted group of three miniature dress medals attributed to William Hopkins

The Most Eminent Order of the Indian Empire, Badge, gold and enamel, pawnbroker's mark to reverse; The Most Excellent Order of the British Empire, O.B.E. Badge; Delhi Durbar 1911, mounted as worn, together with corresponding riband bar, *good very fine* (3)

£70-90

- 339 The superb 'Trench Raid 1917' D.S.O., 1919 A.F.C. mounted group of five miniature dress medals worn by Captain W. Algie, Royal Flying Corps and Royal Air Force, late Corporal, 4th Dragoon Guards, who was recommended for the Victoria Cross - whilst still a Subaltern - for his remarkable actions that earned his D.S.O. during the Trench Raid near Armentiers by the 23rd Battalion (Tyneside Scottish), Northumberland Fusiliers

Having served an action-packed tour as an Observer in DH4s with the Royal Flying Corps over the Western Front, he qualified as a Pilot and added an A.F.C. for 'night flying operations over London' - also ending the Great War with three 'mentions'



Distinguished Service Order, G.V.R., silver-gilt and enamel; Air Force Cross, G.V.R.; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves, *very fine* (5)

£140-180

For his full-size awards and a biographical note, please see Lot 221.

- x340     **An unattributed D.S.O., O.B.E. mounted group of seven miniature dress medals**
- Distinguished Service Order, G.V.I.R.; The Most Excellent Order of the British Empire, O.B.E. Badge; 1939-45 Star; France and Germany Star; Defence and War Medals, with M.I.D. oak leaf; 1953 Coronation, mounted as worn, *very fine* (7) £40-60
- 
- 341     **The mounted 1942 M.C. group of five miniature dress medals and impressive sporting Medals awarded to Major D. G. Ross, Royal Horse Artillery**
- Military Cross, G.V.I.R.; 1939-45 Star Africa Star; Italy Star; Defence and War Medals 1939-45, mounted as worn, *very fine* (Lot) £160-200
- M.C. *London Gazette* 29 September 1942.
- David Gowers Ross** won his superb M.C. with the 3rd Regiment, Royal Horse Artillery in the action on the Ruweisat Ridge on 3 July 1942. He was a hugely talented sportsman, and having taken a plethora of Army prizes at the 2 District Track & Field Championships at Genoa in 1945, went on to represent Great Britain at a 1949 International Championships.
- Sold together with the following collection of related sporting Medals:
- (i)  
2 District Track & Field Championships Medals (7), 5000m 1st Place, Medley Relay 1st Place, 800m 1st Place, 1500m 1st Place, together with another dedicated to Ross and two others for the meeting.
  - (ii)  
60 Sub Area Athletic Championships 1945, 1500m 1st Place.
  - (iii)  
2 District 1944, 5000m 1st Place.
  - (iv)  
Association Football, 3 District Vs 13 Corps 25 May 1946.
  - (v)  
United Kingdom Army Group Tour C.M.F. 1946.
  - (vi)  
South London Harriers 1947, 1 Mile Championship 1st Place.
  - (vii)  
A selection of cloth Badges related to his athletic exploits.
- 
- 342     **The mounted D.F.C. group of five miniature dress medals attributed to Flying Officer J. B. Richardson, No. 228 Squadron, Royal Air Force**
- Distinguished Flying Cross, G.V.I.R.; 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, mounted as worn, *very fine*
- The mounted M.B.E. group of eight miniature dress medals worn by Captain L. B. Jenkins, Royal Engineers**
- The Most Excellent Order of the British Empire, M.B.E. Badge; 1939-45 Star; Africa Star, clasp, 8th Army; France and Germany Star; Defence and War Medals 1939-45, with M.I.D. oak leaves; General Service 1918-62, no clasp; Army L.S. & G.C., G.V.I.R., Regular Army, mounted as worn, *very fine*
- An unattributed mounted group of seven miniature dress medals**
- 1914-15 Star; British War and Victory Medals; General Service 1918-62, 1 clasp, Kurdistan; Africa Star; Defence and War Medals 1939-45, mounted as worn, *very fine*
- An unattributed M.S.M. mounted group of seven miniature dress medals**
- 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; Coronation 1911; Army L.S. & G.C., E.VII.R.; Army Meritorious Service Medal, G.V.I.R.; Territorial Decoration, G.V.R., mounted as worn, *very fine* (27) £140-180
- M.B.E. *London Gazette* 24 January 1946.



343

*Sold by Order of a Direct Descendant*

**The mounted group of eight miniature dress medals worn by Brigadier H. E. Winthrop, Indian Army, who served in Kurdistan with the 11th Sikhs in 1923, before seeing wide-ranging service on the Staff, ending the Second World War as Commander of the Abbottabad Brigade, which saw him with some 500 Officers and 25,000 Other Ranks under his charge**

British War and Victory Medals, with M.I.D. oak leaves; India General Service 1908-35, 2 clasps, Afghanistan N.W.F. 1919, North West Frontier 1930-31; General Service 1918-62, 1 clasp, Kurdistan; 1939-45 Star; Burma Star; War Medal 1939-45; India Service Medal 1939-45, mounted court-style as worn, *traces of lacquer, good very fine* (8)

£60-80

For his full-size awards and a biographical note, please see Lot 134.

344

*Sold by Order of a Direct Descendant*

**The group of four miniature dress medals worn by Major-General J. A. Hannington, C.B., C.M.G., D.S.O. who served in Kenya, Uganda and Somaliland prior to the Great War and was later present in Flanders at the action which precipitated the first Indian Victoria Cross before returning to Africa to command a Column during General Smuts' East African Campaign with notable success being mentioned in despatches five times, only to die of Pneumonia on 21 August 1918 whilst en route to Egypt**

The Most Distinguished Order of St. Michael and St. George, Companion's Badge; East and West Africa 1887-1900; East and Central Africa 1897-99, 1 clasp, Uganda 1897-98; Africa General Service 1902-56, 1 clasp Somaliland 1908-10, medals loose, *very fine* (4)

£240-280

For his full-size awards and a biographical note, please see Lot 216.

345

The Royal Victorian Order, 19mm; The Most Excellent Order of the British Empire, O.B.E. Badge (5); Distinguished Flying Cross, G.V.R.; Distinguished Flying Medal, G.V.R.; Kaiser-i-Hind, silver, G.V.R.; Royal Red Cross, mounted on bow and tails riband, *very fine and all of contemporary manufacture* (10)

£70-90

346

The Most Excellent Order of the British Empire (2), C.B.E. Ladies Badge; M.B.E. Badge, both mounted on bow and tails riband for evening wear; Imperial Service Medal; Colonial Police Force Long Service (2); Royal Navy L.S. & G.C., G.V.R.; Observer Corps Long Service; Royal Naval Auxiliary Service Long Service; India General Service 1936-39 (4), all 1 clasp either 'North West Frontier 1936-37' or 'North West Frontier 1937-39', *very fine* (12)

£70-90

347

Royal Red Cross, E.I.R., 20mm; Order of St John, Badge, 20mm; St John Service Medal (2), one with 5 additional Service Bars; Voluntary Medical Service Medal, with Geneva Cross Bar; Red Cross 1914-18 Medal; Queen Alexandra's Imperial Military Nursing Service cap Badge (3), 15mm, all mounted for wear; League of Mercy, Badge (2), *very fine* (11)

£70-90

348

Punjab 1848-49, 2 engraved clasps, Mooltan, Chilianwala, mounted as worn with silver top riband bar, *a charming contemporary miniature Medal, very fine*

£60-80

349

Crimea 1854-56, 1 clasp, Sebastopol; Turkish Crimea 1855, Sardinian issue (2), *edge bruising, very fine* (3)

£100-140

350

**An unattributed mounted pair of miniature dress medals**

Egypt and Sudan 1882, 1 clasp, Alexandria 11th July; Khedives Star 1882, mounted as worn, *good very fine* (2)

£40-60

351

India General Service 1908-35, 1 clasp (5), the last with 'Waziristan 1925' clasp, all 18mm, *very fine* (5)

£50-70

352

Queen's South Africa 1899-1902 (2), both 17mm, 5 clasps, Tugela Heights, Relief of Ladysmith, Transvaal, Orange Free State, Cape Colony; 7 clasps, Relief of Kimberley, Paardeberg, Driefontein, Johannesburg, Diamond Hill, Wittebergen, South Africa 1901, *very fine* (2)

£60-80

353

Queen's South Africa 1899-1902 (2), both 17mm, 4 clasps (2), Cape Colony, Orange Free State, Diamond Hill, Belfast; Cape Colony, Wittbergen, Orange Free State, Transvaal, *very fine* (2)

£40-60

354	Queen's South Africa 1899-1902 (5), all 17mm, 3 clasps (4), Cape Colony, Transvaal, South Africa 1902, mounted as worn; Cape Colony, Orange Free State, Transvaal, mounted as worn, <i>repaired suspension</i> ; Orange Free State, Transvaal, South Africa 1902; Cape Colony, Orange Free State, Transvaal, mounted as worn; 4 clasps, Cape Colony, Orange Free State, Johannesburg, Diamond Hill, <i>very fine</i> (5)	£50-70
355	Queen's South Africa 1899-1902 (7), all 17mm, no clasp (2), 1 clasp (4), Natal; Rhodesia; Cape Colony; Orange River Colony; 2 clasps, Cape Colony, South Africa 1902, <i>very fine</i> (7)	£60-80
356	Khedive's Star 1882; Khedive's Star 1884; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902; 1914-15 Star (2); British War Medal 1914-20; Territorial Force War Medal 1914-19; Mercantile Marine War Medal 1914-19; General Service 1918-62 (4), 1 clasp, S. E. Asia 1945-46; Palestine 1945-48; Malaya, with M.I.D. oak leaf; 3 clasps, Palestine 1945-48, Malaya, Cyprus; Defence Medal 1939-45; Africa Service Medal; South Africa War Service 1939-45 (2), <i>very fine</i> (17)	£70-90
357	Volunteer Officers' Decoration, V.R., 16mm; Efficiency Decoration (5), including one on H.A.C. riband; Indian Volunteer Forces Decoration, G.V.R.; Colonial Auxiliary Forces Decoration (2), E.VII.R., G.V.R.; Volunteer Force Long Service; Volunteer Force Long Service (Colonial Auxiliary Forces), <i>very fine</i> (11)	£60-80
358	Territorial Force Efficiency Medal, 17mm, on H.A.C. riband; Territorial Efficiency Medal; Efficiency Medal, Territorial (3); Efficiency Medal, Malaya; Army L.S. & G.C. (4), V.R., G.V.R., G.VI.R., Regular Army; Honourable Artillery Company 1537-1971, mounted as worn; Army M.S.M., G.V.R., mounted as worn, <i>very fine</i> (12)	£60-80
359	Coronation 1902, silver, 18mm; Delhi Durbar 1911; Jubilee 1935; Coronation 1937 (2); Coronation 1953; Jubilee 1887, Metropolitan Police issue, bronze, 1 clasp, 1897; Coronation 1902, Metropolitan Police issue (3), silver, bronze (2); Coronation 1911, Metropolitan Police issue (3), <i>very fine</i> (13)	£60-80

### FOREIGN MINIATURE DRESS MEDALS

360	<b>Annam</b> , Order of Kim Khan, Badge, 13mm, silver-gilt, silver mark to loop, <i>good very fine</i>	£40-60
x361	<b>Austria</b> , Empire, Order of Franz Joseph, Badge, 26mm x 14mm, gold and enamel, upon evening wear Chain, with medallions of cypher 'FJ' and crowns, fixing loop by <i>Rothe</i> , <i>good very fine and most attractive</i>	£200-300
362	<b>Austria</b> , Empire, God & Kaiser War Medal 1914-15; Order of Franz Joseph; Pro Meritis Medal, Franz Joseph I bust, reverse engraved, <i>very fine</i> (3)	£60-80
363	<b>Brasil</b> , Republic, Order of Naval Merit, 26mm, by <i>Spink &amp; Son</i> , 5-7 <i>King St</i> , with rosette and silver flashes to riband, <i>good very fine</i> , in fitted case of issue with riband bar	£30-50
364	<b>Cambodia</b> , Kingdom, Order of Sahametrei, Badge, 30mm including pagoda suspension x 17mm, silver-gilt and enamel, silver mark to loop, rosette and gold flashes to riband denoting 1st Class Badge; Order of Suvarada, 13mm, silver-gilt and enamel, silver mark to loop, <i>good very fine</i> (2)	£50-70
365	<b>China</b> , Republic, Postal Service Decoration, 19mm, silver-gilt and enamel, <i>good very fine and rare</i>	£100-140
366	<b>Comoros</b> , Republic, Order of Saeed Ali, 4th Class Badge, silver-gilt, by <i>Bertrand</i> , <i>Paris</i> , 29mm including suspension x 16mm; Order of Saeed Ali, 5th class, silver, by <i>Bertrand</i> , <i>Paris</i> , 30mm including suspension x 17mm, <i>good very fine</i> (2)	£50-70
367	<b>Denmark</b> , Kingdom, Military Merit Order (2), 17mm, silver-gilt and enamel, both hallmarked to the reverse; Fire Brigade 25 Year Service Medal (2), 17mm, silver; Naval Merit Badge, 17mm, the reverse engraved 'Opt. 23/4 V. C. Hvalsoe 83', marked '925', <i>good very fine</i> (5)	£40-60
368	<b>Egypt</b> , Republic, Order of the Nile, Badge (2), 18mm, silver-gilt and enamel; Order of the Republic, 1st Class Badge, 19mm, with rosette and gold flashes upon riband, <i>good very fine</i> (3)	£60-80



360



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- 369 **Ethiopia**, Empire, a selection of miniature dress medals (6), *very fine* (6) £40-60
- 370 **Finland**, Republic, Order of the Lion, 4th Class, Civil Division, 25mm including suspension x 17mm, silver-gilt and enamel; Cross of Liberty Merit Medal, 1 clasp, 1939-40, 2nd class, civil division, 16mm; Air Civil Defence, 1st class, 16mm; Winter War Medal, 16mm, mounted as worn, *good very fine* (4) £40-60
- 371 **Germany**, Saxe-Weimar, Order of the White Falcon, a most attractive Badge, circa 1850, 20mm including crown suspension x 11mm, with rosette upon riband, gold and enamel, *good very fine* £40-60
- 372 **Germany**, Mecklenburg, Order of the Griffin, 18mm, *very fine* £30-50
- 373 **Germany**, Limburg, Order of the Crown, 16mm including crown suspension x 11mm, gold, silver-gilt and enamel; Prussia, Order of the Red Eagle, 12mm, *enamel a little faded, very fine* (2) £40-60
- 374 **Germany**, Lippe-Detmold, Honour Order, 15mm, *very fine* £30-50
- 375 **A mounted group of five German miniature dress medals**  
Germany, Prussia, Iron Cross; Hanseatic Cross, Hamburg issue, enamel; Honour Cross, with swords; L.S. & G.C., 9 Years; Wilhelm I Centenary Medal 1897; mounted for wear, wound badge affixed to central mount, *good very fine* (5) £60-80
- 376 **A mounted group of six German miniature dress medals**  
Germany, Prussia, Honour Medal 1814-64, 2nd Class; Franco-Prussian War Medal 1870-71; Koniggratz Cross 1866; Wilhelm I Centenary Medal 1897; Military Long Service Badge, 3rd Class, Regular Army; Military Long Service Badge, 2nd Class, Landwehr, mounted as worn, *good very fine* (6) £60-80
- 377 **A mounted group of six German miniature dress medals**  
Germany, Prussia, Royal Prussian Merit Cross, silver; Service to State Award Medal; Long Service Medal, 12 year issue; Franco-Prussian War Medal 1870-71; Danish-Prussian War Medal 1860; Wilhelm I Centenary Medal 1897, mounted as worn, *good very fine* (6) £50-70
- 378 **Germany**, Prussia, Iron Cross 1870 (3), two with 25 Year Oak Leaf suspension, approximately 18mm, *very fine* (3) £40-60
- 379 **Indonesia**, Star of Bravery, by *Bertrand, Paris*, gold, 15mm, *top arm of star slightly bent, very fine* £20-30
- 380 **Italy**, Kingdom, Order of the Crown, 17mm, gold and enamel; Messina Earthquake 1908 (2), both 17mm, *very fine* (3) £40-60
- 381 **Japan**, Empire, Order of the Rising Sun, 16mm, centres set with an attractive red cabochon stone, *very fine* £30-50
- 382 **The superb mounted group of thirteen miniature dress medals worn by His Excellency Lieutenant-General Pasha A. R. Khammash, Jordanian Forces**  
Jordan, Hashemite Kingdom, Order of the Renaissance, Badge with rosette upon riband, by *Garrard*; Order of the Star of Jordan, Badge with rosette upon riband, reverse marked '3' and with marks for *Garrard*; Order of Independence, with rosette upon riband, reverse marked '3' and with marks for *Garrard*; 1939-45 War Medal; War Medal 1948; Long Service Medal; Battle of Karama Medal; United Kingdom, Order of St John of Jerusalem, Badge; Germany, Republic, Order of Merit; Vatican, Holy See, Order of St Sylvester; Greece, Kingdom, Patriarch Order; United Kingdom, Defence and War Medals 1939-45, mounted half-court style by *Spink & Son, St James's, London, very fine* (13) £300-400  
**Amer "Mohammad Baseem" Rafiq Khammash** was born on 14 November 1924 at Al-Salt, Transjordan. He was a Jordanian Lieutenant-General, political and personal adviser to King Hussein of Jordan as well as being His Majesty's Special representative, and being the Chief of The Royal Hashemite Court twice. Along with being a member of the Senate of Jordan for five different terms.

Khammash was the first recognized Jordanian pilot and received his pilot training in RAF Middle Wallop in 1949, and received his wings in 1950 from King Abdullah I. He returned to Jordan and later attended United States Army Command and General Staff College in Fort Leavenworth, Kansas in 1958, where his portrait hangs in The Hall of Fame in the Staff College.

After graduating from the College he returned to Jordan and was promoted to General Chief of Staff in 1967 after the Six-Day War. Following this he held various high ranking positions such as: Minister of Defence, Personal Representative of his Majesty King Hussein, Minister of the Royal Hashemite Court, and Personal and Political Advisor to His Majesty King Hussein until he was appointed to the Upper House of the Parliament of Jordan in 1988-2000.

Khammash died at Amman, Jordan on 13 February 2010. He was given a full military funeral in Jordan, which was televised throughout the Middle East, and was survived by his two sons Mazen and Maher, daughter Suzi, 9 grandchildren, and 6 great-grandchildren; sold together with images of the miniatures, when originally together with other full-size awards.

383	<b>Pakistan</b> , Republic, Republic Day Medal 1956, gold, by <i>Bertrand, Paris</i> , 25mm including suspension x 15mm, <i>nearly extremely fine</i>	£20-30
384	<b>Persia</b> , Empire, Order of the Lion and the Sun, 20mm, silver and enamel, with rosette and silver flashes upon riband, <i>good very fine</i>	£40-60
385	<b>Philippines</b> , Republic, Order of Sikakuna, gold and enamel, by <i>Bertrand, Paris</i> , 32mm including wreath suspension x 18mm, <i>nearly extremely fine</i>	£20-30
386	<b>Serbia</b> , Kingdom, Order of the White Eagle, with Swords, 23mm x 10mm, silver, silver-gilt and enamel, silver mark to loop, <i>very fine</i>	£30-50
387	<b>Somalia</b> , Order of Merit, set of Insignia, Badge, 13mm, silver, silvered and enamel; Star, 16mm, silver, silver-gilt and enamel, <i>good very fine</i> (2)	£30-50
388	<b>Spain</b> , Kingdom (6), Order of Military Merit, set of Insignia (2), Badge, 11mm, gold and enamel; Star, 14mm, silver, gold and enamel, Fleur de Lis between rays; set of Insignia, Badge and Star, Badge hallmarked to reverse; Red Cross Order, set of insignia, <i>very fine</i> (6)	£70-90
389	<b>Spain</b> , Kingdom, Order of Aeronautical Merit, set of Insignia (2), comprising Badge and Star, silver-gilt, gilt and enamel, one Badge hallmarked to reverse; Order of Agricultural Merit, Badge, 23mm, silver and enamel, marks to reverse, <i>good very fine</i> (5)	£60-80
390	<b>Spain</b> , Kingdom, Morocco Peace Medal 1909-27, silver, 26mm including crown suspension x 11mm, <i>good very fine</i>	£30-50
391	<b>Sweden</b> , Kingdom, Order of the Sword, silver, gold centre and enamel; Order of the Vasa, silver, <i>good very fine</i> (2)	£30-50
392	<b>Sweden</b> , Kingdom, miniature dress Medals (5), <i>very fine</i> (5)	£30-50
393	<b>Turkey</b> , Ottoman Empire, Imtiaz Medal, gold grade, 16mm, silver-gilt and gilt, <i>good very fine</i>	£40-60
394	<b>Yugoslavia</b> , Order of the Yugoslav Star, set of Insignia, Badge, 17mm, gilt and enamel; Star, 16mm, silver-gilt, silver and enamel, <i>very fine</i> (2)	£30-50

## FOREIGN ORDERS, DECORATIONS & MEDALS

x395	<b>Austria</b> , Empire, Order of the Iron Crown, breast Badge, 55mm including crown suspension x 30mm, by <i>Rothe</i> , gold and enamel, maker's initials 'F.R.' and gold marks to loop and obverse tassels below crown, <i>enamel chip to reverse shield, otherwise good very fine</i>	£400-500
x396	<b>Austria</b> , Empire, Order of Leopold, breast Badge, with crossed swords device upon riband, 62mm including crown suspension x 31mm, silver-gilt and enamel, marks to loop, <i>very fine</i>	£240-280
x397	<b>Austria</b> , Empire, Bravery Medal (Def Tapferkeit), Type III (1866-1914), gold, 41mm, by <i>Leisch</i> , <i>good very fine</i>	£600-800

x398

**The very rare Brazilian Imperial Order of the Southern Cross attributed to Count Gustav Heinrich Gottlieb von Braun**

Brazil, Empire, Order of the Southern Cross, Grand Officer's set of Insignia (Type I), comprising Badge, 85mm including crown suspension x 60mm, gold, with mark for Paris 1819-38 to top of crown and enamel; Star, 98mm including crown x 85mm, silver-gilt, silver, gold crown and enamel, *enamel chipping throughout commensurate with age, nearly very fine*, with length of original riband (2)

£4,000-5,000



**Gustav Heinrich Gottlieb von Braun** was born on at Arneburg on Christmas Day 1775. He joined the Royal Saxonian Cadet Corps, aged 10 in 1786 and then the British Army in 1794. Stationed in Jamaica from 1800-1809, by 1810 he was made an Officer of the Light Infantry (9th Caiadores) of the British and Portuguese Army. During the Peninsula Wars he was severely wounded at the Battle of Nive and was in receipt of an Army Gold Cross.

On 10 November 1818, he was ennobled at Aachen. His father, then aged 67, had lost three of his four legitimate children earlier that year. Gustav was an illegitimate child, but on the verge of having his family die out, his father made him a legitimate heir.

Married to Jane Charlotte Cuff-Gore, of Cowes, Isle of Wight, the Count served in the Royal Brazilian Army from 1826-31. During his service he was awarded the Order of the Southern Cross in 1828. Known in Brazil as Gustavo Henrique Brown, he fought in the battle on the Passo do Rosário in 1827 against Argentinian forces. The battle was lost, but von Braun was able to hold the remains of the Army together and see through an organized retreat. The Argentinian forces were weakened enough to not pursue them. The following peace negotiations in a relatively strong position enabled Brazil to keep the state of Rio Grande do Sul, and the Provincia Cisplatina became an independent buffer state between Brazil and Argentina - Uruguay.

Von Braun is, in essence, an unwilling co-founder of the country of Uruguay. In 1831, he lost his favoured status in Brazil, due to a difference of opinion with his superior, and was declared a foreigner. He was forced to leave the country and sue the Brazilian Government Pension, which took until 1851. Retiring to Cowes, he went to Dresden 1843 and died there - with issue of some 13 children - on 28 May 1859.





- x399 **Brazil**, Empire, Order of the Rose, breast Badge, 44mm including crown suspension x 26mm, gold, silver-gilt and enamel, *enamel repairs, very fine* £200-240



- x400 **Brazil**, Republic, Victory Medal 1918, 35mm, bronze, 2nd Type, signed J.S. for *Jorge Soubre*, *very fine and very rare* £400-500

Issued under Decree 16,074 of 22 February 1923.

- 401 **Brunei**, Sultanate, The Most Blessed Order of Loyalty of the State, First Class set of Insignia, by *Spink & Son, 5-7 King Street, London*, Collar Chain, comprising 13 medallions, silver-gilt and enamel, with Badge Appendant, 100mm x 67mm, silver-gilt, silver and enamel; Star, 93mm, silver-gilt, silver and enamel, with gold retaining pin, with maker's cartouche to reverse, *some light enamel chipping, good very fine*, in fitted leather case of issue, together with full sash riband (3) £1,200-1,500

The Most Blessed Order of Loyalty of the State (Darjah Setia Negara Brunei Yang Amat Bahagia) was established on 29 November 1959 by Sultan Omar Ali Saifuddien III.

Awarded to Assistant Commissioner Thomas Stevenson Swan, Royal Brunei Police on 15 July 1979 in the Birthday Honours of Sultan Muda Hassanal Bolkiah; sold together with typed confirmation.

- 402 **Brunei**, Sultanate, The Most Noble Order of the Crown of Brunei, 2nd Class set of Insignia, by *Spink & Son, 5-7 King Street, London*, comprising neck Badge, 62mm, silver-gilt, silver and enamel; Star, 87mm, silver-gilt, silver and enamel, maker's cartouche to reverse, *good very fine*, with corresponding miniature award, neck ribands and in fitted case of issue (3) £300-400

Awarded to Assistant Commissioner Thomas Stevenson Swan, Royal Brunei Police in January 1975 in the (Muslim) New Year Honours of Sultan Muda Hassanal Bolkiah; sold together with typed confirmation.

- 403 **Brunei**, Sultanate, The Most Blessed Order of Loyalty, 3rd Class neck Badge, by *Spink & Son, 5-7 King Street, London*, 98mm including suspension x 60mm, silver-gilt and enamel, *nearly extremely fine*, with corresponding miniature award and in fitted case of issue with various neck ribands

**Malaysia**, Pingat Jasa Malaysia, in case of issue with corresponding miniature award; case of issue for the Colonial Police Medal, E.I.I.R., *very fine* (Lot) £160-200

Awarded to Assistant Commissioner Thomas Stevenson Swan, Royal Brunei Police on 15 July 1972 in the Birthday Honours of Sultan Muda Hassanal Bolkiah; sold together with typed confirmation.







x404	<b>China</b> , Republic, Order of the Brilliant Star, sash Badge with three stars to top, 73mm, silver-gilt and enamel, reverse officially numbered '72', <i>some enamel chipping, nearly very fine</i>	£300-400
405	<b>Czechoslovakia</b> , Military Merit Medal, bronze issue, by <i>Spink &amp; Son</i> , in its fitted case of issue, <i>good very fine</i> Sold together with letter relating to the issue of the Medal to Frantisek Obdrzalek.	£30-50
406	<b>Egypt</b> , Kingdom, Order of the Nile, Grand Cross set of Insignia, comprising sash Badge, 92mm including crown suspension x 63mm, silver-gilt, silver and enamel; Star 94mm, silver-gilt, silver and enamel, by <i>Lattes</i> , makers name and hallmarks for 1925-26 to reverse, <i>very fine</i>	£600-800
407	<b>Egypt</b> , Kingdom, Order of the Nile, 3rd Class neck Badge, by <i>Lattes</i> , silver-gilt, silver and enamel, maker's name and hallmark for 1925-26 to reverse, <i>enamel chipped, very fine</i>	£200-240
408	<b>Egypt</b> , Kingdom, Order of the Nile, breast Badge, silver-gilt, silver and enamel, with rosette upon riband, in case of issue by <i>Lattes</i> , <i>case somewhat worn, good very fine</i>	£180-220
409	<b>Egypt</b> , Kingdom, Order of the Nile, breast Badge, by <i>Lattes</i> , silver-gilt, silver and enamel, maker's name to reverse, in <i>Lattes</i> case of issue, <i>case somewhat worn, good very fine</i>	£100-140
410	<b>Egypt</b> , Kingdom, Order of the Nile, breast Badge, by <i>Lattes</i> , silver-gilt, silver and enamel, maker's name and hallmark for 1926-27 to reverse, <i>good very fine</i>	£100-140
411	<b>Egypt</b> , Kingdom, Order of the Nile, case of issue for a 4th Class Badge, 126mm x 89mm, <i>worn, nearly very fine</i>	£40-60
412	<b>Egypt</b> , Kingdom, Judge's Badge of Office, silver-gilt and enamel, 115mm x 86mm, <i>good very fine and scarce</i>	£700-900
413	<b>Egypt</b> , Kingdom, King Farouk Medal, in <i>Jays</i> case of issue, <i>nearly very fine</i>	£20-30
414	<b>A collection of sporting Medals of Egyptian interest</b> Troop Football Shield (Winners 1934 Band D. H. Escott), silver; Federation Egyptienne D'Escrime Champion's Badge 1936 (Abdel Kader); Tug of War badge; Relay Union Egyptienne Des Societes Sportives Championnats Interscholaires D'Egypte Badge, <i>good very fine</i> (4)	£50-70
415	<b>Egypt</b> , Republic, Order of Independence, Officer's breast Badge, silver-gilt, silver and enamel, local marks to reverse, in case of issue, <i>enamel slightly chipped, very fine</i>	£80-120
x416	<b>The historic Legion of Honour worn by Charles XIV John, King of Sweden and Norway</b> France, July Monarchy, Legion of Honour, Grand Cross sash Badge, 108mm including crown suspension x 73mm, gold and enamel, <i>a few repairs, otherwise good very fine</i> , with a length of original silk riband, housed within an old glazed display box, the end with engraved silver plate The silver plate translates to state:  'Grand Cross of the French Legion of Honour which belonged to King Carl XIV John, given by His Majesty to Lord Chamberlain Count G. F. von Rosen.'  Also sold with an old paper note with ink inscription, which translates to state:  'This Legion of Honour Grand Cross which belonged to King Carl XIV Johan and with which I was presented by Count G. F. von Rosen, to my son Gustav Nils Conrad 22 March 1866 - Conrad Von Rosen.'	£2,000-3,000



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STORKORS AF FRANSKA HEDERSLEGIONEN  
SOM TILL HÖFT KONUNG CARL XIV JOHAN  
GÅTVA FRÅN HÖGSTDENSAMME  
TILL  
HOFMARSKALKEN GREFVE G.F. VOIT ROSEN.





x417 **France, Empire, Legion of Honour, an early sash Badge, 70mm, gold and enamel, *one or two balls bent, a few enamel repairs, good very fine***

£800-1,000



x418 **France, Second Empire (1852-70), Grand Cross sash Badge, 104mm including crown suspension x 67mm, gold and enamel, gold marks to loop and reverse tassel, *enamel repairs overall, thus nearly very fine***

£500-600

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|------|--|----------|
| x419 | <b>France</b> , Second Republic, Grand Cross sash Badge, 68mm, gold and enamel, gold marks to reverse tassel, <i>some repairs to enamel and suspension, thus nearly very fine</i>  | £600-800 |
| x420 | <b>France</b> , Republic, Legion of Honour, Grand Cross sash Badge, 100mm including wreath suspension x 67mm, gold, silver-gilt and enamel, gold marks to obverse tassel, <i>enamel damage in places, very fine</i>                          | £100-140 |
| 421  | <b>France</b> , First Empire, Legion of Honour, 1808-19, breast Badge, 54mm including crown suspension x 37mm, silver, gold centres and enamel, silver mark to loop, with rosette upon riband, <i>some enamel chipping, nearly very fine</i> | £300-400 |



- |      |  |          |
|------|--|----------|
| x422 | <b>France</b> , July Monarchy, Legion of Honour, Star, 103mm, silver, silver-gilt and enamel, <i>good very fine</i>  | £500-700 |
| x423 | <b>France</b> , Republic, Legion of Honour, Star, by <i>Dassier, 12 Rue Richelieu, Paris</i> , 88mm, silver, maker's cartouche to reverse, <i>very fine</i>  | £140-180 |
| 424  | <b>France</b> , Kingdom, Decoration of Fidelity, 50mm including crown suspension and fleur-de-lys x 29mm, silver, gold and enamel, unmarked, <i>some slight chips and hairline cracks to white enamel, chips and cracks to blue enamel, nearly very fine</i> | £80-120  |
| x425 | <b>France</b> , St. Helena Medal, <i>good very fine</i>  | £20-30   |
| x426 | <b>France</b> , Republic, a selection of Medals (10), including Croix de Guerre, reverse dated '1914-1918', Valour Cross, Combattant Cross and Korea Medal, <i>very fine</i> (10)  | £40-60   |



x427 **Germany**, Bavaria, Order of St Michael, 1st Class Star, 78mm, silver, gold centre and enamel, circa 1860, French silver marks to retaining pin and catch, *miniscule enamel chip to centre, otherwise good very fine*

£1,000-1,400

Many Bavarian Orders manufactured in France during the mid-late 19th Century.



428 **Germany**, Bavaria, Military Sanitation Order, by *Gebrüder Hemmerle, Munich*, 48mm x 44mm, gold, silver-gilt and enamel, marked between the arms 'G.H. 950', *nearly extremely fine, scarce*

£2,400-2,800



- x429      **Germany**, Bavaria, Merit Cross for 1870-71, 33mm, gold, silver and enamel, *very fine*      £180-220
- 430      **Germany**, Hanover, 1813 War Medal, 34mm, bronze-gilt, *good very fine*      £100-140  
 Instituted by King Ernst August on 11 May 1841 to be awarded for those subjects who took up arms in 1813 and also those foreigners who served in the Hanoverian Army.
- 431      **The outstanding Hanoverian Waterloo Medal awarded to Captain A. von Reden, who Commanded the Feldjägerkorps during their valiant attempt to hold the woods at Hougoumont; the gallant von Reden rallied his men - despite being wounded himself - despite his force being outnumbered 4 to 1**



Germany, Hannover, Hanoverian Waterloo 1815 (Captain August von Reden, Feldjägerkorps 1. Compagnie), *contact marks, very fine*

£2,000-3,000

Exhibited:

Spink Waterloo bicentenary Exhibition, 2015.

**August von Reden** commanded the Feldjägerkorps at Waterloo. His command comprised of two companies, as part of Major General Graf von Kiemann's 1st Hanoverian Brigade. Von Reden and his men occupied the wood that screened Hougoumont's buildings from Artillery fire from the south. The wood was approximately 300 metres long and 250 metres wide. It was defended by about 470 Hanoverians and Nassuers. The Allies were driven from the woods by 11.35am on the day of the battle.

Von Reden fought a valiant rear-guard action and was wounded. Two of his men, Feldjäger Julius Brinkmann and Feldjäger Wilhelm Brinkmann, were awarded the Guelphic Medal for their gallantry in support of their commanding officer:

‘Both men were with parts of their unit at Hougoumont in a small knoll of woods. This was attacked by a superior French force which pushed the defenders out. Captain von Reden and a group of soldiers, including these two, were surrounded by the enemy. Wilhelm made his escape, although wounded, and rounded up several other Feldjägers; and with some English Guards pushed back the enemy and rescued those who were surrounded. Julius never left Captain von Reden although wounded, and once rescued he continued to fight the French.’

- x432      **A rare Hanovarian Waterloo Medal awarded to Corporal G. Markonett, Landwehr Battalion Muenden, who was killed in action**



Germany, Hannover, Waterloo 1815 (Corporal Georg Markonett, Landwehr Bat. Muenden.), original clip suspension, lacking ring, *official correction to last letter of surname, otherwise nearly extremely fine*

£800-1,000

Listed as killed in action upon the Hanovarian Waterloo Memorial under his unit with the name 'Corpor. Gg. Marconet.'



- x433      **Germany, Prussia, Order of the Red Eagle, breast Star, 87mm, silver, silver-gilt and enamel, cartouche with '83775' engraved upon it, *good very fine***

£500-600



- x434 **Germany**, Prussia, Luise Order, reverse dated '1865', 32mm, silver and enamel, base marked 'W', mounted on bow and tails riband as worn, *good very fine* £300-400
- x435 **Germany**, Saxe-Weimar, Order of the White Falcon, breast Badge, 60mm including crown suspension x 34mm, gold, silver-gilt and enamel, *some white enamel wear to wings, otherwise very fine and an early Badge* £500-600
- x436 **Germany**, Westphalia, Order of the Crown, *a collector's copy* sash Badge, 75mm x 47mm, silver-gilt, gold and enamel, unmarked, *very fine*, with full sash riband £100-140



- x437 **Germany**, Württemberg, Order of Friedrich, Star, 85mm, silver, silver-gilt and enamel, *good very fine* £500-700



- 438 **Greece**, Kingdom, War Medal 1940-41 (5), *very fine* (5) £50-70
- 439 **India**, Bahawalpur, Muhammad Khan Golden Jubilee 1955, 2nd Class breast Badge, numbered '340' to rim; Bahawalpur-Pakistan Alliance 1947; Great War Star 1914-18, 2nd Type, unnamed; Great War Star 1914-18, 1st Type, unnamed, *very fine* (4) £100-140
- 440 **India**, Republic, Samar Seva Star 1965; Raksha Medal 1965; Poorvi Star 1971; India 25th Anniversary of Independence 1972; Services Medal, with clasp, Jammu & Kashmir; Defence Security Corps Medal, *very fine* (6) £60-80
- 441 **International**, Schlaraffia Badge (Prague Branch), sash Badge, by *Risterer, Vienna, very fine*
- Yemen**, People's Democratic Republic, Badge of the 10th Anniversary of the 1967 Revolution; Badge of the 15th Anniversary of the 1963 Revolution, *very fine*
- Miniature dress Medals: Sierra Leone General Service, 1 clasp, Congo; Sierra Leone Military Advisory and Training Team Medal; ECOMOG Medal, *very fine* (6) £20-30
- x442 **Ireland**, Republic, Padraig Pearse 1879-1916 Easter Rising Medal, *good very fine* £40-60



- x443 **Italy**, Tuscany, Order of St Joseph, Grand Cross Star, 87mm, by *C. F. Rothe, Vienna*, maker's name to retaining clip and initials to reverse of Star, besides French import mark to retaining clip, *reverse plate sometime replaced, otherwise good very fine* £400-500



- x444 **Italy**, Two Sicilies, Order of Francis I, Grand Cross Star, 83mm, silver, silver-gilt and enamel, unmarked, *good very fine* £400-500
- 445 **Italy**, Kingdom, Military Pilot's Wings, by *S. Johnson*, gilt, with 1935-43 crown; Military Pilot's Wings, by *S. Johnson*, in box of issue, *good very fine* (2) £20-30



- 446 **Jordan**, Hashemite Kingdom, Order of Hashemite Crown, 1st Class breast Star, silver and enamel, by *Worth*, maker's name and '16' to reverse, 78mm, *good very fine* £260-300
- 447 **Jordan**, Hashemite Kingdom, Order of Honour, Medal, *clasp chipped, nearly very fine* £40-60
- 448 **Jordan**, Hashemite Kingdom, Order of Philanthropy, breast Badge, *good very fine* £40-60



449 **Jordan**, Hashemite Kingdom, King Abdullah Al Hussein Order of Distinction, 1st Class breast Star, by *Worth*, numbered '9' to reverse, *nearly extremely fine* £160-200

450 **Jordan**, Hashemite Kingdom, King Abdullah Al Hussein Order of Distinction, 4th Class breast Badge, Military Division, silver-gilt and enamel, by *Worth*, 70mm including crown suspension x 45mm, mounted for wear, *enamel chipped, very fine* £60-80



451 **Jordan**, Hashemite Kingdom, Order of Dedication and Sacrifice, 2nd Class breast Star, silver and enamel, by *Worth*, numbered '26' to reverse, *arm of star somewhat warped, very fine* £160-200

452 **Jordan**, Hashemite Kingdom, Order of International Peacekeeping Forces, 1st Class breast Badge, 49mm, in fitted case of issue, *good very fine* £60-80

453 **Jordan**, Hashemite Kingdom, Order of the Star, 1st Class breast Star, silver and enamel, by *Garrard & Co., London*, maker's mark and hallmarks for Birmingham 1966 to reverse, 88mm, *extremely fine* £160-200



454	<b>Jordan</b> , Hashemite Kingdom, Order of Independence, 4th Class breast Badge, by <i>Bertrand, Paris</i> silver, silver-gilt and enamel, 63mm including suspension x 43mm; 4th Class breast Badge, silver, silver-gilt and enamel, 23mm including suspension x 14mm, in fitted case of issue by <i>Bertrand, Paris</i> , <i>good very fine</i> (2)	£80-120
455	<b>Jordan</b> , Hashemite Kingdom, Order of Independence, 3rd Class neck Badge, by <i>Goldsmiths &amp; Silversmiths Company</i> , silver, silver-gilt and enamel, Hallmarks for London 1949 to reverse, 94mm including suspension x 54mm, in its fitted case of issue, <i>good very fine</i>	£100-140
456	<b>Jordan</b> , Hashemite Kingdom, Abdullah II Medal for Excellence, 3rd Class, by <i>Worth</i> , <i>good very fine</i>	£40-60
457	<b>Jordan</b> , Hashemite Kingdom, Administration Efficiency Medal, <i>good very fine</i>	£40-60
458	<b>Jordan</b> , Hashemite Kingdom, Training Efficiency Medal, <i>contact marks, very fine</i>	£20-30
459	<b>Jordan</b> , Hashemite Kingdom, Ramadan War Medal 1973, <i>contact marks, nearly very fine</i>	£20-30
460	<b>Jordan</b> , Hashemite Kingdom, Reconciliation Medal 1987, <i>edge bruise, contact marks, nearly very fine</i>	£20-30
461	<b>Jordan</b> , Hashemite Kingdom, King Abdullah II Coronation Medal 1999, by <i>Worth</i> , maker's mark to rim, in its case of issue, <i>extremely fine</i>	£20-30
x462	<b>Korea</b> , Order of the White Star, 37mm, gilt and enamel, breast Badge, officially numbered '602' to reverse, <i>very fine</i> , mounted as worn on original riband	£100-140
x463	<b>Malta</b> , Sovereign Military Order of Malta, Badge, 145mm including crown and separate trophy of arms suspension x 67mm, Austrian eagles between rays, silver-gilt and enamel, <i>enamel restoration to reverse, very fine</i>	£160-200
x464	<b>Mongolia</b> , Republic, Order of the Red Banner (2), reverses officially numbered '5666' and '5330'; Order of the Polar Star, reverse officially numbered '11530', <i>good very fine</i> (3)	£100-140
x465	<b>Netherlands</b> , Kingdom, Order of Orange Nassau, Military Division Commander's neck Badge, 85mm including crown suspension x 54mm, gold, silver-gilt and enamel, <i>good very fine</i> , with section of neck riband	£160-200
466	<b>Poland</b> , Republic, 5th Kresowa Infantry Division Badge, by <i>Lorioli, Milan &amp; Rome</i> , 40mm, silvered and enamel, with screw backplate, <i>very fine</i>	£40-60
467	<b>Poland</b> , Republic, 3rd Carpathian Rifle Division Badge, by <i>Lorioli, Milan &amp; Rome</i> , 40mm, silver (marked 800 to reverse), with screw backplate, <i>very fine</i>	£30-50
468	<b>Poland</b> , Republic, Polish Air Force Pilot's Badge, by <i>J. R. Gaunt &amp; Son, London</i> , 66mm, silver, with chain and loop, <i>good very fine</i>	£50-70
469	<b>Poland</b> , Republic, Unit Badges (5), including 2 Corps Badge, reverse numbered, 3rd Carpathian Rifle Division, 6th Karpacki Infantry Battalion <i>very fine</i> (5)	£40-60
470	<b>Poland</b> , Republic, Second World War period cap Badges (4), of varying sizes, <i>very fine and better</i> (4)	£60-80
x471	<b>Portugal</b> , Republic, Order of the Tower and Sword, First Class set of Insignia, by <i>Da Costa, Lisbon</i> , comprising Collar Chain, approximately 84mm, comprising alternating medallions of Towers and wreath with sword, linked by floreate medallions, silver-gilt and enamel, single medallion with maker's name; Badge appendant, 68mm, silver-gilt and enamel; Star, 70mm, silver-gilt and enamel, maker's cartouche to reverse, <i>enamel chipping, very fine</i> (3)	£500-600
x472	<b>Russia</b> , Imperial, Order of St Anne, 1st Class Star, by <i>Keibel, St Petersburg</i> , silver, silver-gilt and enamel, maker's name and court stamp to retaining pin, maker's name, court stamp and mark for 84 zolotniki to reverse, reverse gilt denoting 1st Class, <i>a little red enamel repair, good very fine</i>	£800-1,000
x473	<b>Russia</b> , Imperial, Order of St Stanislaus, neck Badge, with swords, by <i>Kiebel, St Petersburg</i> , 47mm, gold (56 zolotniki), and enamel, maker's initials and court stamp to reverse, <i>reverse centre smashed, thus nearly very fine</i>	£300-400

- x474 **Russia, Imperial, Order of St Stanislaus, breast Badge, with swords, 39mm, gold, swords with purity marks to both blades, maker's initials to reverse and gold mark to loop, *eagles a little bent, very fine*** £260-300
- 475 **The rare Russian Medal of the Order of St George for Bravery awarded to Corporal G. S. Ward, Royal Field Artillery**



Russia, Imperial, Medal of the Order of St George for Bravery, 2nd Class, gold, the reverse officially numbered '2887' and the rim impressed '60762 Cpl. G. S. Ward. R.F.A.', *loop a little bent otherwise good very fine*

£1,200-1,500

2nd Class Medal of St George *London Gazette* 25 August 1915.



**George Spurling Ward** was born on 31 August 1892 at Great Yarmouth and served in France with the 44th Battery, 13th Brigade, Royal Field Artillery from 14 October 1914 (1914 Star Trio). He was able to get home leave in November 1915 to be married at Stoke Newington. Ward died on 3 July 1957 at Great Yarmouth.

- x476 **Russia, Imperial, Red Cross Medal 1904-1905, silver (84 zolotniki), marks to loop, *good very fine*** £50-70

x477

A very rare Imperial Russian Josef Koenig Prize of the St Anne German High School, St Petersburg



The obverse with a medallion stating 'Schola ad S. Annae Petropoli/Marci 10.14.', beneath with the legend, 'Josef Koenig Preis' and the date '1899' in pierced gold prize, the reverse with gold ribbon with the winner's name in enamel, 'Eugenie Morsch', 42mm x 30mm, gold (56 zolotniki) and enamel, gold marks to loop, *most attractive, very fine*

£1,600-2,000

Saint Anne German High School was established in St Petersburg in 1736 to serve the children of the German population of the city. Many famous people attended the school including the great jeweller, Peter Carl Fabergé who may have collaborated with the designer of this medal. Joseph Koenig, after whom this prize was named, was the director of Saint Anne's from 1884-1910 and was responsible for the large increase in students during his tenure. After the October Revolution in 1918 the school was nationalized and gradually eliminated its German studies.



478

Russia, U.S.S.R., Order of Lenin, gold, platinum and enamel, the reverse officially numbered '181851', *good very fine*

£800-1,000



- 479 **A Soviet Order of the Patriotic War 1st Class awarded to Lieutenant of the Technical Corps A. T. Filiptsov, Mechanic-Driver of the 261st Guards Tank 'Krasnoe Selo' Breakthrough Regiment**

Russia, U.S.S.R., Order of the Patriotic War 1st Class, Type 2, in gold, silver and enamel, reverse officially numbered '107644', *very fine*

£200-240

**Andrej Timofeevich Filiptsov** was born in 1914, and having fought in the Winter War of 1939-40 in Finland, went on to see service from the beginning of the Great Patriotic War.

Filiptsov was to win a number of awards during the war, an Order of the Red Star in 1943, a first award of the Order of the Patriotic War 2nd Class and a second Order of the Patriotic War 2nd Class in 1944, before he was to receive this Order of the Patriotic War 1st Class whilst serving as a Mechanic Driver of the 261st Guards Tank 'Krasnoe Selo' Breakthrough Regiment, the citation states:

'During the engagements near the settlements Zui and Oparovschina on 4th March 1944, comrade Filiptsov exhibited his excellent skill of tank driving across a rugged terrain. Applying all his skill and following closely the modern warfare tactics, he provided for completion of the combat objective as well as the further advance. 100m north of the village of Podchernichie, his tank was hit, the gun was destroyed and the tank commander killed. Comrade Filiptsov, who has already been awarded three times for his courage in the fight against the German invaders, assumed the command of the tank crew (3 men) and organised the defence around the knocked out tank.

In the course of the night, the enemy attempted attacking the Soviet tank three times by the force of up to 30 men, but comrade Filiptsov heroically repelled all the enemy attacks. In such a manner, he could hold the position until the arrival of the main force on the next day. For courage and bravery, for masterful tank driving, he deserves the Order of Lenin.'

The original Order of Lenin recommendation was downgraded to this Order of the Patriotic War 1st Class; sold together with copied citation and research, including english translation.

- 480 **A superb Order of the Patriotic War 2nd Class awarded to Guards Lieutenant of the Quartermaster Service T. S. Trisvetov, 98th Guards Mortar Regiment, for the fighting around Lvov in July 1944 when he was ambushed by a heavily armed German group led by an Officer, during the unequal fight, he managed to successfully defend his Staff Car, the Staff Documents and arrange the evacuation of a wounded soldier, while leaving 2 German machine-guns and several dead enemy soldiers on the battlefield**

Russia, U.S.S.R., Order of the Patriotic War, 2nd Class, Type 2, flatback reverse, reverse officially numbered '777902', *good very fine*

£140-180

**Yuri Sergeyevich Trisvetov** was born in the village of Novoye, Pogoreloye Raion, Kalinin in 1923. He began his service in the Red Army in June 1941 and served throughout the war, he had seen service in the Voronezh Front from September 1942-March 1943, and then the Central Front from March-October 1943, finally joining the 1st Ukrainian Front in October 1943 where he served out the remainder of the war as a File Clerk in the 1st Battalion of the 98th Kiev Order of Lenin, Red Banner, Order of Bogdan Khmel'nitsky Guards Mortar Regiment. He became a Candidate Member of the Communist Party in 1943 and a full Member in November 1944, shortly after he had received his first award, the Medal for Combat Merit on 29 July 1944, this likely for an action in the early part of the Bagration Offensive of the summer of 1944. Trisvetov's second and final award of the Order of the Patriotic War 2nd Class was made by Order of the 1st Ukrainian Front on 25 May 1945, the citation as follows:

'In a struggle with the German-Fascist invaders Guards Lieutenant Trisvetov showed himself a bold and brave officer. He took part in the fighting for Voronezh, Kharkov, Kiev, Tarnopol, Shepetovka and Lvov. Serving as the battalion's file clerk, he has proven to be an officer with great organisational skills. He raised the quality of clerical work and personnel records maintenance to the proper level and deftly processed the battalion's paperwork, promptly providing information and combat reports to the superior staff. His exceptionally selfless efforts made efficiently commanding the units considerably easier for the battalion commander. Throughout the fighting with the German-fascist invaders comrade Trisvetov and the staff were always positioned at the battalion's front line and in spite of enemy artillery shelling comrade Trisvetov bravely performed his duty to the motherland.

On July 24 1944, during the fighting for the city of Lvov, the battalion had marched on ahead along the designated route, leaving behind a malfunctioning staff car with comrade Trisvetov left in charge. He was then fired upon by enemy submachine gunners, who attempted to force their way through.

Comrade Trisvetov and a group of 5 guardsmen engaged in an unequal battle with an enemy force numbering more than 20 men led by a German officer and armed with several machine guns. During the gunfight Private Kuznetsov was severely wounded, after which comrade Trisvetov ordered to have him immediately evacuated from the battlefield. Comrade Trisvetov was able to save all staff documents and the vehicle. With the help of a few grenades the enemy troops were dispersed, 2 machine guns and several killed enemy soldiers were left behind on the battlefield. For his selfless efforts and the bravery and courage he displayed, comrade Trisvetov deserves the Order of the Patriotic War 2nd Class.'

The citation was signed by Commander of the 1st Battalion Captain Petrovsky and then by Commander of the 98th Guards Mortar Regiment, Guards Lieutenant Colonel Kolenchenko, before finally being signed off by Guards Lieutenant General of the Artillery Yarovoi, who was the Deputy Artillery Commander for Guards Mortar Units of the 1st Ukrainian Front.

'Guards Mortars' was the designation for units using the Katyusha Rocket Launchers, which were so feared by the Germans. After the Second World War he was serving as a Military training officer at a secondary school in the village of Pogoreloye, in Kalinin Oblast, and was living in the village of Novoye, Ivanovskoye Rural Municipality, Pogoreloye Raion, Kalinin Oblast.

- 481 **A superb Soviet Cavalry Officer's 'Defence of the Dnieper River Bridgeheads' Order of the Patriotic War awarded to Major G. V. Safroshin, Assistant Chief of Staff of the 21st Guards Cavalry Regiment, 7th Red Banner Guards Cavalry Division, decorated for his part in throwing off a heavy German attack on 11 October 1943, for leading his Saber Troop into an attack and despite the enemy's numerical superiority - the result was 60 Hitlerites killed and 1 tank was knocked out, being wounded in combat, he stayed on the front line and continued to lead his unit; he was wounded on at least five separate occasions during the war**

Russia, U.S.S.R., Order of the Patriotic War 2nd Class, Type 2, starback reverse, reverse officially numbered '59154', *good very fine*

£140-180

**Georgy Vasilyevich Safroshin** was born in Cherepet Raion, Tula Oblast in 1918, and joined the Red Army in 1936.

Safroshin is noted as having served in the Finland campaign during the winter of 1939-40 and then subsequently from the first day of the Great Patriotic War. Clearly involved in the desperate fighting during the summer and autumn of 1941, he was wounded on 1 July 1941, in the very early part of the invasion, and again on 1st September 1941, at a time when the Red Army was fighting fiercely in the area around Smolensk, launching counter-attacks to stem the German advance. Safroshin was awarded the Medal for the Defence of Moscow, during which he was wounded for a third time on 26 January 1942, most likely during one of many Red Army counterattacks that were taking place in the region in an attempt to push the German Army back from the gates of Moscow.

Safroshin's first gallantry award was an Order of the Red Star by Order of 16th Army on 14 November 1942. The 16th Army at that time was engaged in the Rzhev salient, the scene of particularly heavy fighting between the Red Army and the Germans in the summer and autumn of 1942, during which he had been wounded a fourth time on 17th August.

Subsequently Safroshin went on to serve with 1st Guards Cavalry Corps during 1943, his next award being this Order of the Patriotic War 2nd Class which was awarded on 16 November 1943, whilst he was the Assistant Chief of Staff of the 21st Guards Cavalry Regiment, 7th Red Banner Guards Cavalry Division, the citation states:

'During the efforts to expand the bridgehead on the right bank of the Dnieper River, comrade Safroshin was dispatched to the most crucial sectors.

On October 11 1943, German infantry, supported by tanks and self-propelled guns, suddenly launched a counterattack at the lines of the 3rd Saber Troop and drove the unit away from its positions. Comrade Safroshin was immediately dispatched to the area. Comrade Safroshin organised the men and after taking up position among the front ranks he led the Troop in an attack. Seeing the staff officer's bravery and courage, the Troop's soldiers and commanders were able to repel the counterattacks, despite the enemy's numerical superiority, and the initial situation was restored. During this engagement as many as 60 Hitlerites were killed and 1 tank was knocked out. Comrade Safroshin was wounded in combat, but he refused to leave the battlefield and continued leading his unit, despite his being wounded.

For commanding his units in a skilful manner and for the exemplary execution of special missions, comrade Safroshin deserves the Order of the Patriotic War 2nd Class.'

Signed by the Commander of the 21st Guards Cavalry Regiment, Guards Lieutenant Colonel Avtandilov.

After the fighting on the Dnieper, Safroshin's unit continued to serve with 1st Ukrainian Front taking part in the battles around Korsun-Cherkassy in January 1944. Safroshin was awarded the Order of Bogdan Khmelnytsky 3rd Class on 31 March 1944, most likely for his role in this offensive. It is likely he subsequently went on to fight in the Battle of Kamenets-Podolsky (often referred to as the Hube Pocket by German sources). Serving through to the end of the war, Safroshin's final award was an Order of the Patriotic War 1st Class awarded to him by Order of the 1st Ukrainian Front on 11 June 1945. This final award quite possibly for a role in the Berlin offensive of the previous month in which the 1st Ukrainian Front played a prominent role attacking the city from the south.

Awarded the Medal for the Victory over Germany in May 1945, Safroshin's final award appears to have been a Medal for Combat Merit for 10 years' service, awarded to him in November 1946, by which time he was serving in the Horse replenishment and remounting department in the Baltic Military District, and was living at 95 Svoboda (Liberty) Street, Riga; sold together with copied citation and research, including english translation.

482 **A Soviet 'Moscow counter-attack' and 'capture of Roslavl' Order of the Patriotic War 2nd Class awarded Private N. A. Basov, a submachine gunner in the 1154th Rifle Regiment, 344th Rifle Division, 49th Army, Western Front**

Russia, U.S.S.R., Order of the Patriotic War 2nd Class, Type 2, concave reverse, reverse officially numbered '320575', *replacement back plate, very fine*

£60-80

**Nikolai Afanasyevich Basov** was born in the village of Yelma, Kubenskoye-Ozero in Vologda Oblast in 1914. Basov served with the Red Army from April-July 1939 when he was stationed in the Kamchatka Fortified Region in the Far East, and then again from October-November 1939.

It was November 1941 before Basov saw service in the Great Patriotic War, when his unit, the 344th Rifle Division was loaded on to trains in the Volga Region and rushed to the Moscow area to help the last ditch defence against the German attempt to capture the city.

Having successfully done this with other units of the Western Front, the 344th Rifle Division was then thrown into the counterattacks during January 1942. It was during the fighting in the final stages of the winter advances during March 1942 that Basov was shell-shocked by an aerial bomb. After his eventual recovery from this event, Basov returned to his unit in the late summer of 1943 when he was involved in the Battle of Roslavl, where he was severely wounded. This wound led to the end of Basov's front line service in the Red Army.

Later in August 1944, Basov was recommended for the Order of the Patriotic War 2nd Class by the Military Commissar of the city of Vologda, the citation states:

'Submachine gunner Basov took part in the bitter fighting with the German invaders for our motherland's capital, Moscow. During the fighting on the Moscow-Warsaw road in March 1942 he was shell-shocked by an exploding aerial bomb. After his recovery Basov returned to his unit and was involved in the battle of Roslavl, where he was wounded on September 11th 1943 by mortar shrapnel in his right leg, which caused a bone fracture in the lower third of his thigh, and in his head. He is a disabled veteran of the 2nd category. This report is based on his oral testimony. His being wounded is confirmed by a medical note.

For his combat service during the Patriotic War and the severe wound he sustained while defending the liberty and independence of our motherland, I apply for Nikolai Afanasyevich Basov to be awarded the Order of the Patriotic War 2nd Class.'

Signed by the Military Commissar of the city of Vologda, Lieutenant Colonel Grokhotov on August 1st 1944.

Basov received the award by a decree of 4 May 1945, and was issued the medal while serving as the Head of the Public Food Service Section, Workers' Supply Department, Northern Railroad Line in the city of Vologda, where he lived at 22-1 Podlesnaya Street; sold together with copied citation and research, including english translation.



483

**An interesting Soviet 'Vistula-Oder offensive' Order of the Patriotic War 2nd Class awarded to Reserve Captain A. F. Bortnikov, Deputy Battalion Commander for Political Affairs in the 556th Rifle Regiment, 169th Rifle Division, 3rd Army, for disseminating propaganda amongst the troops and skilfully organising political activities**

Russia, U.S.S.R., Order of the Patriotic War 2nd Class, Type 2, concave reverse, reverse officially numbered '359990', *good very fine*

£80-120

**Aleksandr Fyodorovich Bortnikov** was born in the village of Linchuga, Krasnoyarsk Krai in 1915, and joined the Red Army in June 1941, seeing frontline service from 1 August 1941 and then serving throughout the war. Slightly wounded on 8 October 1941, and again on 15 October 1944, it took over three years for Bortnikov to receive his first award, an Order of the Red Star by Order of the 3rd Army on 6 November 1944.

Bortnikov's second award, this Order of the Patriotic War 2nd Class followed shortly afterwards on 19 February 1945 by Order of the 3rd Army, the citation states:

'Since the start of the offensive operations on January 14th 1945, comrade Bortnikov showed himself a bold and brave Red Army soldier. Serving as deputy battalion commander for political affairs, he skilfully and promptly directed the men to carry out their assignments. Active among the crowds of troops on a daily basis, he spread the Bolshevik word and educated the men through personal example. He is the true leader of the Red Army masses.

Comrade Bortnikov is experienced in disseminating propaganda during offensive warfare and, making proper use of these conditions, he has cultivated many courageous and audacious soldiers. On a daily basis and with great perseverance he inculcates iron military discipline in the troops.

For his personal bravery and boldness, for skilfully organising political activities, and for his day-to-day leadership of the Komsomol and Red Army masses, he deserves the Order of the Patriotic War 2nd Class.'

Signed by the Commander of the 556th Bialystok Rifle Regiment, Lieutenant Colonel Airapetyan.

Bortnikov's final award was another Order of the Patriotic War 2nd Class, by Order of the 3rd Army on 26th June 1945. This possibly for his role in the Berlin offensive that 3rd Army had taken part in the previous month.

After the war, he was the Manager of the Selection Office of the Central Pharmaceutical Warehouse and was living at 38-1 Pulikhov Street, Minsk; sold together with copied citation and research, including english translation.

484

**A spectacular Soviet Anti-Aircraft Gunner's Order of the Patriotic War 2nd Class awarded to Senior Lieutenant P. I. Luchkin, a Battery Commander in the 1400th Anti-Aircraft Artillery Regiment, who had the extraordinary personal tally of 7 downed enemy aircraft**

Russia, U.S.S.R., Order of the Patriotic War 2nd Class, Type 2, concave reverse, reverse officially numbered '531472', *very fine*

£100-140

**Pyotr Innokentyevich Luchkin** was born in the village of Ust-Kut in Irkutsk Oblast in 1921. He had served in the Red Army since 1939, having seen action on the Stalingrad Front from July-November 1942 and the 1st Ukrainian Front from December 1943 onwards.

Luchkin's first award was an Order of the Red Star awarded to him by Order of the 37th Anti-Aircraft Artillery Division on 23 February 1944, this was followed by a First Order of the Patriotic War 2nd Class by Order of the Artillery Commander of the 1st Ukrainian Front on 30 October 1944. This award of the Order of the Patriotic War 2nd Class, Luchkin's second was awarded to him on 15 February 1945, the citation states:

'Through painstaking labour Lieutenant Luchkin instills in his battery's men a feeling of bitter hatred toward the enemy and a sense of dedication toward their motherland. He has shown initiative, bravery and steadfastness.

During the fighting for the Oder bridgehead Lieutenant Luchkin's Battery, the Regiment's best, has been carrying out its combat missions efficiently and in a timely manner. He skillfully directed his battery's artillery fire and prevented enemy aircraft from scouting and bombing the Oder River crossings and our troop formations. In doing so he guaranteed arriving reserves and the troops engaged in battle in the Oder bridgehead reliable cover.

Under heavy enemy artillery and mortar fire Lieutenant Luchkin repeatedly repelled enemy aerial attacks, displaying steadfastness and bravery in the process. On 4th February 1945 his battery, fired upon by enemy artillery, quickly opened fire at 2 Me-109's, and thanks to Lieutenant Luchkin's able fire direction 1 Me-109 was shot down. Lieutenant Luchkin's personal tally comprises 7 downed enemy aircraft. In one of his Orders the Supreme Commander in Chief expressed his gratitude to the Division for taking part and distinguishing itself in the fighting for the Oder bridgehead, for which Lieutenant Luchkin deserves significant credit'.

The recommendation was originally for an Order of the Patriotic War 1st Class signed by the Commander of the 1400th Anti-aircraft Artillery Regiment, Lieutenant Colonel Reks, this was upgraded to an Order of the Red Banner by Guards Major General of the Artillery Gudkov, the Commander of the 37th Lvov Anti-aircraft Artillery Division of the High Command, but then downgraded to an Order of the Patriotic War 2nd Class by Captain Lyagavko, the Artillery Commander of the 21st Army.

Luchkin was subsequently awarded an Order of the Red Banner on 27 June 1945 by Order of the 21st Army, this quite probably for a role in that armies final offensive of the war, aimed at capturing Prague and finally destroying Army Group Centre.

After the war he was serving as a Platoon Leader at the Non-Commissioned Officer School of the 37th Anti-Aircraft Artillery Division; sold together with copied citation and research, including english translation.

485

**A Soviet Order of the Red Banner awarded to Master Sergeant S. I. Savchuk, who served as Chief Petty Officer aviation-signaller of 406 Separate Signalling Company, Technical Service of the Coastal Defence of the Tallinn Naval Defensive Area, Baltic Fleet who had seen over 25 years in the Kronstadt area dating back to 1918, and who had seen service during the Russian Civil War**

Russia, U.S.S.R., Order of the Red Banner, Type 3, Variation 1, reverse officially numbered '150583', *good very fine*

£160-200

**Semyon Iosifivoch Savchuk** was born in 1890 and joined the Red Army on 23 February 1918 and was a member of the Communist Party in 1926.

Savchuk's initial service saw him on the 'Melita' as part of the Baltic Fleet in early 1918, before he spent just over a year on the Cruiser *Ryrik*.

By May 1919 Savchuk had seen the last of his ship assignments, and was listed as a Chief Petty Officer Signaller in the Kronstadt Naval Area Observation and Signalling Service where he remained until December 1938, after a short break in his Naval Service from December 1938-October 1939, he once again took up the role of a Chief Petty Officer Signaller in the Kronstadt Naval Area until June 1940, when he became a Chief Petty Officer - Aviation Signaller with 406th Separate Signalling Company, Technical Service of the Coastal Defence of the Tallinn Naval Defensive Area, Baltic Fleet, he continued to serve in this role until the award of this Order of the Red Banner, a downgraded Order of Lenin issued to him as a result of a recommendation in September 1944. He had previously received the Medal for 20 Years of the Red Army and Navy and the Medal for the Defence of Leningrad.

This Long Service award is unusual in that it carries a citation which states:

'During the service in the company, comrade Savchuk proved himself as highly disciplined, all around-educated, and demanding to himself and the subordinates. He is politically tempered, persistent and proactive in achieving the given tasks. He systematically improves his combat and specialist proficiency. He is very experienced in working with enlisted personnel and efficiently organises their work. He possesses and uses effectively commanding vocabulary.

On 7th November 1944, his service seniority is 25 years 10 months. He deserves state award Order 'Lenin'.

Signed by the Commander of 406th Separate Signalling Company Technical Service Captain Dervin.'

Nothing else is known of Savchuk's subsequent military service, but aged 54, and having served 25 years, it would be likely that he was to receive an Order of Lenin the following year. The Red Banner being given for 20 years service, many individuals were given this award first in the November 1944 list, before being given their 25 years service Order of Lenin the following February, so that they were able to pick up both awards; sold together with citation and other research, including english translation.

486

**A Soviet 'Kerch-Eltigen Operation' Order of the Red Banner awarded to Lieutenant K. K. Urosov, 9th Guards Rifle Brigade, a propaganda officer who was involved in the well-known Soviet landings on the Kerch Peninsula in November 1943; originally having seen service in the Caucasus, Urosov then went on to see service in the destruction of the Kuban Bridgehead and as part of the first wave of the landing forces at Kerch, as a Komsomol organiser he later he went on to see service in the Baltic with 15th Air Army**

Russia, U.S.S.R., Order of the Red Banner, Type 3, Variation 1, reverse officially numbered '90408', *good very fine*

£160-200

**Konstantin Konstantinovich Urusov** was born in Kalinin Street, Sormovo, Gorky on 20 December 1919, he joined the Red Army on 29 September 1939.

It is likely that Urusov first saw service in the Caucasus from August 1942 onwards, when the Germans were attempting to take the oilfields in the region. During late 1924 and early 1943, the Red Army first halted and then repulsed the Germans and by February had them surrounded in the Kuban Bridgehead, it would have been for fighting in the early stage of the offensive into the Kuban bridgehead that Urusov was awarded the Medal for Courage by Order of the 9th Guards Rifle Brigade on 14 May 1943.

Continuing to serve with 9th Guards Rifle Brigade, and then 56th Army in the Kuban region, he was to be awarded the Order of the Red Star on 27 October 1943, presumably for an action in the final days of the offensive to destroy the Kuban Bridgehead, this award was by Order of the 56th Army.

Shortly afterwards, Urusov was to be awarded this Order of the Red Banner on 20 November 1943, for his actions during the landings on the Kerch Peninsula, the citation states:

'The time had come to prepare a strike at the enemy, who had insolently occupied the Soviet Crimea.

The regiment prepared itself for a landing on the shores of the Kerch Peninsula.

Urusov, the leader of the Regiment's young communists, completely devoted himself to the preparations for the impending operation and set up a wide range of propaganda activities, calling upon the Komsomel members and the unit's young non-members to prepare themselves in the best way possible and successfully carry out their combat mission of crossing the Strait.

On the night of November 2nd to 3rd 1943, the landing force was put ashore. Following comrade Urusov's example, the Komsomol members audaciously rushed forward, inspiring the men of the forward elements and detachments to follow them.

Comrade Usurov himself was part of the first wave of the assault detachment and killed 3 fascists in battle.

Bold, energetic, and always eager to fight the hated enemy, comrade Urusov deserves the Order of the Patriotic War 2nd Class.'

The recommendation was signed off by Commander of the 6th Guards Rifle Regiment, Guards Colonel Aleksandrovsky, and the Deputy Regimental Commander for political affairs. Guards Major Belan, however it was upgraded by the Chief of the Political Section of the 2nd Taman Red Banner Guards Rifle Division, Guards Lieutenant Colonel Pilipenko.

The Kerch-Eltigen Operation on the Kerch Peninsula was the first attempt by the Red Army to regain a foothold in the Crimea since being kicked off in July 1942. Two landing operations took place, one at Eltigen, where the bridgehead was completely destroyed by a German counter-attack, and a second attack at Yenikale, which gained a foothold which lasted throughout the winter, and was subsequently used as a jumping off point to liberate the remainder of the Crimea in April 1944.



Yenikale was heavily mentioned in the Russian press, and the successful landing back on the Crimea, was an excellent propaganda tool, it is therefore interesting that it was the chief of the political section of the 2nd Guards Rifle Division that upgraded the award to an Order of the Red Banner.

As a Komsomol Organiser his job was to 'motivate' the troops, and push the benefits of Communism on to them, in this role, he would have seen service alongside various units during the war, and it was having been transferred on 21 March 1944 to the Independent Coastal Army that he was to be awarded his first Order of the Patriotic War 1st Class.

At some point between March 1944 and May 1945, Usurov transferred to the 15th Air Army, by order of whom he was awarded his second Order of the Patriotic War 2nd Class on 24 May 1945, 15th Air Army spent the early part of 1945 in the Baltic States, supporting operations to the north of Königsberg.

After the war he was acting as an Assistant Chief for Komsomol matters of the Political Section of the 5th Guards Bomber Division, and he was a resident of 23 Kalinin Street, Sormovo, Gorky; sold together with copied citation and research, including english translation.

487

**An outstanding Soviet 'First Day of the Chernigov-Pripyat Offensive' Order of the Red Banner awarded to Lieutenant Y. E. Babkin, Rifle Company Commander, 1203rd Rifle Regiment, 354th Rifle Division, 65th Army, Central Front for personally killing 23 Germans with his sub-machine gun, and for commanding his unit in a successful attack and subsequently repelling enemy counter-attack**

Russia, U.S.S.R., Order of the Red Banner, Type 3, Variation 2, reverse officially numbered '194156, *good very fine*

£160-200

**Yakov Efremovich Babkin** was born in the village of Ivashkovichi in the Kaluga Region, Kuibyshev district. He received a Secondary education before joining the Red Army on 1 September 1941, and becoming a Communist Party Member in 1943.

Babkin was wounded on 3 June 1943, and two months later was wounded again in the action for which he received the Order of the Red Banner.

At the time of this award of the Order of the Red Banner he was serving as a Lieutenant, Rifle Company Commander in the 1203rd Rifle Regiment, 354th Rifle Division, 65th Army on the Central Front, the citation stating:

'In the offensive operation on 26th August 1943 near the village of Trostenchik of Komarichi district of Orel region, comrade Babkin exhibited exemplary courage, steadfastness, and military skill in commanding his unit on the battlefield. Having pushed the enemy from their defence positions, he rapidly advanced forward and fortified on the new position. Repelling enemy counter-attacks, he and his unit eliminated up to a hundred Hitlerites. In this engagement, he personally killed with his submachine gun up to 23 enemy troops. He deserves a state award - Order 'Patriotic War 2nd Class''

Signed by Lieutenant Colonel Scherbakov, the Commander of 1203rd Rifle Regiment This award was upgraded to an Order of the Patriotic War 1st Class by the Commander of the 354th Rifle Division, then again to an Aleksandr Nevsky by the Commander of the 65th Army before finally being awarded the Order of the Red Banner.

The 1203rd Rifle Regiment spearheaded the assault on 26 August, which marked the first day of the Central Front's Chernigov-Pripyat Offensive, the Regiment taking the first line trench at 1000hrs and the village of Osinovsky by 1400hrs before repelling German counter-attacks, the Regiment suffered heavily in the attack with 90 killed in action and a further 250 wounded. The assault marked the beginning of a major offensive that resulted in the Red Army pushing as far as the outskirts of Gomel by 1 October.

As the only award on Babkin's record card, it is possible that the wound he received during this action prevented him from seeing further front line action during the war. After the war he was serving as the Head of the Regional Public Education Department, Kuibyshev District, and was living in Mokroe, Kuibyshev District, Kaluga Region; sold together with copied citation and research, including english translation.

488

**A very rare Soviet Order of the Red Banner for the Manchurian offensive awarded to Lieutenant V. A. Zybin, a Sapper Platoon Leader of the 63rd Independent Sapper Battalion, 39th Rifle Corps, 25th Army for defusing a large number of anti-tank mines, fougasses, anti-personnel mines and booby traps during an engineer reconnaissance mission in the city of Sanchagou which involved the clearing of a school for young suicide bombers**

Russia, U.S.S.R., Order of the Red Banner, Type 3, Variation 2, reverse officially numbered '237997', *reverse sometime gilt, some enamel repair and chipping, nearly very fine*

£200-240

**Viktor Aleksandrovich Zybin** was born in Grozny, Chechnya in 1921, drafted by the Military Commissariat of the Krasnogvardia Raion in the Leningrad region he joined the Red Army in November 1940, and was a member of the Komsomol from 1941 onwards.

Little is known of Zybin's wartime service as this according to his record card is his only award, won as a Sapper Platoon Leader in the 63rd Independent Sapper Battalion, 39th Rifle Corps. He was still a resident of Leningrad at the time of the award in the February 1946, the citation stating:

'During the fighting for the city of Duinin, sapper platoon leader Lieutenant Zybin carried out an engineer reconnaissance mission in the direction of the cities of Duinin and Sanchagou under heavy enemy rifle and machine gun fire. He was one of the first to burst into the city of Duinin, killing two enemy soldiers. During the reconnaissance mission he personally retrieved and defused 80 anti-tank mines and 5 fougasses. This enabled the quick advance of the reconnaissance tanks of the 2nd Tank Battalion. In a school for young suicide bombers in the city of Sanchagou, 10 anti-tank mines, 15 anti-personnel mines and 20 booby traps - which had been left in the school building - were defused. During the fighting, the men of the platoons served well under Lieutenant Zybin's leadership. All assigned combat missions were carried out well. Thanks to his rational and skilful leadership the platoon didn't suffer a single loss.'

The recommendation was signed by Lieutenant Colonel Korneyev, 259th Independent Tank Brigade on 23rd August 1945.

Sanchagou is now called Suixi and is a village about 40-50 kilometres west of the Russia-Chinese border in the far east, it would have been on the line of advance of the forces attacking Manchuria from the area to the north of Vladivostok.

The Red Army's Offensive in Manchuria began on the 9 August 1945, as promised 3 months to the day after the cessation of the fighting against Germany, three days after the Atomic Bombing of Hiroshima and just a matter of hours before the second Atomic Bomb was dropped on Nagasaki. The two bombings and the destruction of the Kwantung Army in a matter of weeks in Manchuria brought an eventual quick end to the fighting in the far east. The Japanese Military agreeing to a surrender on 15 August, however fighting continued for some time after this as the message failed to reach large numbers of Japanese Troops, and others ignored it, failing to believe the Emperor and his Military Commanders would sign a surrender document; sold together with copied english translation of the citation and research.

489

**A Soviet Order of Glory awarded to Guards Private First Class G. T. Biletsky, 161st Order of Aleksandr Nevsky Rifle Regiment, 53rd Guards Tartu Red Banner Rifle Division, 51st Army for his successful role in the combat at the hamlet of Teri-Katishi 23rd February 1945, in the destruction of a wooden pillbox and observation post**

Russia, U.S.S.R., Order of Glory 2nd Class, Type 2, reverse officially numbered '15313', *very fine*

£160-200

**Grigory Tofeleovich Biletsky** was born in the village of Yelevka, Malin Raion, Zhitomir Oblast in 1925, a member of the Komsomol he joined the Red Army in February 1944 and saw service with the 53rd Guards Tartu Red Banner Rifle Division, 53rd Guards Rifle Division. Biletsky fought in the Baltic states and would have been involved in the liberation of Estonia and Latvia, being wounded twice, on the 23 August and 23 December 1944, and had earlier won a Medal for Courage on 8 August 1944.

In Order to be awarded an Order of Glory 2nd Class, an individual first had to win the Order of Glory 3rd Class, which Biletsky did by Order of the 53rd Guards Tartu Red Banner Rifle Division on 16 January 1945.

This Order of Glory 2nd Class was awarded to him by Order of the 51st Army on 5 April 1945, whilst serving as a gun-layer in a 76mm gun battery of the 161st Guards Order of Aleksandr Nevsky Rifle Regiment, 53rd Guards Tartu Red Banner Rifle Division, 51st Army with the following citation:

‘Using direct lay during the fighting for the hamlet of Teri-Katishi on February 23, 1945, he personally put out of action 2 enemy large calibre machine guns and destroyed a wooden pillbox and observation post, which contributed to the successful breakthrough of the enemy defences in one sector. Disregarding the enemy artillery, mortar, rifle and machine-gun fire, comrade Beletsky boldly crawled forward, ahead of the infantry, located his targets, and then returned to his gun and destroyed with his accurate fire the targets he had detected.

He deserves the Order of Glory 2nd Class.’

Signed by the Commander of the 161st Guards Order of Alexander Nevsky Rifle Regiment, Guards Lieutenant Colonel Artamonov.

The Medal was awarded to him by the Leningrad Front on 30 May 1945. It is unknown what became of Biletsky after the war; sold together with citation and research, including english translation.

490

**A Soviet Order of Glory awarded to Guards Private First Class A. K. Nevesyloy, Sapper Platoon, 170th Guards Rifle Regiment, 47th Guards Lower Dnieper Red Banner Order of Bogdan Khmelnytsky Rifle Division, for his excellent mine laying under fire**

Russia, U.S.S.R., Order of Glory, 3rd Class, Type 2, Variation 1, reverse officially numbered ‘209963’, *very fine*

£100-140

**Afanasy Kirillovich Nevesyoly** was born in 1904 and joined the Red Army in February 1944, a resident of the village of Novo-Maryanovka, Apostolovo Raion, Dnepropetrovsk Oblast. He served on the front line from 10 March 1944. It is quite possible that Nevesyoly was one of many Ukrainians and other nationalities swept up by the advancing Red Army as they moved west towards Germany.

This Order of Glory 3rd Class, as a 1944 entrant of the Red Army appears to have been Nevesyoly’s sole award, the recommendation stating:

‘On August 12, 1944, comrade Nevesyoly, who was serving in a Sapper platoon, mined the area lying ahead under heavy enemy machine-gun and mortar fire. All in all he laid 680 anti-tank mines. Prior to our units’ offensive he blocked off the minefields from our side and despite heavy enemy fire created three passages through the minefields for our units. On August 22nd 1944, under enemy fire, he delivered mines to the front line, and with his platoon he mined a sector near the village of Lezheketse, laying 345 anti-tank mines. On September 17, 1944 under heavy enemy rifle and machine-gun fire, he mined a sector near the village of Selvakuvka, laying 120 anti-tank mines. Comrade Nevesyoly deserves the Order of Glory 3rd Class.

Signed by the Commander of the 140th Guards Rifle Regiment, Guard Lieutenant Colonel Kabitsin.’

It is unknown what came of Nevesyoly but given the nature of his work, it is quite possible that he failed to see the conclusion of the Second World War; sold together with copied citations and research, including English translations.



491

A Soviet Order of Glory 3rd Class awarded to Guards Senior Sergeant I. A. Grigorov, the Commander of an Artillery piece of the 158th Guards Artillery Regiment, 78th Guards Rifle Division, the recipient of several awards including a probable Stalingrad Order of the Red Star, this award for firing over open sights under heavy fire, destroying up to a platoon of enemy soldiers and surprising 2 armoured personnel carriers, including forcing the last one to retreat

Russia, U.S.S.R., Order of Glory 3rd Class, Type 2, Variation 1, reverse officially numbered '136250', *very fine*

£60-80

**Ivan Alekseyevich Grigorov** was born in 1914, and served with the Red Army from 1941 onwards, seeing front line service from 28 July 1942.

Initially serving with 64th Army on the Stalingrad Front, he would have seen service in the defence of the southern districts of Stalingrad during the German onslaught of the city. When the German Sixth Army split the Russian defenders in mid-September, the 64th Army pulled to the south of the city where it launched continual counter attacks to try and deflect part of the offensive and halt the capture of the city. Eventually when the time for Operation Uranus the encirclement of the city came, the 64th Army played a major role in the successful destruction of the German forces in the city. It was most likely for an act of gallantry in the final part of the destruction of the German Sixth Army that Grigorov was awarded the Order of the Red Star on 21 February 1943.

Grigorov's unit became part of the new Don Front in early 1943, before transferring to the Voronezh Front from 2 February- 1 July 1943, and saw action in the follow up operations to the Battle of Stalingrad in which the Hungarian Second Army was destroyed, and then during the Third Battle of Kharkov in which the Red Army's attack was repulsed and the German's recaptured the city.

Becoming the Steppe Front on 1 July 1943, the Division acted as part of the Red Army's reserve during Operation Citadel (Battle of Kursk) and was then active in the Red Army's counterattack which re-captured Belgorod and resulted in the clearing of Eastern Ukraine.

During the advance to the Dnieper and the subsequent crossing, Grigorov saw service with 25th Guards Rifle Corps, and during the latter part of 1943 he was to be awarded the Order of the Patriotic War 2nd Class on 31 December 1943.

This Order of Glory 3rd Class was awarded to him on 18 August 1944, whilst serving as the Commander of an artillery piece of the 158th Guards Artillery Regiment, 78th Guards Rifle Division with the following citation:

'During the offensive operations conducted between August 4 and 10, 1944, he showed himself a brave gun commander. Firing over open sights from an open firing position while continuously subjected to enemy artillery and machine-gun fire, comrade Grigorov's gun destroyed 1 artillery piece, 2 machine-gun positions, a cart containing ammunition, an observation post, and up to a platoon of enemy soldiers and officers and suppressed 2 armoured personnel carriers and forced the last one to retreat.'

Signed by the Commander of the 158th Guards Artillery Regiment, Guards Lieutenant Colonel Schotchikov, August 12, 1944.

After the war Grigorov was living at the Inter-Sovkhos base of the Begovat Raion, Tashkent Oblast, Uzbek SSR alongside his wife Anna Vasilyevna Yermakova; sold together with copied citation and research, including english translation.

492 **A Soviet Order of Glory 3rd Class awarded to Private S. N. Krysanov, 47th Rifle Regiment, for wounds received in the heavy fighting at Staraya Russa in September 1942**

Russia, U.S.S.R., Order of Glory 3rd Class, reverse officially numbered '627386', *very fine*

£60-80

**Stepan Nikolayevich Krysanov** was born in the village of Gorokhovo, Chernava Raion, Ryazan Oblast in 1906 and served in the Red Army from September 1941-September 1942. He was severely wounded in his left leg on 15 September 1942 in the heavy fighting at Staraya Russa, and this led to the post-War award of this Order of Glory 3rd Class with the following citation:

'Serving as a Rifleman in the 47th Rifle Regiment near the city of Staraya Russa, comrade Krysanov was severely wounded in his left foot. At the present time he is a disabled veteran of the 3rd category.

A disabled veteran of the Patriotic War, he deserves this nomination for the Medal for Courage.'

This award was firstly changed to an Order of the Red Star by the Commander of Moscow Military District, Colonel General of the Army Artemyev, and changed again to an Order of Glory 3rd Class by the Chief of one of the sections of the Personnel Department of the Moscow Military District Major Kovalenko.

Seeing no further action after Staraya Russa, this was Krysanov's sole award of the conflict. Post war he was working as a Farmer at the '13 let RKKA' (13th Anniversary of the Red Army) Kolkhoz, village of Gorokhovo, Chernava Raion, Ryazan Oblast, whilst also living in the village; sold together with citation and research, including english translation.

493 **An outstanding Soviet Sniper's Order of Glory 3rd Class awarded to Reserve Corporal A. Y. Voodla, 917th Rifle Regiment, 249th Estonian Rifle Division, who served in the liberation of the Island of Saaremaa in the Autumn of 1944, personally killing no less than 11 Germans**

Russia, U.S.S.R., Order of Glory 3rd Class, Type 2, Variation 2, reverse officially numbered '729850' by rotating tooling machine as correct for the period of this award, *good very fine*

£100-140

**August-Alfred Yuliusovich Voodla** was born in 1915 in Estonia, he had clearly escaped the advancing German Army and had been drafted by the Military Commissariat of the City of Archangelsk, serving in the Great Patriotic War from 12 February 1942 until the end of the war. Noted as serving in the area around Velikiye Luki around December 1942-January 1943, and during the liberation of Estonia during the summer and autumn of 1944. Voodla was wounded in the right shoulder on 7 October 1944 during the action mentioned in his citation, which states:

'During the Great Patriotic War he took part in the battles for the defence of the motherland since December 1942. During the fighting to liberate the island of Saaremaa he killed 11 Germans as a sniper. While attacking a town on October 7, 1944 he was wounded. For the fighting on the island of Saaremaa he was nominated for the Order of Glory 3rd Class, and his feat was described in November 1944 in the republican newspaper 'Rahva Haal'

He didn't received his award due to the fact he was brought to a hospital. At the present time he works at Jarvamaa Forestry Enterprise. At his workplace he is characterised positively.

The Estonian Communist Party Committee of the Paide Raion and the Paide Raion Executive Committee agree with the recommendation.

Conclusion: For active participation in the Great Patriotic War for the defence of our motherland he deserves to be awarded the Order of Glory 3rd Class.'

The citation is signed by a Lieutenant Colonel Haugas on 20 May 1966, indicating this is a sometimes seen 'catch up award', handed out to those who were wounded and thus were unable to be found to present their awards to, or sometimes in the case of lost recommendations that were followed up many years later.

It is clear that Voodla survived the war, and was living in the village of Huuksi, Koigi Rural Municipality, Paide Raion, Estonia, where he worked at the Huuksi Forest, Jarvamaa Forestry Enterprise at the time of the award of the Order of Glory to him on 22 August 1967; sold together with copied citation and research, including english translation.

494

A Soviet Order of the Red Star awarded Guards Private First Class A. G. Shumilov, 9th Guards Airborne Division, who served as a messenger and showed exceptional courage at the beginning of the Vistula-Oder Offensive, killing four Germans when ambushed in a wood whilst delivering a message; earlier Shumilov had been twice wounded and had been part of the Defence of Prokhorovka during the Battle of Kursk, the scene of the largest Tank Battle in history

Russia, U.S.S.R., Order of the Red Star, Type 2, reverse officially numbered '2211845', *good very fine*

£140-180

**Andrei Grigoryevich Shumilov** was born in the village of Yadrino, Yadrin Raion, Chuvash Autonomous Soviet Socialist Republic in 1913. He was drafted by the Military Commissariat of the Yadrin Raion, Suvash Autonomous Soviet Socialist Republic, and served from May 1943 onwards in the Red Army, initially serving with the Voronezh Front, he then served with the Steppe Front, 2nd Ukrainian Front and ended the War with the 1st Ukrainian Front.

Shumilov would have seen service initially in the Staraya Russa offensive of March 1943, before his unit was moved into the Reserve Forces. After this the Division was involved in the Battle of Kursk and particularly distinguished itself in the ferocious defence of the village of Prokhorovka, the scene of the largest armoured battle in warfare, when the 9th Airborne Division was part of the force that saw off the 1st SS Leibstandarte Adolf Hitler Division. The Division then pushed forward in the Belgorod-Kharkov offensive during which time Shumilov was wounded in August 1943.

Subsequently the Division was involved in the crossing of the Dnieper in the area of Kremenchug and the ensuing Bridgehead battles, during the latter stages of the fighting here Shumilov was wounded again in November 1943.



During 1944 the 9th Airborne Division was again involved in heavy fighting, particularly during the summer months in the Sandomierz bridgehead at the Vistula River, the scene of numerous German counterattacks in an attempt to prevent the Red Army from forming a jumping off point on the Western Bank of the Vistula for further offensives into Poland and Germany.

Shumilov's first award was received in November 1944, a Medal for Combat Merit by Order of the 9th Guards Airborne Division, most likely for his part in a defensive action in the Sandomierz Bridgehead.

By January 1945 the 9th Guards Airborne Division took part in the Vistula-Oder Offensive, and it was for an action in the early days of this that Shumilov was awarded an Order of the Red Star by Order of 9th Guards Airborne Division, later on 25 May 1945:

'Serving as a messenger from the Training Company, comrade Shumilov showed exceptional bravery and courage on 12th January 1945, during the breakthrough of the heavily fortified enemy defences near Stopnica. In a timely manner he delivered all orders and instructions to not just his own units, but other units on the front line as well.'



On the night of 12th January 1945, during a reconnaissance-in-force mission, the right flank of the 28th Guards Rifle Regiment had run into a minefield. It was imperative to send an urgent message to the divisional engineer informing him that the sector needed to be cleared of mines. Despite heavy enemy artillery and mortar fire comrade Shumilov handled this assignment splendidly. He quickly conveyed the instruction, thus ensuring that swift measures were taken to clear the minefield.

On 21st January 1945 the exact position of the 28th Guards Rifle Regiment, which acted as forward element, needed to be ascertained. Along with a signal officer, comrade Shumilov was dispatched for this purpose. They needed to travel at night. As he passed through the woods leading to Hermannstal, comrade Shumilov was attacked by an enemy outfit made up of troops from destroyed and defeated units. Comrade Shumilov kept a clear head, promptly opened fire at the enemy, killing 4 Germans, and accomplished his assignment on schedule.'

The 9th Guards Airborne Division would go on to fight in the Berlin Offensive as part of the 1st Ukrainian Front, while it didn't fight in the city itself, it was involved in the fighting around Dresden and on the southern wing of the offensive which protected the offensive against German counterattacks from forces further south.

After the war Shumilov was working as Chairman of Yadrino Rural Municipality, village of Yadrino, Yadrin Raion, Chuvash Autonomous Soviet Socialist Republic; sold together with citation and research, including english translation.

495

**An unusual Soviet Civilian Foreman's Order of the Red Star awarded to V. D. Golub, Foreman 1st Class at Warehouse 701, Red Banner Baltic Fleet, Kronstadt Naval Defence Area**

Russia, U.S.S.R., Order of the Red Star, Type 6, reverse officially numbered '1983609', *very fine*

£60-80

**Vasily Dmitriyevich Golub** was born in the village of Nalesni, Lukovyansky Rural Municipality, Valдай Raion during 1908, and became a Member of the Communist Party in April 1933.

Golub was to serve in Leningrad during the Great Patriotic War being awarded a Medal for the Defence of Leningrad, a Medal for Combat Merit by Order of the Commander of the Red Banner Baltic Fleet on 30 April 1944 and this Order of the Red Star by Order of the Commander of the Red Banner Baltic Fleet on 27 February 1946, as well as the Medal for the Victory over Germany.

This Order of the Red Star was issued to him whilst working as the Chairman of the Factory Committee of Warehouse 701, Rear of Kronstadt Naval Defence Area, Red Banner Baltic Fleet, with the following citation:

'He has been working in Artillery Ammunition Warehouse nr. 701 uninterrupted for 15 years as a foreman in the Auxiliary Workshop. During the Patriotic War he bravely overcame all difficulties and he carried out all his assignments in an excellent manner.

He implemented dozens of streamlining proposals, which lightened the workload of the labourers, increased the workforce labour productivity, and improved workmanship.

Making skilful use of domestic resources, he was able to procure alternative materials and always accomplished his tasks within the established time frame.

In difficult periods he did not leave the workplace for several days on end and through his selfless efforts he served as an example to the entire workforce.

Following the end of the war he vigorously devoted himself to restoring the repair depots and storage facility. As Chairman of the local labour union committee he has been skilfully organising the socialist competition and reaching his productivity targets each month.

For carrying out his assignments during the Patriotic War in an excellent manner and for the bravery he displayed, he deserves to be awarded the Order of the Red Star.'

Signed by the Chairman of the Workers' Labour Union Committee of the Baltic Fleet.

After the war Golub was noted as a resident of Apartment 20, 26 Uritsky Street, Kronstadt; sold together with copied citation and research, including english translation.

496

A Soviet 'Kirovograd Offensive' Pilot's Order of the Red Star awarded to Lieutenant A. M. Shtokalenko, 66th Aviation Regiment, 266th Aviation Regiment, 5th Air Army, 2nd Ukrainian Front, who later went on to be awarded both the Order of the Patriotic War 2nd Class and the Order of the Red Banner, before joining the Uzbek Civil Fleet as a Captain

Russia, U.S.S.R., Order of the Red Star, Type 6, reverse officially numbered '414993', *enamel repair to one arm, very fine*

£140-180

**Aleksandr Mikhailovich Shtokalenko** was born in 1922 at Krasnovodsk Aleksandr Mikhailovich Shtokalenko and was drafted by the Military Commissariat of the Lenin Raion, in the city of Tashkent, he joined the Red Army in August 1940. Shtokalenko became of a Candidate Member of the Communist party in 1942, his front line service began on 26 December 1943 with the 66th Kiev Ground Assault Regiment, where he was recommended for the award of the Order of the Patriotic War 2nd Class (which was later downgraded to an Order of the Red Star), the recommendation was as follows:

'Comrade Shtokolenko has been serving with the 66th Kiev Ground-Assault Aviation Regiment since 26th December 1943. During this period he showed himself a fearless airman. During the regiment's period of particularly intense combat actions he conducted 12 combat flights, aimed at destroying enemy troops and material. During his missions he releases his bombs exactly over his target, as a result of which, during this period, he destroyed or damaged 5 tanks and armoured vehicles, 1 fuel storage tank, 1 ammunition depot, and 5 field and anti-aircraft guns. He took part in fierce air and defensive combat three times. He doesn't lose himself even at the most trying moments, is cool-headed, and skilfully engages in battle. In combat he acts decisively and confidently and looks out for his comrades-in-arms.

On 16th January 1944, during a combat mission, the aircraft flown by comrade Shtokolenko was damaged by enemy anti-aircraft artillery and fighters, the tires and wings had been punctured and the rudder was damaged, but comrade Shtokolenko didn't disengage from battle and continued carrying out his mission. He flew the damaged aircraft to the airfield and landed it smoothly, thus saving the aircraft.

For 12 successful combat flights, during which he destroyed or damaged 5 tanks and armoured vehicles, 1 fuel storage tank, and 5 guns of various calibres and blew up 1 ammunition dump, he deserves the Order of the Patriotic War 2nd Class'

The recommendation was signed off by the Commander of the 66th Kiev Ground-Assault Aviation Regiment, Major Kruglov. It was subsequently downgraded to an Order of the Red Star by Colonel Rodyakin the Commander of the 266th Poltava Ground Assault Division.

In the time covered by the recommendation, the 5th Army of which his Regiment was a part, was engaged in supporting the Kirovograd Offensive in Central Ukraine, which was part of the larger Dnieper-Carpathian Offensive that sought to finally push out the Germans and their allies from the Ukraine.

Shtokolenko was later awarded the Order of the Red Banner by Order of the 5th Air Army on 20 February 1945 and the Order of the Patriotic War 2nd Class on 23 February 1945. After the war Shtokolenko returned to live at 11 Chimkent Street, Tashkent where he became an Aircraft Captain with the Uzbek Civilian Air Fleet; sold together with citation and research, including english translation.

- 497 **A 1941 Battle of Uman Tank Commander's Order of the Red Star awarded to Sergeant F. I. Kovalchuk, 132nd Tank Brigade who was recommended for the Order of the Red Banner for the destruction of numerous Mortars, Anti-Tank Guns and Tanks**

Russia, U.S.S.R., Order of the Red Star, Type 6, reverse officially numbered '2071652', *good very fine*

£60-80

**Fyodor Iosifovich Kovalchuk**, a commander of a medium tank of the Tank Regiment of the 132nd Tank Brigade was a Ukrainian born in the village of Korzhova, Biban Raion, Kiev Oblast in 1916, having attended higher education, he had failed to finish by the time he joined the Red Army in 1940. Fighting from the beginning of the war he was recommended for an award of the Order of the Red Banner for the heavy fighting in the Uman region in the Ukraine, during which a large number of Red Army troops were encircled and destroyed, the citation for the award which was subsequently downgraded to an Order of the Red Star was as follows:

'Since the start of the Patriotic War his formidable tank, in its crew's able hands, has been invulnerable to enemy attacks whenever it unleashed its power on the enemy and inflicted crushing blows. Dozens of times, the tank commander, comrade Kovalchuk drove into battle in the Khrestinovka area near Uman, where he destroyed 4 anti-tank guns, 3 mortars and 4 fuel trucks. In the Bessarabian sector of the front line, near Nikoren, he destroyed 2 fascist tanks. Near Prigorovka and Kobelyaki comrade Kovalchuk destroyed 5 anti-tank guns and 3 mortars. At the height of the heated battle on the approaches to Poltava comrade Kovalchuk, our heroic patriot, was wounded, but did not abandon his tank in combat; instead he drove it off the battlefield. At the moment comrade Kovalchuk is recuperating in a hospital. Comrade Kovalchuk deserves a decoration.'

Signed by the Commander of the Tank Regiment of the 132nd Tank Brigade, and subsequently the Military Commissar of the Tank Regiment of the 132nd Tank Brigade, Captain Okhlopov, the Commander of the Northern Fleet, Colonel Kuzmin and the Military Commissar of the 132nd Tank Brigade Bahktin.

Although the original recommendation was made on 8 October 1941, it would appear with an Order with such a high award it was not awarded him until some years later. Quite possibly if he was in hospital as a result of the authorities losing track of him. His wound also clearly allowed Kovalchuk to escape the German encirclement at Uman as he went on to be awarded the Medal for the Defence of the Caucasus in May 1944, as well as a second Order of the Red Star (No.1127404) on 11 March 1945 by Order of the 70th Mechanised Brigade, 3rd Guards Tank Army, 1st Ukrainian Front with whom he was serving as a Motor Transport Company 1st Sergeant.

Going on to be awarded the Medal for Victory over Germany it is likely he took part in the Red Army's Offensive between the Oder and the Elbe as part of the 1st Ukrainian Front, perhaps playing a role in the advance on Berlin. After the war he left the Red Army in November 1945 and on 22nd January 1946 was noted as temporarily unemployed and living at 15 Piontkovsky Street in the city of Uman.

Although issued later, any awards for the fighting in 1941 are quite hard to find, the Red Army being loathed to hand out too many awards at a time where they were being pushed back and heavily punished on all fronts. Awards for later in the war were much more plentiful; sold together with citations and research, including english translation.



498

An interesting Order of the Red Star awarded to Lieutenant Sergei Sergeyevich Yakovlev, flight instructor in the 5th Training Detachment, Azerbaijani Branch of the Civil Air Fleet for his role in training Pilots on the PS-40 cargo aircraft and P-5 bi-plane night bomber for the Red Army Air Forces; in addition to his role as an Instructor he also undertook other assignments in combat

Russia, U.S.S.R., Order of the Red Star, reverse officially numbered '2139669', *good very fine and unusual to a Civilian*

£100-140

**Sergei Sergeyevich Yakovlev** was born in Leningrad in 1914. Having attained a secondary education, he joined the Civil Air Fleet in 1937 and then the Red Army on 11 June 1943. A Komsomol Member he was working as a flight instructor with the Azerbaijani Branch of the Civil Air Fleet at the time of the award of this Order of the Red Star issued to him on 19 August 1944, with the following citation:

'Comrade S.S. Yakovlev has been serving in the Civil Air Fleet since 1937 as a flight instructor who trains aircrews. During the Patriotic War the chief of the Azerbaijani Branch appointed him detachment commander in a training squadron. Comrade Yakovlev's detachment has not had any accidents, even though it was based in an area with poor weather condition, where sudden winds and mountain wind currents frequently jeopardised the planes and men. Faced with a lack of communications equipment, the detachment commander, comrade Yakovlev, skilfully managed to prevent in-flight incidents.

Thoroughly training each of his subordinates and evaluating the individual abilities of each and every one of them, comrade Yakovlev, the detachment commander in the training squadron, achieved such great successes that after having trained there classes of cadets (180 men) in airmanship, he has not had a single accident. When the detachment's cadets graduated, comrade Yakovlev received a highly positive evaluation from the commission that was responsible for admitting cadets to schools of the Red Army Air Forces.

In August 1942 comrade Yakovlev was appointed as an instructor in the in the 5th Training Detachment, where he from day one applied his vast practical experience and, within a short amount of time and without any in-flight incidents, trained 15 pilots to fly the PS-40 aircraft in a rear-area unit. At night he trained 19 men to fly the P-5 aircraft.

Over the course of 1943 and 1944, comrade Yakovlev trained 25 pilots in air units of the Civil Air Fleet and 15 men in rear-area units.

Comrade Yakovlev has accumulated a total of 2755 flight hours, including 288 nighttime hours. Over the course of 1943 he logged 545 hours, 106 of which were at night.

In addition to his primary duties of training aircrews, comrade Yakovlev was given special separate assignments, which he carried out in combat situations. For accomplishing these tasks in an excellent manner he received a highly positive evaluation.

Comrade Yakovlev's crew serves as an example to the unit's other aircrews and is always ready to carry out any and all assignment.

For training aircrews in an excellent manner and for his exceptional energy and his outstanding airmanship, comrade Yakovlev deserves to be awarded the Order of the Red Star.'

Signed by the Commander of the 5th Training Detachment, Azerbaijani Branch of the Civil Air Fleet, Senior Lieutenant Tynyavsky.

Yakovlev would go on to receive a Medal for Combat Merit on 3 November 1944 and a Medal for the Victory over Germany at the end of the war.

Subsequently he would serve as a Pilot with the Azerbaijani Branch of the Civil Air Fleet, and was living at Apartment 5, block 1, quarter 648, Srednebulvarnaya Street, Baku; sold together with copied citation and research, including english translation.

- 499 **A Soviet Medal for Bravery awarded to Guards Junior Lieutenant G. V. Peteryayev, a Rifle Platoon leader in the 21st Rifle Regiment, 5th Guards Rifle Division, 11th Guards Army, 3rd Belarussian Front, for the Crossing of the Neutif Strait and the capture of 50 German Prisoners**

Russia, U.S.S.R., Medal for Bravery, Type 2, Variation 1, officially numbered '3353478' to reverse, *lacking red enamel lettering, very fine*

£60-80

**Grigory Vladimirovich Peteryayev** was born in the village of Starobelokatai, Belokatai Raion, Baskhir ASSR in 1915, becoming a member of the Communist Party in 1940, he saw action during the Great Patriotic War from 21 March 1943 with the 3rd Belarussian Front, being wounded on 9 August 1943. Peteryayev attended the Kemerovo Infantry School in January 1945 and having been passed as an Officer was at the disposal of the 3rd Belarussian Front from 11 April 1945.

Serving as a Guards Junior Lieutenant, Peteryayev was to receive his sole award for gallantry in the form of this Medal for Bravery, awarded on 25 May 1945:

‘Comrade Poteryayev and his Platoon displayed examples of courage and bravery during the fighting for the city of Pillau.

On April 26, 1945 he and his platoon were among the first to cross the Neutif Strait and on the opposite shore provided fire support for the crossing of the entire battalion. On April 27, 1945 he took up to 50 Hitlerites prisoner on the Vistula Spit.

During the fighting for our Soviet motherland he received one wound.

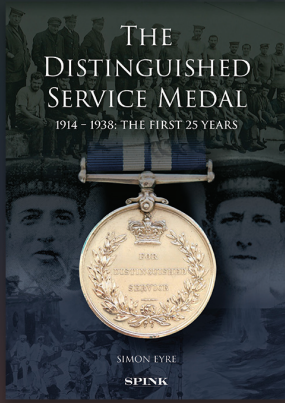
He deserves to be awarded the Order of the Red Star.

Signed by the Commander of the 21st Guards Red Banner Rifle Regiment, Hero of the Soviet Union, Guards Major Ustinov.’

In August 1946, he was listed as temporarily unemployed because of the demobilisation, and was living at 12 Kholturnin Street, Novozlatoust Raion, Chelyabinsk Oblast; sold together with copied citation and research, with english translation.

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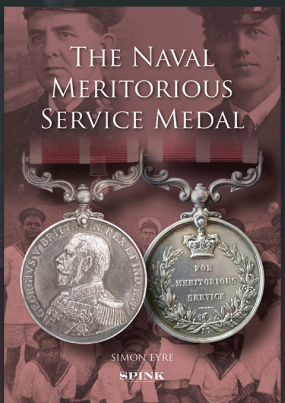
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500

**A Soviet Medal for Courage awarded to Guards Lieutenant Y. P. Varfolomeyev, a Platoon Leader in an Anti-Tank Rifle Company of a Motorised Submachine Gun Battalion, 64th Guards Red Banner Tank Brigade, who having ridden into battle mounted on advancing Tanks, dismounted and charged the enemy trenches, killing the enemy, setting an example to his men, he was subsequently involved in a successful withdrawal from a cut-off position**

Russia, U.S.S.R., Medal for Courage, Type 2, Variation 1, reverse officially numbered '931717', *red enamel lettering almost lost, otherwise very fine*

£100-140

**Yegor Pankratovich Varfolomeyev** was born in the village of Romanovo, Altai Krai in 1915, and had served with the Red Army from July 1941, becoming a Member of the Communist Party in 1943. Initially serving with the Kalinin Front from 2 February- 7 March 1943, he then served with the Voronezh Front from 20 March 1943, including during the Battle of Kursk, for actions during which he was awarded the Order of the Red Star by Order of the 49th Tank Brigade on 22 July 1943.

Serving as a Platoon Leader in an anti-tank rifle company of a motorised submachine gun battalion, 64th Guards Red Banner Tank Brigade he was awarded this Medal for Courage by Order of the 64th Guards Tank Brigade on 13 April 1944, the citation stating:

'During the offensive fighting in the sector of the 1st Ukrainian Front, comrade Varfolomeyev, serving as anti-tank rifle platoon leader, displayed unparalleled bravery and forcefulness in his decision-making during combat missions. During the fighting for the villages of Nartsyzovka, Usenki and Lozovatka in the Vinnitsa Oblast on January 11 and 12, Varfolomeyev and his platoon took part in a tank assault, sitting on the tanks. Under heavy artillery and machine gun fire and bombardments from the enemy side they drove along on top of the tanks and burst into the enemy defences.

Varfolomeyev had his men got off the tanks and in front of his men, as an example to all of them, he stormed into the enemy trenches and killed the enemy. During the fighting the company commander was put out of action, after which Varfolomeyev assumed command. In the course of these battles, under the direct leadership of Varfolomeyev 3 heavy enemy firing positions were destroyed and up to 2 platoons of infantry were killed. During the fighting for the village of Vybulevo on 25th January 1944, comrade Varfolomeyev and his unit found themselves cut off from their main forces. Having occupied defensive positions, they held on until they received orders to withdraw. After having received these orders, Varfolomeyev left for his parent unit with his main forces and managed to save all his men and material.

For courage and bravery displayed in combat he deserves the Medal for Bravery.'

Signed by Captain Kalmynov, Commander of the Motorised submachine gun Battalion of the 64th Guards Red Banner Tank Brigade, and subsequently by the Commander of the 64th Guards Red Banner Tank Brigade.

Shortly after this award, he was awarded the Order of the Red Star by Order of the 1st Guards Tank Army on 8 May 1944.

This last award most likely being for the battles around the Kamenets-Podolsky (Hube) Pocket in late March and April 1944 in which the Red Army attempted to encircle and destroy the 1st Panzer Army with partial success, with many Germans escaping, but without their heavy equipment which was left behind.

Varfolomeyev survived the war, and subsequently was employed as Chairman of the Vysokaya Griva Rural District, Pankrushikha Raion, and was living in that village in Altai Krai; sold together with copied citation and research, including english translation.

501

**A Soviet group of five awarded to Colonel Ilgenkov, Soviet Army**

Russia, U.S.S.R., Labour Medal of the Great Patriotic War 1941-45; 20th Anniversary 1945-65; 30th Anniversary of the Soviet Militia 1918-48; 50th Anniversary of the Soviet Militia 1917-67; 250th Anniversary of Leningrad, all with named award booklets, *very fine* (5)

£50-70



502	<b>Russia</b> , U.S.S.R., Defence of Odessa; Defence of Sevastopol, <i>polished, very fine</i>	
	Bulgaria, Republic, Order of 1 September 1944, with swords, gilt and enamel, <i>very fine</i> (3)	£60-80
	Together with two award booklets.	
x503	<b>Russia</b> , U.S.S.R., Order of the Red Banner of Labour, reverse numbered '812858'; Red Cross Order, numbered '9648'; Motherhood Order (2), reverses numbered '385212' and '1283047', <i>very fine</i>	
	<b>Japan</b> , Empire, Order of the Sacred Treasure, silver, reverse marked 'M', <i>rather crude, very fine</i> (5)	£60-80
x504	<b>Russia</b> , U.S.S.R., Combat Medal (3), reverses numbered '2633776', '494487' and '301225', <i>two with replacement suspension, very fine</i> (3)	£40-60
x505	<b>Russia</b> , U.S.S.R., Bravery Medal (4), reverses numbered '284305', '415227', '454860' and '328770', <i>a number with replacement suspensions, very fine</i> (3)	£60-80
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x507	<b>Russia</b> , U.S.S.R., Navy Long Journey Badge (3); Red Banner Navy Badge; Navy Badge, <i>very fine</i> (5)	£30-50
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x509	<b>Russia</b> , U.S.S.R., 500,000km Pilot's Badge; 1,000,000km Pilot's Badge, reverse numbered '2736'; Aeroflot Badge; 1st Level Sporting Badge; Athletic Champion Badge, reverse numbered '137362'; GTO Class II Badge, <i>very fine</i> (6)	£60-80
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x513	<b>Russia</b> , U.S.S.R., State University Graduator Badge, silver and enamel, reverse scratch-engraved 'Burzev' in Russian to reverse; Mongolian Worker's Party Badge (2), numbered '2950' and '3064' to reverse, <i>very fine</i> (3)	£40-60
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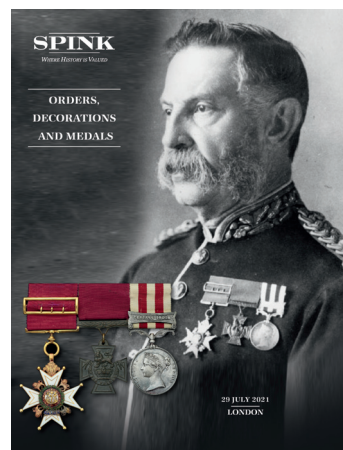
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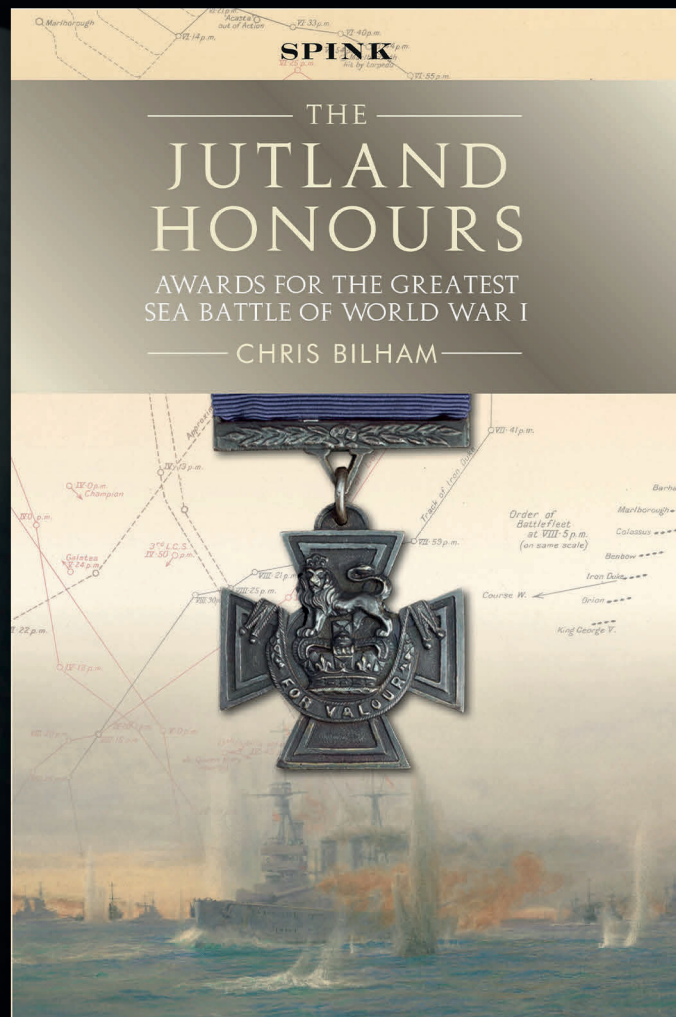
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If you give us instructions to bid on your behalf, by using the form provided in our catalogues or via our website, we shall use reasonable endeavours to do so, provided these instructions are received not later than 24 hours before the auction. If 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](http://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](mailto: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 – Buyers from outside the UK**

**General**

**5.3.1** As we remain liable to account for VAT on all Lots unless they have been exported outside the UK 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 outside the UK 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.

**5.3.4** Where a Lot is included within the Margin Scheme and Auctioneers' Scheme and evidence of export from the UK is produced within 3 months of the date of sale, the VAT on Buyer's Premium may be refunded.

**5.3.5** 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 UK 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.

**5.3.6** Where the Lot is marked as an Omega (Ω) Lot or an Import VAT (x) Lot and evidence of export from the UK 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.

**5.3.7** 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 UK is produced within 3 months of the date of sale.

**5.4 Payment**

**5.4.1** You must provide us with your full name and permanent address and, if so requested, details of the bank from which any payments to us will be made. You must pay the full amount due (comprising the Hammer Price, the Buyer's Premium and any applicable VAT) within seven days after the date of the sale. This applies even if you wish to export the Lot and an export licence is (or may be) required.

**5.4.2** You will not acquire title to the Lot until all amounts due have been paid in full. This includes instances where special arrangements were made for release of Lot prior to full settlement.

**5.4.3** Payment should be made in sterling by one of the following methods:

- Direct bank transfer to our account details of which are set out on the invoice. All bank charges shall be met by you. Please ensure that your client number is noted on the transfer.
- By cheque or bank draft made payable to Spink and Son Ltd and sent to Spink at 69 Southampton Row, Bloomsbury, London WC1B 4ET. Please note that the processing charges for payments made by cheques or bank drafts drawn on a non-U.K bank shall be met by you. Please ensure that the remittance slip printed at the bottom of the invoice is enclosed with your payment.



- (iii) By Visa or Mastercard. All Corporate cards regardless of origin and Consumer debit and credit cards issued outside the EU are subject to a fee of 3%. For all card payments there are limits to the amounts we will accept depending on the type of card being used and whether or not the cardholder is present.
- 5.4.4 Payments should be made by the registered buyer and not by third parties, unless it has been agreed at the time of registration that you are acting as an agent on behalf of a third party.
- 5.5 Invoices**  
Invoices may consist of one or more pages and will show: Zero rated Lots (o); no symbol Lots sold under the Margin Scheme and Auctioneers' Scheme; Lots marked (g) special scheme Investment Gold; Daggered Lots (†), imported Lots marked (x) and (Ω).
- 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	£20	£30
Up to £10,000	£20	£40	£60
Above £10,001	£30	£60	£90

The above fees are in GBP and would be converted into the sale currency if applicable.

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](mailto: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. Margin Scheme and Auctioneers' Scheme

1. Where possible, we will offer Lots for sale under the Margin Scheme and Auctioneers' Scheme. Such Lots can be identified by the absence of any VAT symbol next to the Lot number in the catalogue. Such lots are subject to 20% VAT on the Buyers' Premium but are not subject to VAT on the Hammer Price.
2. Where Lots are sold using the Margin Scheme and Auctioneers' 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' 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 UK. 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 UK.

# SPINK

WHERE HISTORY IS VALUED

## SALE CALENDAR 2021

### STAMPS

14 July	The "Dubois" Collection of Jamaica Postal History and Stamps - Part II	London	21041
30 June-21 July	The Philatelic Collectors' Series e-Auction	London	21126
17 Aug-8 Sep	The 'Greca' Collection e-Auction	London	21133
7 September	The 'Greca' Collection of Southern African Postal History	London	21030
9 September	Stamps and Postal History of Great Britain	London	21040
15 September	Stamps and Covers of Africa	London	21077

### COINS

2-16 July	Spink Numismatic e-Circular 9	London	21124
24 Jun-14 July	The Numismatic Collector's Series e-Auction	New York	370
7 July	Coins and Commemorative Medals Summer Auction	London	21006
11 July	The Numismatic Collectors' Series Sale	Hong Kong	CSS66
26 Aug-22 Sep	Spink Numismatic e-Circular 10: The Uvedale Collection of English Gold Coins	London	21154
7-28 September	Spink Numismatic e-Circular 10: Indian & Islamic Coins	London	21125
18 September	The Numismatic Collectors' Series Sale	Hong Kong	CSS69
29 September	Coins and Commemorative Medals Autumn Auction	London	21007

### BANKNOTES

24 June-14 July	The Numismatic Collector's Series e-Auction	New York	370
29 June-13 July	World Banknotes e-Auction	London	21130
30 June	A Charity Auction of Bank of Scotland £50 Notes	London	21028
11 July	South East Asian Banknotes and Coins	Hong Kong	CSS66
15 July	A Charity Auction of Bank of England £50 Notes	London	21023
27 Aug-10 Sep	World Banknotes e-Auction	London	21131
12-26 October	World Banknotes e-Auction	London	21132
27 October	World Banknotes	London	21009

### MEDALS

17 June-1 July	Orders, Decorations and Medals e-Auction 3	London	21102
29 July	Orders, Decorations and Medals	London	21002
15 Oct-3 Nov	Orders, Decorations and Medals e-Auction 4	London	21103
24-25 November	Orders, Decorations and Medals	London	21003

### BONDS & SHARES

20 Jul-10 Aug	Bonds and Share Certificates of the World e-Auction	London	21143
23 Oct-12 Nov	Bonds and Share Certificates of the World e-Auction	London	21144
23 Nov-7 Dec	Bonds and Share Certificates of the World e-Auction	London	21145

### HISTORICAL DOCUMENTS

21-28 January	Autographs & Documents e-Auction featuring the Mike Roth Aviation Collection Part II	New York	369
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### LIFESTYLE COLLECTABLES

27 Apr - 2 May	Fine Whisky & Rum E-Auction	Hong Kong	SFW37
22 Sep-5 Oct	Jewellery e-Auction	New York	371

The above sale dates are subject to change

Spink offers the following services:

- VALUATIONS FOR INSURANCE AND PROBATE FOR INDIVIDUAL ITEMS OR WHOLE COLLECTIONS -
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