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INTRODUCTION

It is a rare occurrence in today's market to offer two of the ultimate award for gallantry in as many sales – and yet this is what we are delighted to have achieved. After the enormous world-record-breaking success of Squadron Leader Scarf's Victoria Cross back in April, this auction sees the superb Victoria Cross group of ten to Drummer Walter Ritchie (Lot 186) go under the hammer. Drummer Ritchie earned his V.C. in the unimaginable chaos and horrific scenes of the First Day of the Battle of the Somme by rallying his faltering comrades in the face of heavy enemy fire – as with all V.C.'s, his award was truly hard-earned.

In covering further impressive Great War highlights, Lieutenant-General Sir Joseph Hobbs (Lot 113) clearly deserves mention: an undoubtedly historic grouping, Hobbs commanded the artillery of the First Australian Contingent and was present throughout the Gallipoli campaign in this senior role. Later going on to command the entire Australian Corps on the Western Front, he later made a good impression on the young Prince of Wales (later H.M. King Edward VIII) during a visit to that theatre of war.

As if the above were not enough, yet another historic grouping can be found with the Yule family (Lots 50 – 53) whose gallant service in many parts of the world led to such awards as a rare Naval General Service Medal and “Midshipman's Badge” for the naval action between H.M.S. Endymion and the U.S.S. President in 1814; a superb Companion of the Order of the Bath and Small Gold Medal pair for the Invasion of Java in 1811; and a C.B., Sutlej and Punjab campaign service group to the renowned Scottish orientalist Sir Henry.

Finally, it is always a pleasure to include a single-vendor section in our auctions and we are delighted to offer a superb selection of medals from the collection of the late Dr. George Rome. Everything from Culloden 1746 to China 1900 can be found amongst that segment of the catalogue – including a likely unique 11-clasp Military General Service Medal to the famous 95th Rifles.

As you will therefore conclude, we are offering-up our traditional mix of medal-collecting interests and tastes to suit every collecting budget and theme. We are sure you will find something to pique your curiosity and, as ever, remain at your disposal for any enquiries you may have.

With our best wishes,

Marcus, Harry and Robert

THURSDAY 21 JULY 2022**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 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.

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Honours and Awards of Lieutenant-General Sir J. J. T. Hobbs K.C.B., K.C.M.G., Australian Imperial Force ..	Lots 113-117
Medals from Collection of the late Dr G. Rome	Lots 118-185
The Important 'First Day of the Battle of the Somme' V.C. group of ten awarded to Drummer W. Ritchie, Seaforth Highlanders	Lot 186
Awards for Gallant or Distinguished Service	Lots 187-237
Single British Orders and Decorations	Lots 238-239
Long Service, Coronation & Jubilee Awards, Miscellaneous & Militaria	Lots 240-249
British Miniature Dress Medals	Lots 250-252
Foreign Orders, Decorations & Medals	Lots 253-316

SINGLE CAMPAIGN MEDALS

- 1 Military General Service 1793-1814, 1 clasp, Albuhera (W. Wainwright, Serjt 29th Foot), on original silk riband mounted with silver-coloured buckle, *extremely fine* £1,600-1,800



William Wainwright is confirmed on the Medal Roll with entitlement to this medal and clasp as a Sergeant with the 29th (Worcestershire) Regiment of Foot. At the Battle of Albuera (16 May 1811) the 29th played a prominent part in the bloodiest battle of the Peninsular War, which the French came very close to winning.

As one of three regiments in Major-General Hoghton's 2nd Brigade, the 29th (along with the 48th and 57th) made a name for themselves by standing firm against a vast French infantry assault of over 8,000 men: the 2nd Brigade numbered a mere 1,650. Unsurprisingly the resulting casualties were horrific; Hoghton himself was killed and over 1000 of his men became casualties. As testament to their brave action the numbers speak for themselves: the 29th started the battle with 31 officers and 476 other-ranks; by the end of the day a mere 144 all-ranks remained standing, their Commanding Officer had been mortally wounded, and Ensigns Vance and Furnace were killed whilst gallantly defending the Regimental Colours.

THINKING OF SELLING?



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2 Military General Service 1793-1814, 3 clasps, Talavera, Busaco, Albuhera (**W. W. Batchelor, 3rd Foot**), *very fine* £1,200-1,500



PROVENANCE:
Sotheby's, 1886.
Ex-Whittaker Collection, 1890.
Spink, 1975.

William Weymouth Batchelor was born in 1782 at Bath and was baptised on 24 February that year. Joining the 3rd Foot in 1804, he served in the Peninsula from June 1808, sharing in the famous actions at Talavera, Busaco and being taken Prisoner of War at Albuhera. In that first action the unit took some 142 casualties whilst on the Cerro de Medellin and suffered the loss of their CO, Lieutenant-Colonel Muter being killed that day. At Busaco they were on the southern end of the line and suffered no casualties but at Albuhera on 16 May 1811 it was nothing short of catastrophic.

Starting the day numbering a little over 750, the following morning just 112 survivors remained. Having been caught by a charging squadron of Polish Lancers, they were cut to pieces. Batchelore was lucky to come away with his life but was taken a Prisoner of War. By December 1812 he found himself held in the Alpine fortress of Briancon (*TNA ADM 103/467*, refers). Having been fortunate again to survive such a period 'in the bag', he made it home in late 1814, being discharged on 3 November.

Like so many of the time, Batchelore fell into poverty and became an 'errant man' - forced to take up lodgings with his sister's family for the taking of a Census.

What remains certain is that he lived to claim his M.G.S. medal and was also in receipt of the 3rd Foot Reward of Merit, for the three actions in which he served and which is dedicated to him - an award which is known to be extant in the collection of the National Army Museum.

This M.G.S. medal is the subject of an article in the *O.M.R.S. Journal* of June 2014; sold together with copied research.

x3 Military General Service 1793-1814, 4 clasps, Corunna, Vittoria, Pyrenees, Orthes (**Jas. Gorten, 6th Foot**), *minor edge bruising and contact marks, overall very fine* £600-800

James Gorton was born at Preston and served with the 6th Foot as a Private through the Peninsular Campaign and later the invasion of Southern France with Captain Scott's company. He was discharged on 23 September 1818, returning to Bolton, and died on 16 May 1865.

- x4 Army of India 1799-1826, 1 clasp, Bhurtpoor (**Corpl. T. Henry, 59th Foot.**), *very fine*

£600-800
- 5 Waterloo 1815 (**Joseph Toope, 1st Batt. 40th Reg. Foot**), fitted with contemporary replacement steel clip and ring suspension, *light contact marks, otherwise good very fine*

John Toope was born at Frome, Somerset, and enlisted into the 40th Foot on 6 February 1809. He served at Vittoria, the Pyrenees, Orthes and Toulouse during 1813-14. In that second action he was wounded in the thigh and leg at Pamplona on 28 July 1813, as event recalled by Smythies in *History of the 40th Regiment*:

‘We were drawn up in a line, a little retired from the brow of the hill, and were prepared for the worst. When the French gained the brow of the hill, the order to charge was given, and with a threatening shout, vehement and prolonged, our Battalion singly fell upon them with the bayonet, shivering their compact order and sweeping them some distance down the descent.’

The French made another attempt and were again forced at the point of the bayonet when the enemy were within 25 yards of the 40th. They even had a famed spectator in close order:

‘Lord Wellington was close at hand a witness of the whole and sent the Prince of Orange to congratulate the Regiment, and we were immediately re-inforced by two Regiments. The French loss on and about the hill was 600, our loss was only 100.’

He shared in further actions and was present at the Battle of Waterloo, serving in Captain Stewart’s Company but was admitted sick on 24 June and 24 July 1815. Toope was discharged on 24 February 1817 and was admitted as an In-Pensioner to the Royal Hospital Chelsea on 1 July 1849, having been drawing a pension since September 1818. Toope died on 15 April 1850 and is buried in the grounds of the Royal Hospital, Chelsea, and had lived to claim a Military General Service Medal & 4 clasps (named Toop).

£1,800-2,200
- x6 Candahar 1842 (**Private John Cooke H.M. 40th Regiment**), officially engraved in fine running script, *a little polished, very fine*

£1,000-1,400



John Cooke served as a Private (No. 495) in the 40th Foot and died on 20 January 1842. His name features on Everson’s partially reconstructed roll of 43 names. Biddulph suggests some 64 Medals were issued whilst Irwin’s *War Medals and Decorations* states just 40.

- 7 New Zealand 1845-66, reverse undated (**534 Pte. M. Lynam. 40th Foot.**), officially re-engraved naming in the ‘Egypt & Sudan 1882-89’ style, *very fine*

£240-280

- 8 New Zealand 1845-66, reverse undated (**Const. Thomas A. Kyle. A.C. Force**), local engraved naming, *'ghost' traces of dates '1861 to 1866' to reverse, very fine* £400-500
- Thomas A. Kyle** was born in Antrim in 1845 and served in the 6th Division, Armed Constabulary Force from October 1868-September 1869. He would have shared in the actions at Okotuku (7 November 1868), Nukumaru (2 February 1869) and Karaka (3 February 1869).
- 9 New Zealand 1845-66, reverse dated '1860 to 1861' (**W. Mugridge, A.B., H.M.S. Pelorus.**), *very fine* £400-500



William Mugridge served aboard the *Pelorus* in the campaign in New Zealand. The Flagship of the Australia Station based at Sydney under Captain Seymour, she also visited other British Possessions in the region. She participated in the attack on Puketakauere pa during the First Taranaki War. Later that year her Bluejackets landed at Kairau to support British troops under attack from Maori warriors, and in January 1861 a gun crew from the ship helped defend the British redoubt at Huirangi against the Maori.

- 10 New Zealand 1845-66, reverse dated '1861 to 1866' (**Sergt. John Shaw. N.Z.F.**), *local re-engraved naming, very fine* £280-320
- John Shaw** served with the Taranaki Militia and was present at the Battle of Mahoetahi in November 1860. His Medal was issued in June 1878.
- 11 Punjab 1848-49, 1 clasp, Goojerat (**Cornelius Haywood, 53rd Foot.**), *nearly very fine* £250-300
- x12 India General Service 1854-95, 1 clasp, Persia (**G. Fitzsimons, A.B. Clive, Sloop**), *good very fine* £260-300
- 13 India General Service 1854-95, 1 clasp, Burma 1885-7 (**6724 Sergt. J. Picton. No. 8 By. 1st Bde. Lo. Dn. R.A.**), *traces of lacquer, very fine* £140-180
- No. 8 Battery, 1st Brigade, London Division, Royal Artillery.
- 14 India General Service 1854-95, 1 clasp, Sikkim 1888, bronze issue, unnamed, *perhaps a trial striking, very fine* £50-70

- x15 The Crimea Medal awarded to Private W. Magher, 5th (Princess Charlotte of Wales's) Dragoon Guards, who probably rode in the Charge of the Heavy Brigade and who later died at Scutari



Crimea 1854-56, 3 clasps, Balaklava, Inkermann, Sebastopol (W. Magher. 5th. Dn. Gds.), officially impressed naming, *minor edge bruising, very fine*

£800-1,000

Ex-Gordon Everson Collection.

William Magher was born in 1821 at Limerick and enlisted for the 5th Dragoon Guards at Cahir on 13 June 1842. A labourer by trade, 5 feet and 10 inches in stature, he likely trained in the old military barracks at Fethard and embarked with the Guards aboard the 3,438-ton steamer *Himalaya* from Queenstown on 27 May 1854, arriving at Varna on 12 June 1854. Serving as heavy cavalry, the 5th Dragoon Guards took part in the Charge of the Heavy Brigade at Balaklava with Magher probably in the action on that famous day. Further present at Inkermann and Sebastopol, records note Magher's good conduct pay was 'forfeited 13th Sep' (*In Search of the Heavy Brigade*, refers).

Magher was later sent to the Selimiye Barracks in Scutari - one of 73 officers and men of the Dragoon Guards to be evacuated there during the Crimean War - which was administered by 38 volunteer nurses including a 34-year-old Florence Nightingale who arrived on 4 November 1854. With medicines in short supply, an overworked medical staff and the ever-present threats from cholera and dysentery, William Magher died on 15 February 1855; sold together with copied research.

- 16 Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (No. 3173. Sergt. Oliver. Jones. 23rd R. W. Fusiliers.), depot impressed naming, with silver wearing bar, *very fine*

£160-200

Clasps confirmed upon roll.

- x17 Crimea 1854-56, 3 clasps, Alma, Inkermann, Sebastopol (T. Paton. 55th Regt.), officially impressed naming, *very fine*

£300-500

Slightly wounded in action as reported in *London Gazette* of 11 December 1854.

- 18 China 1857-60, 1 clasp, Canton 1857, unnamed as issued, *very fine*

£200-240

- 19 Indian Mutiny 1857-59, 1 clasp, Lucknow, *naming erased and traces of brooch mounting, fine*

£70-90

- x20 Indian Mutiny 1857-59, 3 clasps, Lucknow, Relief of Lucknow, Delhi (Serjt. J. J. Bragg, 1st Bn. Bengal Art.), *good very fine* £400-500



John Jacob Bragg was born in 1824 at Exeter and joined the Royal Artillery on 18 November 1848. Having served with the Bengal Artillery during the Indian Mutiny (Medal & 3 clasps), he was discharged from 'B' Battery, 16th Brigade, Royal Artillery.

- 21 Canada General Service 1866-70, 1 clasp, Fenian Raid 1866 (Pte. F. Birchell, Fenwick R. Co.), local impressed naming, *very fine* £240-280

Frederick Burchell awarded the Medal for his service in guarding the Reserve Base at Simcoe, 2-22 June 1866.

- 22 Ashantee 1873-74, no clasp (840. 2nd. Corpl. H. Turner. A.H.C. 1873-4), *very fine* £200-240



- x23 Afghanistan 1878-80, 2 clasps, Charasia, Kabul (1081. Pte. W. Burns. 67th Foot.), *good very fine* £200-240

- | | | |
|----|---|----------|
| 24 | Afghanistan 1878-80, no clasp (Sawar Ahmad Shah Kapurthala Cavalry), <i>very fine</i>
The state of Kapurthala, under Maharaja Jagajit Singh, proudly offered a force numbering around 500 infantry, 100 cavalry and 100 artillery to the effort during the Afghanistan operations. They patrolled the Bannu Frontier under General Watson. | £160-200 |
| 25 | Afghanistan 1878-80, no clasp (Sepoy Miran Bukhsh 2nd Kapurthala Infantry), <i>very fine</i>
The state of Kapurthala, under Maharaja Jagajit Singh, proudly offered a force numbering around 500 infantry, 100 cavalry and 100 artillery to the effort during the Afghanistan operations. They patrolled the Bannu Frontier under General Watson. | £140-180 |
| 26 | Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (Sepoy Musaddi 2d. Sikh Infy.), <i>pitting from Star, nearly very fine</i>
3143 Sepoy Musaddi of the 2nd Sikh Infantry was wounded in action by a slight gunshot wound to the left hand at the Battle of Kandahar on 1 September 1880 (<i>London Gazette</i> 3 December 1880, refers). | £250-300 |
| 27 | Kabul to Kandahar Star 1880 (Rifleman Kishenbeer Allay 2nd Goorkha Regt.), <i>good very fine</i> | £200-240 |



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|----|--|----------|
| 28 | South Africa 1877-79, no clasp (2800 Pte. R. Whitely. 2-24th Foot.), <i>small pawnbroker's mark above Queen's head, good very fine</i> | £400-500 |
| 29 | South Africa 1877-79, 1 clasp, 1879 (592 Pte. W. Hall. 2/3 Foot.), a late issue with officially impressed naming, <i>polished, nearly very fine</i>
Medal issued on 3 July 1918. | £400-500 |

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|-----|---|--------------|
| x30 | South Africa 1877-79, 1 clasp, 1879 (2384. Pte. J. Roach. 91st. Foot.), <i>edge bruise, very fine</i>
Sold together with copied roll extract. | £500-700 |
| 31 | Egypt and Sudan 1882-89, undated reverse, 1 clasp, Gemaizah 1888 (J. Hawes, 3rd Officer, Noor-El-Bahr.), <i>minor official correction to rank, good very fine</i>
Ex-Neville Collection.
13 'Gemaizah 1888' clasps to the <i>Noor-El-Bahr</i> , the Khedive's Ship.
J. Hawes served as 3rd Officer aboard the Khedive's vessel, which translates as 'Light of the Sea'. She was built in 1884 and had a single 3-pounder gun and could make a top speed of 13.5 knots if required. | £300-400 |
| 32 | Egypt and Sudan 1882-89, undated reverse, 1 clasp, Gemaizah 1888 (F. Angus, 2nd Engr., Noor-El-Bahr.), <i>good very fine</i> | £300-400 |
| x33 | East and West Africa 1887-1900, 1 clasp, Benin 1897 (E. J. Smith, Shipt. H.M.S. Theseus.), <i>good very fine</i> | £140-180 |
| 34 | India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (4392 Pte. W. Tyrell 1st. Bn. Ryl. W. Kent Regt.), <i>contact marks and suspension a little slack, very fine</i>
William Tyrell enlisted into the Royal West Kent Regiment in December 1894 and was discharged in October 1908, having been transferred to the Middlesex Regiment in November 1906. | £140-180 |
| x35 | Queen's Sudan 1896-98 (2847. Sergt. J. Corthine. 21/L'crs.), <i>very fine</i> | £1,000-1,400 |



Joseph George Corthine was born in 1866 at Shoreditch and enlisted in the 7th Hussars on 16 July 1884. Discharged by purchase on 5 May 1886, he joined the 16th Lancers at Dublin on 5 December 1886 and was transferred to the 21st Lancers on 2 October 1887.

Corthine would carve his name into history at Omdurman, sharing in the Charge with Captain W. M. Doyne's 'C' Squadron on 2 September 1898. Corthine was discharged - with an Army L.S. & G.C. and a Khedive's Sudan Medal to go with his Queen's Sudan Medal - as a Squadron Sergeant-Major attached to the Permanent Staff of the Yorkshire Dragoons at Doncaster on 31 August 1911. He died at Southend-on-Sea on 10 January 1937.

x36 Transport Medal 1899-1902, 1 clasp, China 1900 (H. Willard), *scratches after naming, very fine* £400-500



H. Willard was Third Officer aboard the *Nurnam*.

37 China 1900, no clasp (G. May, P.O.2Cl., H.M.S. *Dido*.), *very fine* £180-220

George May was born at Deal, Kent on 28 August 1873 and was an errand boy upon his joining the Royal Navy on 28 August 1891. Having served off China in the *Dido*, he remained in the service during the Great War (1914-15 Star Trio) and was discharged as Chief Petty Officer in May 1919.

38 Natal 1906, 1 clasp, 1906 (Tpr: H. Kershaw, *Royston's Horse*.), *very fine* £160-200

39 **The India General Service Medal awarded to Surgeon-Major H. Crossle, C.I.E., Indian Medical Service, a well-travelled Doctor from the Emerald Isle who tended those suffering plague in Bombay in 1905; building and training local medics at his Consular Hospital in Persia whilst also jostling with local political unrest after he was left in charge of the Consulate, he died of blood poisoning in January 1919**

India General Service 1908-35, 1 clasp, Afghanistan N.W.F. 1919 (Major H. Crossle, I.M.S.), *nearly extremely fine* £160-200

[C.I.E.] *London Gazette* 1 January 1919.

Howard Crossle was born on 4 December 1879 at Newry. Having attended Newry Intermediate School he qualified Bachelor of Arts, Bachelor of Medicine, Diploma in Surgery (Ch.B.) and Bachelor Artis Obstetricae, Trinity College, Dublin, 1901.

He was made a Lieutenant in the Indian Medical Service, 26 July 1902, part of the Bombay Command. Made Officiating Medical Officer of the 16th Bombay Infantry on 4 November 1902, he held the same post with the 42nd Deoli Regiment and Agency Surgeon at Haraoti and Tonk from 19 May 1905.

Made Captain in July 1905, Crossle transferred to Civil Employment but was ordered to Nasirabad, Bombay in July 1905 for which he was granted ‘...special mention for services rendered in connection with the outbreak of plague in that station.’

Appointed officiating Consular Surgeon at Khermanshah, Persia on 20 May 1906. In this period he set up a Consular Hospital, as recalled by the *Newry Reporter*:



‘Captain Crossle has erected a Consular Hospital, to which a large number of both medical and surgical cases have been already admitted.’

Crossle had local hospital assistants and also trained local pupils who attended the wards for educational purposes. Whilst at Khermanshah, Crossle took Charge of the Consulate upon the leave of Captain Gough. In this period a local uprising occurred at which it appeared a massacre might be the result of the fighting between the factions under Seyyid Kamal-ed-Din, a Tehran priest and the armed band of Zahir-ul-Mulk. Crossle had permitted several refugees to seek safety in the grounds of the Consulate whilst in fear of their lives. As things appeared to be coming to a head, the Shah abdicated and the situation calmed. He also undertook a journey with the Vice-Consul through Bakhtiari country to Ispahan in the summer of 1906.

Crossle was made Officiating Agency Surgeon at Muscat, Oman, in 1910 and qualified (distinction) Diploma in Tropical Hygiene, London 1911. Advanced Major, January 1914, he took the Diploma in Public Health of the Royal College of Physicians and Surgeons (Ireland) in 1914 and a Diploma in Tropical Medicine and Hygiene, Cambridge that same year. He was an Agency Surgeon and Civil Surgeon in Hazara 1914-1919 and then Agency Surgeon and Civil & Jail Surgeon at Peshawar, and Medical Officer to the Mohmand Militia, from 15 October 1917. Crossle was Inspector-General of the Jail Department and Chief Medical Officer to the North West Frontier Provinces Government, 26 January 1919. Surgeon-Major Crossle died of blood poisoning, which he had suffered some two months prior at Peshawar on 26 January 1919. He did not wear the C.I.E. which had been duly awarded to him and is commemorated upon the Delhi Memorial; sold together with copied research.

- | | | |
|----|--|--------|
| 40 | British War Medal 1914-20 (Pte. Hussad Tullah Eff. 3-Tigris Mil.), <i>worn, fine but rare</i> | £50-70 |
| | Medal Roll confirms he was later made Zabit III and that he served with the 3rd Tigris Militia and also the 1st Battalion, Iraq Levies. | |
| 41 | British War Medal 1914-20 (Shabana. Gaidhan Rakhis, Iraq Lev.), <i>nearly very fine</i> | £50-70 |
| | Shabana is a Private. | |
| 42 | Victory Medal 1914-19 (3) (786387 Sjt. W. D. Stoker. R.A.; T3-022598 Dvr. R. E. Kewley. A.S.C.; DM2-22835 Pte. S. C. J. Spratt. A.S.C.), <i>very fine (3)</i> | £30-50 |

William Delacor Stoker was born at Rochestown, Cork, Ireland on 29 October 1881 and was married on 10 March 1908 at Virden, Manitoba, Canada. He served in France during the Great War and was killed in action on 9 March 1917.

Robert Edward Kewley was born at Lonan, Isle of Man in 1877 and served in France with the Army Service Corps from 18 September 1915.

Sidney Charles James Spratt was born at Ramsgate in 1883 and was married at St Paul’s Cathedral, Saskatchewan on 1 June 1911. Upon the outbreak of the Great War he returned home and served with the Army Service Corps. He died of pneumonia on 28 June 1917 and is buried in the Lijssenthoek Military Cemetery.

43 A rare Battalion Commander's Great War memorial plaque issued in remembrance of Lieutenant-Colonel F. H. S. Rendall, D.S.O., Duke of Cornwall's Light Infantry, who was mortally wounded leading a trench raid on the Thiepval Spur during the Battle of the Somme in July 1916, whilst commanding the 5th Battalion, York and Lancaster Regiment

He had earlier been twice mentioned in despatches in the Boer War, in which conflict he was reported missing in action after the Battle of Nooitgedacht but returned to his unit ten days later



Memorial Plaque 1914-1918 (Francis Holden Shuttleworth Rendall), *good very fine*

£200-300

Francis Holden Shuttleworth Rendall was born on 20 November 1879 and was educated at Eton.

Originally commissioned 2nd Lieutenant in the 3rd and 4th (Militia) Battalions, South Staffordshire Regiment on 23 February 1898, he was promoted Lieutenant in the 4th Battalion before he transferred to the Duke of Cornwall's Light Infantry, Regular Army, on 20 May 1899, reverting in rank to 2nd Lieutenant.

He subsequently served with the 2nd Battalion, D.C.L.I. and the 2nd Battalion, Mounted Infantry in South Africa during the Boer War, including operations in the Orange Free State, February to May 1900, including Paardeberg (17 to 26 February) and the actions at Poplar Grove, Driefontein, Vet River (5 and 6 May) and Zand River; operations in the Transvaal in May and June 1900, including the actions near Johannesburg, Pretoria and Diamond Hill (11 and 12 June); and operations in Orange River Colony, May to 29 November 1900, including the actions at Wittebergen. He was reported missing in action after the Battle of Nooitgedacht on 13 December 1900, rejoining his unit ten days later. He was twice Mentioned in Despatches (*London Gazette* 10 September 1901 and 25 April 1902) and received the Queen's Medal & 6 clasps and the King's Medal & 2 clasps.

Rendall was advanced Captain on 6 August 1904 and appointed Adjutant of the 5th Battalion, Duke of Wellington's (West Riding Regiment), Territorial Force, on 30 September 1911, arriving in France with them on 14 April 1915. He obtained his Majority on 1 September 1915 and the following month was advanced to Temporary Lieutenant-Colonel, taking command of the 5th Battalion, York and Lancaster Regiment. It was for his services in this capacity that he was awarded the D.S.O. (*London Gazette* 16 January 1916, refers).

On 6 July 1916, near Thiepval, during the Battle of the Somme, Rendall led two bombing parties from his Battalion, totalling seven officers and 80 other ranks, to capture a trench: of these only 22 other ranks returned, Rendall being left behind wounded in a German dugout.

He died three days later on 9 July 1916, aged 37, leaving a widow and young daughter, and he is buried in Lebuquiere Communal Cemetery Extension, Pas de Calais, France.

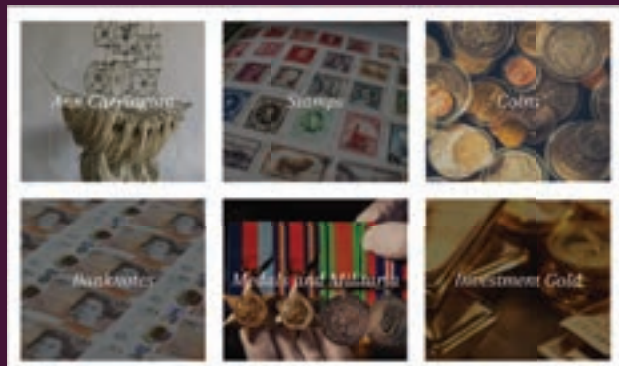
- | | | |
|-----|--|----------|
| x44 | Naval General Service 1915-62, 2 clasps, Bomb & Mine Clearance 1945-53, Minesweeping 1945-51, <i>unofficial rivets</i> ; Royal Fleet Reserve L.S. & G.C., G.VI.R.; Royal Naval Volunteer Reserve L.S. & G.C., E.II.R., each stamped 'SPECIMEN' to the rim, <i>good very fine</i> (3) | £140-180 |
| x45 | General Service 1962-2007, 2 clasps, Borneo, South Arabia (4274715 LAC. G. D. Halpin R.A.F.), <i>good very fine</i> | £100-140 |
| 46 | Gulf 1990-91, no clasp (Mr P Owen Marconi Def Sys), <i>good very fine</i> , in named box of issue
Sold together with a presentation Tissot wristwatch, the back of which engraved:
'Presented to P A Owen by the Marconi Company Limited in recognition of 25 years service.' | £80-100 |
| 47 | Gulf 1990-91, no clasp (Mr H Snowdon PSA/I), mounted court-style as worn, <i>good very fine</i>
Property Services Agency, which existed from 1972-93 | £80-100 |
| 48 | Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (Mr J J B Ross BAE), <i>good very fine</i> , with named card box of issue | £100-140 |
| 49 | Gulf 1990-91, 1 clasp, 16 Jan to 28 Feb 1991 (Mr E Wylie Cable & Wireless), <i>good very fine</i> | £100-140 |

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HONOURS AND AWARDS OF THE YULE FAMILY*Sold by Order of a Direct Descendant*

- 50 The superb Naval General Service Medal and “Midshipman’s Badge” awarded to Captain James Yule - late Volunteer First-Class - who participated in the famous frigate battle between H.M.S. *Endymion* and the U.S.S. *President* on 14 January 1815, one of the last major naval engagements of the War of 1812 and which led to the celebrated capture of that latter vessel



Naval General Service 1793-1840, 1 clasp, Endymion Wh. President (**James Yule.**); Midshipman’s Badge, silver, hallmarks for London 1814, *extremely fine* (2)

£8,000-10,000

James Yule, a unique name on the published Roll, is noted variously as “Boy” and “Volunteer 1st Class” on the books of H.M.S. *Endymion* during that action. Entering the Royal Navy on 20 November 1813, Yule passed his examination for Lieutenant in 1819 but it took a further seven years to be confirmed in that rank, not being promoted until 21 October 1826 - by coincidence the twenty-first anniversary of the Battle of Trafalgar. In later life he served variously with the Coast Guard (1835-1840), before resuming service with the Royal Navy aboard the battleship H.M.S. *Monarch* (84 guns, Captain Samuel Chambers) as Second - then First - Lieutenant, before being paid-off in 1843. (*A Naval Biographical Dictionary*, W.R. O’Byrne, refers).

H.M.S. *Endymion*, a 40-gun frigate and lead ship of her class, served throughout the entirety of the Napoleonic Wars - and even on to the First Opium War; she was known for her exceptional sailing qualities and was one of the fastest frigates in the Royal Navy - a fact which led directly to her famous engagement with the U.S.S. *President*. On the North American station from July 1813 and under the command of Captain Henry Hope (later Admiral Sir Henry, K.C.B.), *Endymion* saw much service up and down the east coast of the United States - often in consort with other frigates - capturing trading vessels and privateers and landing men ashore for military expeditions inland.

Opening Moves and Battle Commences

The first days of 1815 found *Endymion*, *Majestic*, *Pomone* and *Tenedos* off New York, as the blockading squadron for that city. On 14 January the U.S.S. *President*, a heavy 44-gun frigate commanded by Commodore Stephen Decatur Jr. and which had been bottled-up in port since February 1814, made a break for freedom during a particularly heavy and snowy gale. Things started badly, however, as *President* ran aground on a sand bar and spent several hours trying to get off - this caused damage to her hull and masts, which Decatur felt necessary to return to port to repair. However, the unfavourable wind direction meant he had no option but to head out to open sea.

Unaware of the location of the British squadron, it was only two hours before sails were spotted on the horizon - Decatur made all sail to escape, but the earlier damage caused to *President* significantly slowed his ship down. In turn, this allowed Hope's swift-sailing *Endymion* to come up with the American ship in short order and commenced a running fight at around two o'clock that afternoon. Aware that American heavy frigates such as *President* were a force to be reckoned with and had caused much embarrassment to the Royal Navy in the opening years of the War of 1812, Hope had no desire to simply engage the bigger ship broadside-to-broadside and trust to British valour - this is what had previously led to several embarrassing defeats at the hands of the Americans. Instead, he cleverly positioned *Endymion* on *President's* starboard quarter, firing into the hull of Decatur's ship in a position at which the American vessel couldn't effectively return fire, and using her famous speed and sailing qualities to nimbly tack and turn whenever his opponent tried to unleash a broadside. Using this method, *Endymion* raked *President* at least three times - the first British broadside alone did terrible execution, wounding Decatur, his First Lieutenant, and another Lieutenant on the quarterdeck; it also helped that *Endymion* was armed with 24-pounder guns, much heavier than the usual 18-pdrs which for so long had failed to make an impression on the thick-hulled American frigates.

In response to *Endymion's* shots into the hull, Decatur ordered chain-shot fired at the masts and rigging of his opponent, in an effort to slow down or disable her and escape before the rest of the British squadron were able to come up. In this he was partially successful - the subject of much subsequent controversy.



End Moves

At 7.58pm, *President* hoisted a light into her rigging and ceased fire - the universal signal at night for surrender. At this, Hope ordered *Endymion* hove-to in order to affect repairs - especially to the ships' boats, none of which had survived the engagement intact. Decatur, despite having surrendered, then made sail to escape and gained some distance before Hope could follow. However, a short while later the British frigates *Pomone* and *Tenedos* caught up with *President*; the former fired two broadsides into the badly-damaged American, and Decatur struck his colours for the second (and final) time.

Conclusion and Reward

Whereas Captain Lumley in *Pomone* took physical possession of *President*, there can be no doubt that Hope and *Endymion* were the victors of the battle - indeed, Commodore Decatur is recorded as requesting his sword be sent to: "the captain of the black ship" (*Endymion*; Hope had had her painted entirely black rather than the traditional black with a white/yellow stripe along the gundeck), as he had struck his colours to him alone. The "Butcher's Bill" paid testament to Captain Hope's battle-winning tactics: 35 killed and 70 wounded aboard the *President* with 11 killed and 14 wounded on *Endymion*.

Both ships sailed in company to Bermuda (weathering a violent storm in the process) and, whilst there, Hope was presented with a commemorative silver plate by a number of notable inhabitants; it is believed he subsequently used this plate to have commemorative badges made for his 24 officers who participated in the battle - the 'shepherd's crook' format being an allusion to Greek mythology, with one account having Endymion as a handsome shepherd-prince. Hope was later awarded a Gold Medal for this action, in addition to later being made a Companion of the Bath. *Endymion* and *President* returned to Britain several months later to much acclaim. Fascinatingly an account of the reception upon their return, by none other than the young Yule, has survived through the years and in which he also mentions his "Midshipman's Badge":

"The capture of the *President* caused a great sensation at the time, and when we arrived the ramparts and shore at Portsmouth were crowded with people, the rigging of every ship in harbour was manned, and all with loud cheers greeted us as we passed them; but in the street one middy [Midshipman] looked as big as another. The 'Endymions' could not be distinguished from the rest, so the Crook, I imagine, was hit upon rather as a means of being known at the time, than with the view of commemorating the action with the '*President*'. My belief is that it was a mere freak of the midshipmen in the excitement of the period, and from the desire to be recognised in the crowd." (*Historical Record of Medals and Honorary Distinctions Conferred on the British Navy, Army & Auxiliary Forces From the Earliest Period*, G. Tancred, 1891, p.164, refers)

Endymion was finally broken-up in 1868 and *President* in 1818 - her name, however, lives on to this day as H.M.S. *President*, the shore-based establishment of the Royal Naval Reserve on the banks of the Thames in central London.

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Sold by Order of a Direct Descendant

51 *Lieutenant-General Sir Samuel Auchmuty has it in command from His Royal Highness the Prince Regent to convey in public orders and in the strongest terms to the troops who achieved the conquest of Java, His Royal Highness's approbation of the distinguished gallantry & spirit displayed by them during a succession of the most brilliant operations, and in particular on the 26th of August, when the enemy's entrenchments were assaulted and carried, and their army defeated and destroyed.*

... the Lieutenant-General cannot refuse the assailants at Cornelis the satisfaction of knowing that His Royal Highness the Prince Regent has graciously announced his intention of bestowing Medals on the Superior Officers of His Majesty's and the Honourable Company's Forces who distinguished themselves on that memorable service.'

General Order, Commander-in-Chief Madras, 12 May 1812

A rare 1815 C.B. and Army Small Gold Medal awarded to Major Udney Yule, Honourable East India Company's Army, for his participation in the Invasion of Java in 1811



The Most Honourable Order of the Bath, C.B. (Military) Companion's Breast Badge, 18 carat gold and enamels, hallmarks for London 1815, with gold buckle and likely on original riband; Field Officer's Small Army Gold Medal, for Java (Major Udney Yule, Bengal Estabt.), with glazed lunettes, gold buckle, about extremely fine, (2)

£15,000-20,000

Udny Yule was the youngest son of George Yule of Gibslees, East Lothian, and his wife Elizabeth, née Rose - daughter of the Episcopal minister of the parish of Udny in Aberdeenshire. His family had been tenant farmers and small landowners in East Lothian since the late 16th century and many generations of Yules served in the British and East India Company armed forces from the 18th to the 20th centuries.

Yule was born on 17 April 1766 and baptised in Dirleton, East Lothian, six days later. Like many Scots of his background - educated but of modest means - he was destined for an East India Company cadetship, which he acquired in December 1782. Three months later, he sailed from Portsmouth in the Indiaman *Duke of Kingston* (Captain Justinian Nutt) but she caught fire off northern Ceylon on 20 August 1783 and sank with the loss of three passengers, 22 crew and 40 soldiers, women and children of the 52nd Foot. Yule, it is recorded, 'contrived to remain afloat' until rescued by a passing ship and taken to Mauritius, whence he recommenced his journey to India. His cadetship in the Company's Bengal army led to his appointment as Ensign in 1785, being posted to Bengal's 2nd European Battalion in 1790 and being promoted Lieutenant in 1793. Promoted Quartermaster and Captain in the 20th (Marine) Bengal Native Infantry in 1803; he returned home on four years' furlough in 1805, being promoted Major in 1st/20th while on leave in 1808.

In the summer of 1811, Yule served at the capture of Java, which - formerly a Dutch colony - had become an outpost of France in the East Indies. Once Batavia, the capital, had capitulated without a fight, Fort Cornelis was the target of the British assault force. This fort was the most serious impediment to British control of Java, and its French and Dutch garrison put up stiff resistance before the fort was successfully stormed on 26 August 1811: both defenders and attackers sustained considerable casualties. In the British Order of Battle for the invasion of Java, Yule was commanding officer of the Flank Battalion of the Reserve. However, for the assault on Fort Cornelis he was given his own 'all-arms' column and detailed to mount a diversionary attack on the rear of the Fort while the main assault went in on its front: as ever in battle, all did not go according to plan...

...Major Yule, with the flank corps of the Reserve, reinforced by two troops of cavalry, 4 guns of horse artillery, two companies of the 69th and the grenadiers of the Reserve, was directed to attack the corps at Campong Malayo, on the west of the great river, and endeavour to cross the bridge at that post. Major Yule's attack was...spirited, but after routing the enemy's force at Campong Malayo, and killing many of them, he found the bridge on fire and was unable to penetrate further.'

Despatch: Lieutenant-General Sir Samuel Auchmuty, commander of the forces in Java, to His Excellency the Earl of Minto, Governor-General of Bengal, 31st August 1811

As Thorn, the historian of the campaign (in which he served as a staff officer), wrote in 1815, '... the troops employed [at Campong Malayo] were obliged to content themselves with firing their...six-pounders across the river, by which the enemy were excessively annoyed in their retreat.'

Although thwarted by the firing of a bridge, Yule's efforts were sufficient to attract notice and an appropriate mention in a General Order issued by Auchmuty on 29th August 1811:

The full success of the several attacks led by Colonel Wood of the Bengal Native Infantry, by Lt. Col McLeod of the 69th Regiment...[and] by Major Yule of the 20th Regiment Bengal Native Infantry - attacks expected only to distract & divide the attention of the Enemy - is the best proof of the ability & energy with which those Officers conducted the divisions entrusted to their charge.

The pacification of Java was completed a month after the fall of Fort Cornelis and Yule continued to be involved, as Auchmuty wrote in a despatch to Minto on 21st September 1811:

I have sent a small detachment under Major Yule, of the 20th Bengal regiment, an officer on whose conduct I have much reliance, to accompany the Prince of Samanap and his force to the island of Madura, where I have directed the Major to assume command...;he has been instructed to occupy the small forts of Joanna and Rambang on his route...

Yule was promoted Lieutenant-Colonel in the 11th Bengal Native Infantry in 1814, transferring to the 1st/24th Bengal Native Infantry in 1815 and to the Bengal European Regiment in 1816. On 4 June 1815 he was created one of the first Companions of the Order of the Bath upon its enlargement from a single-class Order. He may have remained in Java since he is said to have been commanding the forces at Bantam, in western Java, before taking four years' furlough in 1818. While at home, in 1821, he took time to matriculate his Arms at the Court of the Lord Lyon in Edinburgh. Returning to India in 1822, he joined the 10th Bengal Native Infantry before, in 1823, being appointed Lieutenant-Colonel commandant of the 40th Bengal Native Infantry. He left India for the last time on furlough in 1824, being transferred in his absence to the 18th Bengal Native Infantry in 1828 and promoted Colonel in 1829.

Colonel Udny Yule died, unmarried, in Edinburgh on 4 March 1830. He now lies, with generations of his ancestors and descendants, in the chancel of the ruined Norman church at Gullane, East Lothian. Some of his correspondence forms part of the Yule family papers in the British Library (*Add Ms Eur E357*).



The Awards which comprise this Lot are accompanied by a finely-detailed quarter-length, engraved, black-and-white portrait in profile of the recipient, wearing military uniform and both Awards above an original ink signature, the whole in a recently-mounted and glazed frame measuring 375mm x 490mm.

Sold by Order of a Direct Descendant

52

The C.B. and Royal Engineers Durand Medal group of five awarded to Colonel Sir H. Yule, K.C.S.I., C.B., Royal Engineers, the famous Scottish orientalist and author of many works including the *Hobson-Jobson Dictionary*



The Most Honourable Order of the Bath, Civil Division, Companion's Badge, gold (18 carat), by *Robert Garrard*, hallmarks for London 1860, with gold riband buckle; Sutlej 1845-46, no clasp (Lieut. H: Yule Engineers); Punjab 1848-49, 1 clasp, Chilianwala (Lieut. H. Yule. Engineers.); Royal Engineers Institute Durand Medals, obverse: bust of Major General Sir H. M. Durand, K.C.S.I., C.B., R.E.; reverse: the towers and walls of the fort at Ghuznee, in their *damaged* fitted and embossed case of issue, *good very fine* (5)

£2,000-2,400

Perhaps the best biography of Henry Yule is offered by Coutts Trotter in *Dictionary of National Biography, 1885-1900, Volume 63*:

'Geographer, born 1 May 1830 at Inveresk, near Edinburgh, was youngest son of Major William Yule (1761-1839) of the East India Company's service and of his wife Eliza, daughter of Paterson of Braehead in Ayrshire. The family was settled for several generations as tenant-farmers at Dirleton in East Lothian. The name is Scandinavian. Major Yule, Sir Henry's father, was versed in oriental literature. He retired from India in 1806 with a valuable collection of Persian and Arabic MSS. which was presented by his sons to the British Museum. He issued privately in 1832 a lithographed edition of the *Apothegms of Ali, the son of Abu Talib* in the Arabic with an old Persian version and an English translation by himself.



Henry Yule was educated at the High School in Edinburgh, and was afterwards a pupil, first with Henry Parr Hamilton, and then with James Challis, subsequently Plumian professor at Cambridge. His fellow pupils included John Mason Neale and Harvey Goodwin the mathematician, afterwards bishop of Carlisle, who has described Yule's intellectual development as extraordinary for his years. He had, the bishop adds, 'considerable geometrical ingenuity,' but 'showed much more liking for Greek plays and for German than for mathematics.'

Having acquired a competent acquaintance with the classics, he went to Addiscombe in 1837, and, passing-out head of the college in 1839, went for a year to Chatham. In 1840 he was appointed to the Bengal Engineers. His first appointment in India was among the Kṛsias, a primitive Mongoloid people on the north-east border of Bengal, who greatly interested him, and his account of their quaint manners and customs, of the character of the country and of its megalithic monuments, showed the best of his studies.

In 1843 he came home on leave to marry his cousin Anna Maria (d. 1875), daughter of General Martin White of the Bengal Army. From 1843 to 1849 he served with a group of officers, who all afterwards attained distinction (among them Napier, Durand, Baird, Smith, Cautley, W. E. Baker, W. W. Greathed, and R. Strachey), in the restoration and development of the irrigation system of the Moguls in the North-West Provinces. His labours were interrupted by the Sikh Wars of 1845-6 and 1848-9, in both of which he took part. He was at home on furlough from 1849 to 1851 and during that period lectured at the Scottish Military Academy. While thus engaged, he wrote a volume on *Fortification*. Professionally it may still be read with profit, while its interesting biographical notices and portraits of famous engineers completely differentiate it from the ordinary technical treatises. A French translation appeared in Paris in 1859. His warm regard for Henry Dundas Trotter, then recently returned from his expedition to the Niger, led Yule to take an interest in the slave-trade controversy, and his able pamphlet, *The African Squadron Vindicated* (London, 1850), passed through more than one edition.

Having early gained the confidence and regard of Lord Dalhousie, the Governor-General of India, he was in 1855 appointed Under-Secretary to the newly formed Public Works Department. Besides irrigation, this Department was entrusted with the direction of the great scheme for railways which Lord Dalhousie was urging forward. The railway scheme entailed from its novelty much labour and anxiety. From this work Yule was temporarily detached as Secretary to Colonel (afterwards Sir Arthur) Phayre's friendly embassy to Burmah, and to act as its chronicler. His report to government, afterwards recast, and published in 1858 as *A Narrative of the Mission to Ava in 1855*, was his first publication to attract wide attention. It is mainly illustrated by his own pencil.

The confidence in Yule shown by Lord Dalhousie was continued to him in very full measure by the succeeding Governor-General, Lord Canning. Yule retired from the service in 1863, partly on account of his wife's health and was created C.B. in the following year.

He went on to investigate the histories of old Italian missionaries and travellers in Central Asia, he took up his residence at Palermo. In 1863 he brought out for the Hakluyt Society *Mirabilia descripta. The Wonders of the East* by Jordanus, and in 1866 *Cathay, and the Way thither* (2 vols.), containing, besides biographical notices of old travellers and many of their curious letters and reports, a fund of information on medieval Asia, with a full and well-digested accounts of the intercourse from early times between China and the west.

Yule's famous editions of *Marco Polo* appeared in 1871 and earned him the Gold Medal of the Geographical Society of Italy, and later the Founder's Medal of the Royal Geographical Society. The book is a storehouse of curious and profound research, and placed the editor by common consensus in the first rank of geographers. A remarkable feature in Yule's work is the skill with which he unravels the most confused narratives of uncritical and credulous medieval writers, and the satisfaction he feels in rehabilitating, when possible, their character for accuracy. An enlarged edition appeared in 1875. A new edition of Yule's *Marco Polo* is now (1900) in preparation by Professor Cordier of Paris. Yule returned to England after his first wife's death in 1875, and was placed on the Indian Council, from which he retired shortly before his death in 1889.

His presence there was much valued, not only for his literary services, but from his habit of viewing all questions on their own merits, rather than by the light of expediency or of procedures. He married secondly, in 1877, Mary Wilhelmina (d. 26 April 1881), second daughter of Fulwar Skipwith of the Bengal Civil Service, but she died four years afterwards. At this time his own health was beginning to break, but his record of work hardly diminished. Two important works date from these years, *Hobson-Jobson, a Glossary of Anglo-Indian Colloquial Words and Phrases* (1886), the terms dealt with being culled not only from books but from diaries and East India Company's court letters of the seventeenth and eighteenth centuries, and copiously illustrated by a quaint medley of research collected during his miscellaneous reading, and stored till wanted in his unflinching memory. It is dedicated in graceful Latin to his brother. Sir George. His last work for the Hakluyt Society was the *Diary of Sir William Hedges* (1887), full of curious details of the inner working of the old and new East India companies, comprising incidentally the strange history of Governor Pitt, of Pitt diamond celebrity. The *Encyclopedia Britannica* also contains many important geographical and biographical papers, and the various geographical journals for many years had valuable articles from his pen. For a new edition of John Wood's *Journey to the Oxus* (1872), Yule wrote an introduction which is a brilliant essay on the topography of the Upper Oxus regions, with, incidentally, an exposure—a remarkable piece of geographical intuition—of the curious literary frauds of the great Russian geographer Klaproth. Yule also contributed introductions to Nikolai Mikhailovitch Przheval'sky's *Mongolia* (1876), and for Captain William John Gill's *River of Golden Sand* (1880) he prepared a learned and highly interesting study of the river systems of Eastern Tibet and Burmah. A long series of biographical notices, chiefly in the *Royal Engineers' Journal*, of distinguished engineers, are models of what such compositions ought to be. He gave, besides, a vast amount of friendly help, in suggestions and criticism, to the works of others, and notably to writers for the Hakluyt Society, of which he was president until the end of 1899.

The widely awakened interest of late years in the geography as well as in the medieval history and archaeology of Central Asia is largely due to Yule's labours. His erudition and sympathy have inspired alike explorer and student. Baron F. von Richthofen, a scientific traveller and geographer of the first rank, and endowed with wide philosophic observation, speaks of Yule's unique position as an historical geographer, and attributes to his mode of treating his subject (viz. by combining 'wissenschaftliche Grundlichkeit mit anmutender Form') a wide influence, not only on English but on continental scholars.

He was a many-sided man. His efforts in verse, serious and humorous and sometimes in good Scots, were very happy, and he was interested to the last in art, politics, discovery, and social and philanthropic movements. A keen and delightful sense of humour was never far from the surface in his conversation or in his writings.

He received the honorary degree of LL.D. from Edinburgh in 1884, and was created K.C.S.I. in 1889. He died at his residence in London on 30 December 1889, having within eight hours of his death dictated in Latin the following message to the Institute of France, which had just made him a corresponding member; 'Reddo gratias, illustrissimi domini, ob honores tanto nimios quanto immeritis. Mihi robora deficiunt, vita collabitur, accipiatis voluntatem pro facto. Cum corde pleno et gratissimo moriturus vos, illustrissimi domini, saluto. Yule.'

His portrait, painted by Mr. T. B. Wirgman, is in the Royal Engineers' Mess-house at Chatham.'

Sold together with an original plate impression from the original pen and ink drawing of the recipient, by Theodore Blake Wirgman, signed in pencil by both the artist and sitter, dedicated to 'Sir Joseph (Sir Joseph Dalton Hooker OM GCSI CB PRS) & Lady Hooker, with much regard'.

Sold by Order of a Direct Descendant

- 53 The mounted C.B. group of five miniature dress medals worn by Brigadier-General J. H. Yule, Devonshire Regiment



The Most Honourable Order of the Bath, Military Division, Companion's Badge, silver-gilt and enamel; Afghanistan 1878-80, no clasp; India General Service 1854-95, 1 clasp, Burma 1889-92; India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-8, Tirah 1897-8; Queen's South Africa 1899-1902, 1 clasp, Talana, mounted as worn, *very fine* (5)

£160-200

C.B. *London Gazette* 27 September 1901.

James Herbert Yule was commissioned as an Ensign in the 11th (North Devonshire) Regiment on 1 December 1865. He was deployed to Afghanistan for service in the Second Anglo-Afghan War in 1879; to Burma to help with suppressing the Burmese resistance movement in 1891; and to India for service in the Tirah campaign in 1897.

Yule was thence sent to South Africa for service in Second Anglo-Boer War: he was given command of a Brigade in the newly-formed 4th Division in Northern Natal in September 1899 and was then given a new command with orders to defend Glencoe in October 1899. The Division, which was under the command of Major-General Sir William Penn Symons, launched a frontal attack on the enemy during the Battle of Glencoe on 20 October 1899. However, Symons was seriously wounded, and Yule took over command of the Division. Yule managed to secure the target of the attack, Talana Hill, but after finding it impossible to retain possession of the hill, withdrew the Division to Ladysmith where it became part of the besieged garrison on 26 October 1899. Yule died on 7 May 1920.

CAMPAIGN GROUPS AND PAIRS

54 Pair: General B. Boyd, 68th Native Infantry, Indian Army



Sutlej 1845-46, for Sobraon (Licut B: Boyd 68th Regt. N:I:); India General Service 1854-95, 1 clasp, Pegu (Captn. Brooke Boyd 68th Regt. N.I.), both fitted with attractive engraved silver top riband bars, *very fine* (2)

£1,200-1,500



Brooke Boyd was born at Meerut on 12 November 1816, the son of General Mossom Boyd. Perhaps the best summary of his career was offered by the *Hastings & St Leonards Observer* shortly after his death on 17 November 1900:

‘...passed away at St. Leonards the other day at the advanced age of 84 years. The deceased gentleman was the son of General Mossom Boyd, of the East India Company service, and was one of five brothers who all became Generals in the Queen’s Army, and two of whom survive him.

It was in the year 1834 that he entered the Indian Army, and in 1836 - the year in which he obtained his Lieutenancy - he saw service against the Bhils in Malwa. He became Captain in 1846, and served in the Sutlej Campaign, including the Battle of Sobraon, and received the Medal. He went through the hardships of the Burmese War in 1852-53 and obtained the Medal with clasp for Pegu. He was made Major in 1855, and after serving in Bundelkhand in 1858 was promoted to the rank of Lieut.-Colonel in the following year, to Colonel in 1866. Major-General in 1871. Lieut.- General in 1877, and full General in 1888.

In 1881 he was placed upon the unemployed supernumerary list. He leaves three sons and one daughter, to whom, in their bereavement, the sympathy of a large circle of friends and acquaintances is extended. In addition to the above facts, it is interesting to note that eight brothers held the Queen's Commission as officers at one time.'

- 55 Pair: **Private. C. Coombs, 46th Foot**
 Crimea 1854-56, 1 clasp, Sebastopol (Pvte. Chas. Coombs. 46th Foot.); Turkish Crimea 1855, Sardinian die (Pvte. Chas. Coombs. 46th Foot.), pierced with dual ring suspension, both with contemporarily engraved naming, *worn overall, fine* (2) £160-200
- 56 Pair: **Private W. Wilkinson, 82nd Regiment (Prince of Wales's Volunteers)**
 Crimea 1854-56, 1 clasp, Sebastopol (No. 3432 Wilm. Wilkinson. 82nd Regt. P.W.V.), depot impressed naming; Turkish Crimea 1855, Sardinian die (No. 3432. W. Wilkinson. 82nd.), engraved naming, pierced and fitted with narrow suspension, *very fine* (2) £160-200
- 57 Pair: **Private W. Moore, 71st Highland Light Infantry**
 Turkish Crimea 1855, Sardinian die (No. 3387 William. Moore. 71 Hd. Lt. Infy.), engraved naming; Indian Mutiny 1857-59, 1 clasp, Central India (Wm. Moore, 71st Highd. L.I.), *very fine* (2) £240-280
- x58 Pair: **Sepoy Nek Mohamed, 22nd Native Infantry**
 India General Service 1854-95, 1 clasp, Jowaki 1877-8 (Sepoy Nek Mahomed, 22d. Regt. N.I.); Afghanistan 1878-80, no clasp (Sepoy Nek Mohamed 22 Regt. N.I.), *second with rather crudely impressed naming, very fine* (2) £160-200
- x59 Four: **Private J. Caldwell, 31st & 64th Foot**



- India General Service 1854-95, 1 clasp, Persia (J. Caldwell, 64th Foot.); Indian Mutiny 1857-59, 1 clasp, Relief of Lucknow (Josh. Caldwell, 64th Regt.); China 1857-60, 1 clasp, Taku Forts 1860 (Josh. Caldwell. 31st Regt.); Army L.S. & G.C., V.R. (802 Josh. Caldwell 31st Foot.), *very fine* (4) £500-700

Joseph Caldwell is noted on the Musters as having been further present at the Defence of Lucknow.

60 Pair: **Sergeant P. Skerrit, Royal Artillery, late Bengal European Fusiliers**

Indian Mutiny 1857-59, no clasp (Serjt. Peter Sherritt 3rd Bengl. Europn. Regt.); Army L.S. & G.C., V.R. (Serjt. P. Skerrett, Depot Bde. R.A.), note surname spelling variations, *very fine* (2)

£240-280

Peter Skerritt enlisted at Adare, Ireland on 6 August 1852 for 10 years' service with the East India Company Infantry. Embarked for India aboard the *Gloriose* on 17 February 1853, he served at Agra attached to the 3rd Bengal European Fusiliers and would have shared in one or more of the actions around that place on 5 July, 24 August or 10 October 1857 in order to qualify for the Medal without clasp. Discharged by purchase on 29 April 1859, he re-enlisted into the Bengal Artillery on 19 July 1859 and transferred to the Royal Artillery on 18 February 1861, being discharged on 10 January 1874, which included some 17 years, 153 days of service in India. He had been awarded the L.S. & G.C. Medal on 1 August 1874, having been recommended on 1 January 1871 and 27 February 1874.

61 Pair: **Lieutenant-Colonel J. T. Whish, 16th Bengal Native Infantry and Bengal Staff Corps**

Afghanistan 1878-80, no clasp (Capt. J. T. Whish. 16th Ben. N.I.); India General Service 1854-95, 1 clasp, Burma 1885-7 (Major J. T. Whish 16th Bengal Infy.), *good very fine* (2)

£400-600

John Tulloch Whish was commissioned 2nd Lieutenant into the 103rd Foot in March 1861 and was advanced Lieutenant on 30 July 1862 and Captain on 12 March 1873. He served with the 16th Native Infantry during the Afghanistan operations and was Provost-Marshal at Ali Musjid from 16 March-26 May 1880 and Commanded Fort Jammud from 27 May-15 September 1880. Promoted Major on 12 March 1881, he saw further service in Burma and was made Lieutenant-Colonel on 12 March 1887, being retired on 29 March 1889. He died on 16 May 1910.

62 **The campaign group of three awarded to Colonel T. Deane, C.B., Imperial Yeomanry, late Indian Staff Corps**



Afghanistan 1878-80, 1 clasp, Kabul (Capt. T. Deane, Bl. S.C. Staff Offr.); India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (Coll: T. Deane C.B. I.S.C.), *one rivet between clasps loose*; Queen's South Africa 1899-1902, 4 clasps, Cape Colony, Orange Free State, Transvaal, South Africa 1901 (Colonel T. Deane. C.B., Imp: Yeo:), *good very fine* (3)

£600-800

Perhaps the best biography is offered by the obituary which featured in *The Homeward Mail*, published on 3 June 1907:



‘Colonel Thomas Deane, C.B., late of the Indian Army, whose death from heart failure has occurred at Newlands, Surbiton, was born in 1841 and received a commission in the Madras Cavalry in March 1862. From 1863-69 he was attached to the 21st Hussars, being appointed a Lieutenant in the Bengal Staff Corps in January 1869. Obtaining a Captaincy in 1874, he was appointed Assistant Secretary in the Military Department of the Government of India in January 1877, and served in the Afghan War of 1879-80 as Staff Officer for Transport and Supply, taking part in the attack on Sherpore and on Tahkt-i-Sah heights, the action on the Asmai Heights, and the Defence of Sherpore. He was specially mentioned in despatches and received the Medal with clasp. His employment in the Military Secretariat Department of the Government continued till November 1889, he receiving the acknowledgements of the Indian Government for his zeal and ability while so employed. He was afterwards, from that date till May 1898, Director of the Army Remount Department in India, during which he took part in the operations on the North-West Frontier of India and the Tirah expedition of 1897-98 for which he had the Medal and two clasps. He reached the rank of Colonel in 1892, was nominated a C.B. on the celebration of Queen Victoria’s Diamond Jubilee, and in 1898 was placed on the Unemployed Supernumerary List. During the War in South Africa Colonel Deane served as a Special Service Officer for the Imperial Yeomanry, Commanding the Depot at Elandsfontein, and taking part in the operations in the Transvaal, in Orange River Colony and in the Cape Colony. He was mentioned in despatches and received the Queen’s Medal with four clasps. Subsequently appointed agent in England for the Government of India Studs.’

Deane was born at Dublin on 12 May 1841 and spent his spare time hunting, shooting or fishing and was a member at the Garrick. During the visit of the Prince of Wales to India in 1875-76, Deane served with Captain Peacock and was detached from the Viceroy’s Bodyguard in order to protect the Prince. A Regimental Order was published on 4 January 1876 expressing the pleasure of the work of the party.

It is worth noting that Deane would have celebrated his 60th birthday whilst on campaign in South Africa.

- 63 Egypt and Sudan 1882-89, dated reverse, 1 clasp, Tel-el-Kebir (1580. Pte. G. Oram, 19th Hussars.), together with an ornate silver wide riband bar, this engraved 'Presented by Gen. Sir Baker Creed Russell, K.C.B. Col. 13th Hussars, to Trooper G. Oram 19th Hussars (late 14th Kings Hs.) for horse fatality & high merit on two occasions in Egypt 1882.', *pitting from Star, very fine* (2) £140-180



PROVENANCE:

Glendining's, June 1981, Lot 236

At that time offered as a group of four Medals, including South Africa 1877-79, Afghanistan 1878-80, this Medal and Khedive's Star and the riband bar. The earlier campaign awards were then described as 'later issues'.

George Oram entered the 19th Hussars from the 14th Hussars on 3 August 1882 and was discharged in 1887; sold with copied roll extracts.

- 64 Pair: **Platelayer A. Smith, Lucas & Aird Company**
Egypt & Sudan 1882-89, undated reverse, 1 clasp, Suakin 1885 (Platelayer A. Smith.); Khedive's Star 1884-6, *first with partial attempted erasure over profession, very fine* (2) £240-280

78 Medals issued to the Platelayers employed by the Lucas & Aird Company on railway construction between Suakin and Berber.

- x65 Three: **Gunner W. Doyle, Royal Garrison Artillery**
India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (1629 Gunr. W. Doyle. No. 7 Mtn. By. R.A.); Tibet 1903-04, 1 clasp, Gyantse (1629 Gunr. W. Doyle. 7th Mtn. By. R.G.A.); Army L.S. & G.C., G.V.R. (1629 Gnr: W. Doyle. R.G.A.), *very fine* (3) £400-500

A fascinating selection of images taken by Lieutenant Bennett, an officer in the 7th Mountain Battery were sold in 2012. They give a fine insight to the conditions of the Tibet campaign:

<https://www.bonhams.com/auctions/20135/lot/219/>

- x66 Five: **Warrant Officer Class II A. Nutley, Royal Sussex Regiment**
India General Service 1895-1908, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (4232. Corpl. A. Nutley 2d. Bn. Ryl. Suss. Regt.); 1914-15 Star (254 C. S. Mjr. A. Nutley. R. Suss. R.); British War and Victory Medals, with M.I.D. oak leaves (254 W.O.Cl.II. A. Nutley. R. Suss. R.); Army L.S. & G.C., G.V.R. (4232 C. Sjt: A. Nutley. R. Sussex Regt.), *first and last very fine, Trio better* (5) £240-280

Alfred Nutley served in France with the Royal Sussex Regiment from 31 May 1915 and had earned a 'mention' (*London Gazette* 1 January 1916, refers) by War's end.

- 67 Three: **Captain T. B. Garvie, South African Medical Corps, who served as a Civil Surgeon during the Boer War**
Queen's South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (T. B. Garvie, M.B. Surgeon); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (Civ. Surg. T. B. Garvie); British War Medal 1914-20 (Capt. T. B. Garvie.), *good very fine* (3) £240-280

Purchased City Coins Auction No. 41.

Thomas Bonnar Garvie was born at Glasgow on 25 April 1875 and qualified from Glasgow University in 1897, serving in South Africa during the Boer War as a Civil Surgeon. He thence set up practice at Moorreesburg and was Railway Medical Officer for the section between Malmesbury and Erndekuil. During the Great War he served in the South African Medical Corps in the Cape from 9 January 1917-19 May 1919.

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'An unfortunate accident happened to our second torpedo, for when fired it hung up half out of the tube and broke at the joint between the head and the body, the top body screws breaking but the bottom ones holding, so that the business end, with all the explosive in it, was dangling over the side. I have vivid recollections of the tubes' crew gingerly trying to bear the head off with a boat-hook as it bumped against the side with each roll of the ship. Luckily it soon parted and fell off, again luckily just clearing the starboard propeller. Altogether a most unfortunate incident!'

One of several close calls experienced by H.M.S. *Nicator* of the 13th Destroyer Flotilla at Jutland, as recounted by Lieutenant M. A. Brind, R.N.; see *Jutland 1916 - Death in Grey Waters*, by Nigel Steel and Peter Hart.



A Boer War and Great War campaign group of five awarded to Chief Stoker J. F. Ford, Royal Navy, who witnessed enemy fire of the heaviest kind at Jutland in the destroyer H.M.S. *Nicator*

Unleashed by Beatty at around 4 p.m. on 31st May, the destroyers of the 13th Flotilla made headlong for the enemy at a rate of 30 knots, those of the 2nd Division - under Commander Barry Bingham, V.C. in *Nestor* - bearing the brunt of 'an extremely warm welcome' from the German battlecruiser line

Queen's South Africa 1899-1902, no clasp (J. F. Ford, Sto., H.M.S. *Pearl*); 1914-15 Star (291543 J. F. Ford, A. Ch. Sto., R.N.); British War and Victory Medals (291543 J. F. Ford, Ch. Sto. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (291543 J. F. Ford, Stoker, P.O., H.M.S. *Leander*), *light contact marks, generally very fine* (5)

£240-280

Joseph Fredrick Ford was born in Devonport, Devon on 16 January 1881 and joined the Royal Navy as a Stoker 2nd Class in March 1899. His first seagoing appointment was aboard H.M.S. *Pearl*, from December 1901 until November 1904, in which period he witnessed active service off South Africa (Medal).

Having then been advanced to Stoker Petty Officer in 1910, he was awarded his L.S. & G.C. Medal in May 1914, whilst serving in the depot ship *Leander*. Likewise employed at the outbreak of hostilities, he removed to the destroyer *Foyle* and served in the Dover Patrol until coming ashore to *Vivid II* as Chief Stoker in March 1915. Then in April 1916, Ford joined the ship's company of the destroyer *Nicator*.



Beatty unleashes the destroyers of the 13th Flotilla, by Alma Claude Burlton Cull (1880-1931)

Jutland

Of *Nicator's* subsequent part in the battle of Jutland, as a component of the 2nd Division of 13th Flotilla, her 'Jimmy the One', Lieutenant M. A. Brind, R.N., takes up the story:

'When I arrived on the bridge about 3.30 p.m., the battle cruisers were forming in single line ahead and had increased to full speed, and as we were at the tail of the line, we had to go "all out" to take up our screening position ahead. One thought at first that it was rather unkind to make us proceed up the engaged side of the battle cruisers to take up our station, as it was quite clear that as soon as the first shots were fired at extreme range we should stand a very good chance of being hit by any shots falling short. And we weren't kept very long in suspense, because the enemy soon opened fire, but right from the start there seemed to be a remarkable lack of shorts, nearly all shots appearing to either straddle or hit ... practically before the action seemed to have started the *Indefatigable* blew up just as we passed her - not a very cheering commencement. We had now got about half-way up the line, going just over thirty knots, and both lines of battle cruisers were firing at each other as rapidly as possible, but our ships were being straddled and hit much too often for anyone to be too happy about it. We had just got abreast of the *Princess Royal*, the second ship of the line when the *Queen Mary*, her next astern which we had passed a few minutes before, had her first explosion, and shortly afterwards completely blew up and was enveloped in a huge cloud of smoke and flame. When the smoke cleared there was nothing left to be seen, and for some time everyone on board the *Nicator* seemed quite stunned with horror at the suddenness of the thing and at the turn which the action seemed to have taken.

By this time we were abreast the *Lion* which was firing very steadily, and seemed to inspire confidence somehow in spite of the number of times she appeared to be straddled. Suddenly a huge burst of flame shot up from her, amidships, and for one ghastly moment we thought that she had gone the way of the *Queen Mary* and *Indefatigable*. However, as soon as the smoke cleared away, we saw all the *Lion's* remaining turrets fire together, and everyone on board us burst into a cheer.

Then we noticed a signal to the *Champion* (Ship of Captain (D), 13th Flotilla) flying from the *Lion* ordering the 13th Flotilla to attack, and very shortly afterwards the *Champion* hoisted the signal for the 2nd Division to deliver an attack on the enemy battle cruisers. The 2nd division ordinarily consisted of the *Nestor*, *Onslow*, *Nomad* and *Nicator*, but early on in the day *Onslow* had been detached to screen the seaplane carrier *Engadine*, so that there only remained *Nestor*, *Nomad* and *Nicator* in the division. We started our attack in that order at about 4.30 p.m.

We led out from the head of our battle cruiser line steering a south-south-easterly course (the course of the two battle cruisers' lines being approximately south) at a speed of 34 knots, but shortly after the attack started *Nomad* commenced to drop behind and told us to take station ahead of her, as she could not maintain the pace.

Almost simultaneously with our attack we saw enemy destroyers coming out from the head of the German line, either to deliver a counter-attack or else to beat off our attack. When we had reached a position on the enemy's bow we turned on to our attacking course, roughly north-east and fired our first torpedo at about 9,000 to 10,000 yards range. We were in excellent position and the torpedo, for as far as we could see its track, ran straight and doubtless at least crossed the enemy's



Two scenes from 'Deeds That Thrill the Empire', depicting H.M.S. Nestor and her consorts under heavy fire

line. By this time we were within gun range of the enemy destroyers, of which we could count at least eight. They were approaching at about 30 knots, two to three points off our starboard bow, and the rate at which we were closing each other was about 1,000 yards per minute, so that it was not long before we went into "rapid independent", our maximum rate of fire, and scored a gratifying number of hits. When at about 1,000 yards' range from us the German destroyers turned on to a south-westerly course, a practically parallel and opposite course to ours, and slightly closing.

We noticed that two of them did not turn with the others but remained stopped, one with a distinct list to starboard, whilst the firing of the remainder although very rapid was very wild, and we were not hit at all. They were now passing us at full speed at almost point-blank range, so that we were allowing the maximum deflection on the gun-sights - 60 knots right. This did not last long, as they were soon past us, and they turned to rejoin their battle cruisers, being engaged as they did so by the next division of our flotilla, which were following us up astern; but the Germans had left behind three of their destroyers, the crew of one of which were already taking to the boats. The *Nomad* astern of us was unfortunately disabled by a hit in her engine-room, and we had to leave her ...

All this time we were under an unpleasantly hot fire from the German battle cruisers' secondary armament, and it seemed nothing short of a miracle that we escaped being hit. I put it down unhesitatingly to the way in which the Captain handled the ship, and I think everyone else on board thought that too. His idea was, and it undoubtedly saved us, to chase each salvo - that is to say, when a salvo fell short, he would alter course towards it, so that after the Germans had applied an "up" spotting correction and fired another salvo, instead of hitting us it would go over. Then we would alter to port towards where that salvo fell, and so on. Luckily we had a reserve of speed over *Nestor*, our next ahead, so we were able to do this salvo dodging without dropping astern of station to any appreciable extent. Throughout the whole action the Captain was leaning coolly against the front of the bridge, smoking his pipe, and giving his orders to the helmsman.

By this time the German battle cruisers had turned 16 points to port. At the time we vaguely thought it was to prevent further attacks from the other divisions following up astern, but we soon realised that it was because they had effected a junction with their battle fleet, so as soon as it was seen that it was no use carrying on and chasing the enemy battle cruisers from astern, *Nestor* turned back to the west and prepared to rejoin our line.

On the way back we passed *Nomad*, stopped and apparently helpless, and we asked if we could offer us any assistance but she told us to go on. Now it was for the first time that I realised that the German battle cruisers had come into touch with their battle fleet, because sighting a line of battleships on our port bow, I exclaimed to the captain, "Now we're all right, here is the 5th Battle Squadron."

But the moment of elation did not last long because a closer inspection showed that they were undoubtedly German, and what was more, *Nestor* was converging to attack them.

Very soon we were again in the thick of a perfectly hair-raising bombardment from their secondary armament. We were engaging a light cruiser at the head of the line with all our guns, the range on the sights being 3,000 yards - *Nestor* was apparently going to make quite certain of his attack. At this moment, just as our sights were coming on an enemy battleship for our last torpedo, *Nestor* was hit, and we had to put our helm hard-a-port to prevent ramming him.

Our torpedo gunner made frantic efforts to train the torpedo tube round to keep his sights on, but the ship was swinging so rapidly that he could not do it, and unfortunately the Captain did not realise until afterwards that the torpedo had never been fired. The *Nestor*, realising that she was out of action, ordered us to rejoin *Champion*, for apparently our recall had been hoisted for some time, and accordingly we turned and rejoined *Champion* at full speed. It seemed perfectly extraordinary that, in spite of the tornado of shells falling all around us, we were never hit once except by a few splinters.'

Nestor's captain, Barry Bingham, was awarded the V.C.

Ford, who remained employed in *Nicator* until October 1919, was pensioned ashore in March 1921.

x69 Five: Chief Electrical Artificer 1st Class W. T. Child, Royal Navy, who served aboard *Iron Duke* at the Battle of Jutland

Africa General Service 1902-56, 1 clasp, Somaliland 1902-04 (W. T. Child, Electrician 4th Cl., H.M.S. Fox); 1914-15 Star (345649 W. T. Child. E.A.1, R.N.); British War and Victory Medals (345649 W. T. Child. C.E.A. 2. R.N.); Royal Navy L.S. & G.C., G.V.R., 1st issue (345649 William T. Child. Ch. Elec. Art. 2 Cl., H.M.S. Iron Duke), *the first with re-riveted suspension claw, contact marks, very fine* (5)

£260-300

William Thomas Child was born on 20 July 1879 at Stratford, London. He was the youngest of the seven children of George and Hannah Child; his father worked as a brass finisher in the London Minories, Bethnal Green. In 1901 William was still living at home with his parents and employed as a fitter and turner. On 22 September 1902 he enlisted in the Royal Navy as an Electrician. After training at *Vernon* (Torpedo School at Portsmouth) he joined *Hyacinth*, then *Fox*, both second-class protected cruisers on the East Indies station. In 1904 *Fox* participated in the operations against the 'Mad Mullah', patrolling the Red Sea and Indian Ocean coasts, and on 21 April 1904 landed a force at Illig, which destroyed fortifications and killed some fifty-six Dervishes.

Over the following ten years Child served in the following ships - between periods ashore - including *Racer* (*composite gunboat*), Duke of Edinburgh (armoured cruiser in the Channel Squadron), *Latona* (an old cruiser of 1892), *Ariadne* (a cruiser of 1902) and *Superb*, a modern battleship in the Home Fleet. During this time he was promoted to Electrical Artificer 1st Class and awarded three Good Conduct badges. In July 1903 he was married at Portsmouth.

In March 1914 Child was posted to *Iron Duke*, which had just been completed. In August 1914 she became the flagship of Sir John Jellicoe, Commander in Chief of the Home Fleet. Some ratings did not like serving in a flagship as the discipline was very strict and there would be a great deal of ceremonial for the coming and going of the Flag Officer concerned and other senior officers who attended conferences on board; nevertheless, Admiral Jellicoe was personally very popular and inspired great loyalty and affection from his subordinates.

Iron Duke was only in action once - the Battle of Jutland, on 31 May-1 June 1916. A fellow Electrical Artificer in one of the other battleships gave an account of his duties as the fleet steamed into the North Sea:

'Usual activity on deck, securing against rough weather, getting boats inboard, closing watertight compartments, etc. I proceed to my usual routine, first to inform the engineroom staff that air compressors are needed. Then to forward submerged torpedo flat. Fleet orders are that all torpedoes are to be topped up from normal air pressure of 2,200 PSI to 2,500 PSI to give longer range. The torpedo crew are assisting the Petty Officer Instructor to withdraw torpedoes from the tubes to fit warheads with firing pistols, also spare primers and pistols are being brought to the 'ready' for immediate use. I check firing gear and instruments from conning tower firing position. Topping up completed, I then proceed to various compartments around the ship to close stop valves on the air ring main so that in the event of damage, each gun turret is independently supplied. This high pressure and water is automatically blown through the gun as the breach opens to douse any burning debris left and to cool the gun barrel.'

The Battle Fleet was originally deployed in six columns of four ships each, steaming abreast. At around 18:00hrs on 31 May Jellicoe knew that a meeting with the German Fleet was imminent and gave the order to deploy in a single line of battle, with the port wing column leading. As George Bonney recalls in *The Battle of Jutland 1916*:

'This tremendous decision, on which in truth hung the fate of the Fleet and the nation, was taken by Jellicoe in this period of extreme stress, on the basis of information necessarily incomplete, with incomparable coolness.'

Hoist equal speed dependant south-east' was his order to the Fleet Signal Officer. The signal was hauled down at 18:15hrs but before that *Iron Duke* had begun the turn to port that was to bring the Grand Fleet across the head of the German line, between it and its bases, with most of its guns bearing on the enemy. The line of twenty-four battleships stretched for seven miles, with Iron Duke ninth in line. The tactical advantage had passed decisively to the British.

Admiral Scheer and the High Seas Fleet, who had no idea that the British Battle Fleet was at sea, suddenly found with horrified amazement that '...an entire arc stretching from north to east was a sea of fire.'

Many of the German ships found that their guns were masked by the next ahead and were unable to bear on the British. At 19:33hrs the Germans began a manoeuvre in which the Fleet simultaneously turned away from the British line. At 18:55hrs, when about ten miles to the west of the Grand Fleet, Scheer ordered a second turn which brought the two fleets together again. Once again, the British had the better of the exchange and several German ships were hard hit. The German battleships

turned away, their retreat covered by an attack by their battle-cruisers and torpedo boats. Jellicoe also turned his ships away, and the encounter between the two battle fleets was virtually over.

In the course of the battle *Iron Duke* fired ninety rounds of her 13.5-inch ammunition. Both Jellicoe and the ship's C.O. Captain Frederick Dreyer were noted gunnery experts and it is therefore no surprise that, according to John Campbell in *Jutland: an Analysis of the Fighting*, *Iron Duke* had probably the finest record for accuracy of any ship in the fleet and achieved seven hits on the *Konig* from forty-three rounds at a range of 12,600 yards. *Iron Duke* was not hit herself, and suffered no casualties.

On 5 June 1916 *Iron Duke's* crew were startled to see a launch draw alongside containing one of the best-known faces in the country - Field Marshal Lord Kitchener, Secretary of State for War and Britain's greatest living soldier. The Czar had sought his advice on Russia's desperate situation and he was just about to sail for Russia; before doing so, he toured *Iron Duke* and dined with Lord Jellicoe. He then transferred to the cruiser *Hampshire* which sailed from Scapa at 16:40hrs, bound for Archangel. Just over three hours later he was dead; *Hampshire* struck a mine and quickly sank in the mountainous seas (a Force 9 gale was blowing).

In November 1916 Jellicoe was appointed First Sea Lord and Beatty appointed Commander in Chief of the Grand Fleet in his place. *Iron Duke's* ship's company did not warm to their new Admiral. One of them made a comparison:

'At sea, Sir John, a figure in a duffel coat and sometimes wearing a white cap cover would come through the mess decks with an "Excuse me," and that would be Sir John making his way to the bridge. When Beatty came on board it was 'CLEAR LOWER DECKS' and a file of marines wearing short arms with Beatty in the middle. (He) never moved without a file of marines.'

Beatty soon sensed that he was not welcome and transferred his flag to the *Queen Elizabeth*. He admitted privately, '...there was too much Jellicoe about the *Iron Duke*, so I thought a change would be for the best.'

In April 1917 Child was promoted to Chief Electrical Artificer 2nd class, and in October that year he was awarded his L.S. & G.C. Medal. In 1919 *Iron Duke* was assigned to the Mediterranean, and then deployed in the Black Sea against the Bolsheviks.

After seven years' service in *Iron Duke*, Child returned to a shore post at Portsmouth in June 1921. He spent the following three years at *Vernon*, and retired in September 1924. In 1939 he was living with his wife in Ilford, Essex (today part of greater London). He died at the London Hospital, Whitechapel, on 31 March 1953, leaving an estate of £2440.

The Electrical Branch

In the Royal Navy of the late 19th century electrical work came within the purview of the Torpedo officers, but the rapidly increasing use of electrical power induced the Admiralty, in 1901, to sanction the introduction of a new rating, Electrician (equivalent to a Chief Petty Officer). They were to be recruited directly from qualified civilians who had served a recognised apprenticeship. However, by 1902 only thirty had been successfully recruited out of the 100 sought; in view of this disappointing response, selection criteria were lowered to include men without any knowledge of electricity at all provided that they were competent mechanics or otherwise seemed suitable candidates. It was considered that the comprehensive training course at Vernon during their probationary period would bring them up to the required standard.

There were six ranks: Electrician 4th, 3rd, 2nd and 1st Class, depending on years of service, and Chief Electrician 2nd Class promoted by selection) and 1st Class (after six years in the preceding rank). This rank structure corresponded to the Engine Room Artificers branch and the pay was the same, the highest in the Navy. In the reforms of 1910-12 the title 'Electrician' was changed to 'Electrical Artificer.'

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Three: **Engineer Lieutenant-Commander J. W. Alexander, Royal Navy**

1914-15 Star (Eng. Lt. Cdr. J. W. Alexander. R.N.); British War and Victory Medals (Eng. Lt. Cdr. J. W. Alexander. R.N.), *good very fine* (3)

£140-180

James Watson Alexander was born in Scotland on 25 September 1877 and entered the Royal Navy in June 1899 as a Probationary Assisting Engineer. Made Engineer Lieutenant in June 1904, his career was blighted by his alcohol addiction. Serving on the China Station aboard *Monmouth* in 1908, he 'incurred the C. in C.'s severe displeasure' at his consumption and he was set a wine limit on his mess bill. During the Great War he was Court Martialled for wilful disobedience and lost two years of rank, being dismissed from his ship. He was discharged from the *Minotaur* to hospital with acute gastritis in August 1917 and was again Court Martialled in October 1917. Pleading guilty once again, Alexander was placed on the Retired List in October 1917.

71 *'I was in 'A' turret and watched most of the action through one of the trainers' telescopes, as we were firing by Director, when the turret is trained in the working chamber and not in the gun house. At the commencement I was sitting on the top of 'A' turret and had a very good view of the proceedings. I was up there during a lull, when a German ship started firing at us, and one salvo "straddled" us. We at once returned the fire. I was distinctly startled and jumped down the hole in the top of the turret like a shot rabbit!! I didn't try the experience again ...'*

Sub. Lieutenant H.R.H. Prince Albert - later King George VI - who served as second officer in H.M.S. *Collingwood's* 'A' turret; he was mentioned in despatches.

A Great War campaign group of three awarded to Leading Seaman E. Dutton, Royal Navy, who served alongside H.R.H. Prince Albert in H.M.S. *Collingwood* at the battle of Jutland - and afterwards in Q-ships

1914-15 Star (228749 E. Dutton, A.B., R.N.); British War and Victory Medals (228749 E. Dutton, L.S., R.N.) *generally very fine* (3)

£100-120



Sub. Lieutenant H.R.H. Prince Albert

Edwin Dutton was born in Northwich, Cheshire on 13 February 1886 and entered the Royal Navy as a Boy 2nd Class in November 1903.

Having joined H.M.S. *Collingwood* in March 1912, he remained similarly employed until January 1918, and was present at the battle of Jutland. In the battle *Collingwood* fired 84 rounds of 12-inch ammunition and obtained hits on the cruiser *Wiesbaden*, the battlecruiser *Derfflinger* and a destroyer.

Famously, one of her young officers was none other than H.R.H. Prince Albert, afterwards King George VI. He had joined the *Collingwood* as a Midshipman direct from his studies at Osborne House in September 1913 and remains the only British Sovereign to have seen action in battle since William IV.

He later wrote a colourful account of his experiences during the battle, from which the following extracts have been taken:

'We went to "Action Stations" at 4.30 p.m. and saw the Battle Cruisers in action ahead of us on the starboard bow. Some of the other cruisers were firing on the port bow. As we came up the *Lion* leading our Battle Cruisers, appeared to be on fire the port side of the forecandle, but it was not serious.

...As far as one could see only 2 German Battle Squadrons and all their Battle Cruisers were out. The Colossus leading the 6th division with the *Collingwood* her next astern were nearest the enemy. The whole Fleet deployed at 5.00 and opened out. We opened fire at 5.37 p.m. on some German light cruisers. The *Collingwood's* second salvo hit one of them which set her on fire, and sank after two more salvos were fired into her ...



H.M.S. Collingwood in action at Jutland; by C. E. Turner (1883-1965)

I was in 'A' turret and watched most of the action through one of the trainers telescopes, as we were firing by Director, when the turret is trained in the working chamber and not in the gun house. At the commencement I was sitting on the top of 'A' turret and had a very good view of the proceedings. I was up there during a lull, when a German ship started firing at us, and one salvo "straddled" us. We at once returned the fire. I was distinctly startled and jumped down the hole in the top of the turret like a shot rabbit!! I didn't try the experience again ... '

In another letter, he added:

'We had no breakdowns of any sort. Everything worked very well; as for the men, they were quite marvellous, just as cheery as usual and worked like demons. The worst part of it was the night afterwards, we ceased firing at 9 p.m. and went to night defence until 2 a.m. when we closed up in the turrets again. We were sick at not seeing the enemy again that morning ... '

Down in *Collingwood's* shell room, Ordinary Seaman William Macey was among those charged with delivering heavy calibre shells to her gun turrets:

'My mates were chalking the shells as they were sent up. 'Hit old Kaiser Bill' and 'Hit the Bastards', etc. The morale was good. I cannot explain to you our feelings in battle. The guns were firing away, shaking the ship. I must say I felt very scared. I could not see anything that was happening on deck. We were shut down in the shell room, watertight doors.'

Postscript

Dutton came ashore from the *Collingwood* in January 1918 but he returned to sea in the Q-ship *Fresh Hope* in April and served in that capacity until the war's end. *Fresh Hope* was an ex-American three-masted schooner, one of a number of wooden vessels fitted out for clandestine work in the previous year; a splendid photograph of her crew is held in the Imperial War Museum's photographic archive.

He was finally pensioned ashore as a Leading Seaman in February 1926 and, although recalled in March 1940, he was quickly discharged as medically unfit; his service record confirms that he was *not* entitled to the L.S. & G.C. Medal.

72 Three: **Boy Telegraphist A. J. Cownden, Royal Navy, who was killed in action aged just 17 aboard H.M.S. *Shark* at the Battle of Jutland, an occasion on which his gallant C.O., Commander Loftus-Jones, won a superb posthumous Victoria Cross**

1914-15 Star (J. 31802, A. J. Cownden, B. Tel., R.N.); British War and Victory Medals (J. 31802 A. J. Cownden. B. Tel. R.), *good very fine*, all in their named card boxes of issue (3)

£300-400



Arthur James Cownden was born at Brentford on 8 January 1899 and was a butchers errand boy upon joining the Royal Navy on 9 June 1914. He joined the books of *Shark* - a Torpedo Boat Destroyer - on 6 August 1915 and was aboard her at the Battle of Jutland on 31 May 1916. The V.C. citation for Loftus-Jones perhaps tells the story best:

‘On the afternoon of the 31st May, 1916, during the action, Commander Jones in H.M.S. “Shark”, Torpedo Boat Destroyer, led a division of Destroyers to attack the enemy Battle Cruiser Squadron. In the course of this attack a shell hit the “Shark’s” bridge, putting the steering gear out of order, and very shortly afterwards another shell disabled the main engines, leaving the vessel helpless. The Commanding Officer of another Destroyer, seeing the “Shark’s” plight, came between her and the enemy and offered assistance, but was warned by Commander Jones not to run the risk of being almost certainly sunk in trying to help him. Commander Jones, though wounded in the leg, went aft to help connect and man the after wheel. Meanwhile the forecastle gun with its crew had been blown away, and the same fate soon afterwards befell the after gun and crew. Commander Jones then went to the midship and the only remaining gun, and personally assisted in keeping it in action. All this time the “Shark” was subjected to very heavy fire from enemy light cruisers and destroyers at short range. The gun’s crew of the midship gun was reduced to three, of whom an Able Seaman was soon badly wounded in the leg. A few minutes later Commander Jones was hit by a shell, which took off his leg above the knee, but he continued to give orders to his gun’s crew, while a Chief Stoker improvised a tourniquet round his thigh. Noticing that the Ensign was not properly hoisted, he gave orders for another to be hoisted. Soon afterwards, seeing that the ship could not survive much longer, and as a German Destroyer was closing, he gave orders for the surviving members of the crew to put on lifebelts. Almost immediately after this order had been given, the “Shark” was struck by a torpedo and sank. Commander Jones was unfortunately not amongst the few survivors from the “Shark” who were picked up by a neutral vessel in the night.’

She had a complement of 92. Shortly before 1900hrs the order to abandon ship around thirty of the crew got onto the rafts. Only seven were picked up six hours later by a Danish ship, but one died soon afterwards. That man was likely Cownden, for he was buried in the Kviberg Cemetery, Sweden.

73

'Many casualties had occurred among the guns' crews of the forecastle through two enemy shells, one of which had detonated projectiles in a ready rack. All the electric cables and voice-pipes from the bridge had been shot away, while the after compass, after wireless-room, and searchlight were demolished. The foremost funnel was pierced through and through by splinters until it resembled a huge nutmeg-grater. A shell passing in through the side above the waterline had penetrated a coal-bunker, to explode in the boiler-room beyond, killing or wounding every man in the compartment and severing the main steam-pipe, from which the steam escaped with a deafening roar.

And, besides the damage from enemy shell, the British flotilla-leader had a badly bent and crumpled bow, and two huge gashes forward above the waterline. Dead and wounded lay everywhere ... In the space of a few moments the Broke was converted into a smoking-shambles. In places, her decks were literally running in blood. She sustained 57 casualties, of whom 21 were killed outright, and no part of the ship was immune.'

An eye-opening glimpse at the damage and casualties sustained by H.M.S. *Broke* in her famous encounter with six enemy destroyers in the Dover Straits in April 1917; *Taffrail's Endless Story*, refers.



H.M.S. Broke ramming the G-42 at 27 knots; from 'The Naval Front' by Gordon S. Maxwell

The Great War campaign group of three awarded to Able Seaman W. H. Archard, Royal Navy, who was present in H.M.S. *Broke* during her famous encounter with enemy destroyers in the Dover Straits on the night of 20-21 April 1917

Ramming the G-42 at 27 knots, *Broke* almost turned her adversary over on her beam-ends and a brutal 'boarding party' hand-to-hand encounter ensued, so much so that *Broke's* decks were 'literally running in blood'

She eventually departed the scene of battle a 'smoking shambles', the gallant deeds of her captain - 'Teddy' Evans of Scott-Antarctica fame - and her crew rightly winning the approbation of Their Lordships of the Admiralty and conquering the columns of the home press

1914-15 Star (J. 26359 W. H. Archard, Boy 1, R.N.); British War and Victory Medals (J. 26359 W. H. Archard, A.B., R.N.), together with card boxes of issue, *extremely fine* (3)

£140-180

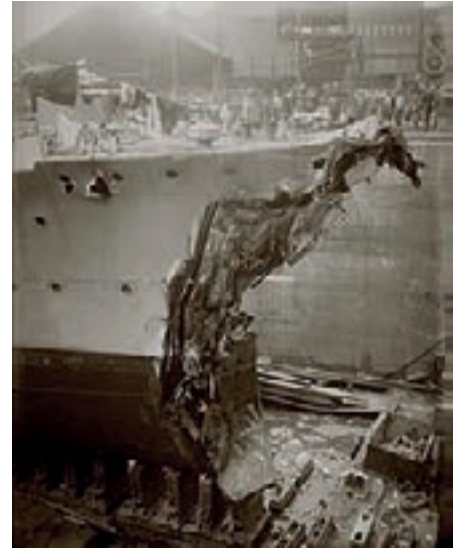
William Henry Archard was born in Chippenham, Wiltshire on 9 February 1898 and entered the Royal Navy as a Boy 2nd Class in August 1913. His first seagoing experience was aboard the armed merchant cruiser H.M.S. *Virginian*, in which ship he served from December 1914 until March 1916, on blockade duties in the North Sea and in the Atlantic.

Having then joined the *Broke* in August 1916 - and been advanced to Able Seaman - he was present in her celebrated action in the Dover Straits on the night of 20-21 April 1917, when she - and her consort *Swift* - took-on six German destroyers. *Taffrails' Endless Story* takes up the story:

'The vessels on both sides were now a blaze of gun-flashes, which made it very difficult to see what was happening, and Peck, in the Swift, was temporarily blinded by the flame of the 6-inch gun on the forecastle. Losing sight of the enemy for several seconds, and now travelling at full speed, he passed astern of the German line, though not before firing a torpedo at the fifth ship in the opposing line, which probably took effect.



Hand-to-hand combat on H.M.S. Broke's deck, following her ramming of the G-42: every German who clambered over the bows was shot or bayoneted



Point of impact: H.M.S. Broke's damaged bow is revealed at Tyneside

Altering course out of the wake of the *Swift*, Evans, in the *Broke*, held his fire for a moment to bring the sights of the torpedo director on the bridge on their target. Despard, the First Lieutenant, actually fired it, and after an interval it, or the *Swift's* torpedo, fired at much the same time, struck the fifth ship in the enemy line full amidships, to explode in an upheaval of smoke and whitened spray which glowed redly in the blaze of gun-flashes.

Both sides were steaming fast. Things were happening in seconds, and once more the *Broke's* foremost guns had opened fire. Evans had been steering to ram; but, seeing the ship he was aiming for - *G. 85* - struck by the torpedo, realised it was now unnecessary, put his helm to port, and swung outwards for a few seconds to give himself room to swing back again and ram the destroyer astern of *G. 85*.

"If you put the helm over now, sir, you'll get this next one all right, sir," said Hickman, the *Broke's* navigator, to his captain, who himself was conning the ship.

Under heavy fire, and in a coruscation of gun-flashes and the sparkle and smoke of exploding shells, Evans put his helm over and drove straight for his enemy at 27 knots. There was hardly time to breathe, let alone to think coherently.

The German, *G. 42*, increased speed, smoke and showers of sparks pouring from her funnels as she strove to escape. But it was too late. With a grinding thud, and the screech of tearing steel, the *Broke's* bow crashed into her opponent's port side abreast the after funnel. The terrific impact hurled the German practically over on her beam-ends as the *Broke's* ram pushed her bodily through the water.

It is impossible to describe the sensations of those on board both these ships as the collision occurred - the *Broke's* grimly triumphant; the Germans filled with terror-stricken amazement and horror. It was a dreadful moment; but worse was yet to come.

Men were screaming and shouting for help as the *Broke's* guns, at their maximum depression, pumped shell after shell at a few yards' range into the mass of men huddled on the deck of her stricken enemy. One of the German's torpedo-tubes had stuck into the *Broke's* side and was torn off its mounting. The anti-aircraft 2-pounders added to the din with their stuttering uproar, while the British seamen that remained alive in the forepart of the ship, with rifles and fixed bayonets, and revolvers and naked cutlasses, headed by Mr. Midshipman Donald Gyles, R.N.R., already wounded by a shell splinter in the eye, swarmed forward on to the *Broke's* forecastle to repel boarders. They were taking no chances. No quarter was given. Every German who clambered over the bows was shot or bayoneted. A deadly small-arm fire was poured from the forecastle into the terrified men on *G. 42's* deck. Even the officers on the *Broke's* bridge used their automatic pistols. Few of their enemies survived the storm of lead and nickel.

But the *Broke* did not escape unpunished. When things were happening every second, it is impossible to describe events in their strict chronological sequence; but early in the action, which cannot have lasted more than a few minutes, a shell explosion on the forecastle had hurled a box of 4-inch cartridges into the air to scatter them round about the bridge, where they burnt with the fierce red glow and leaping flames of consuming cordite. She was also blazing amidships. Illuminated like a beacon, she made a conspicuous target. A hostile destroyer slammed in salvo after salvo until she disappeared into the night. It was nearly impossible to miss at so short a range.

In the space of a few moments the *Broke* was converted into a smoking-shambles. In places, her decks were literally running in blood. She sustained 57 casualties, of whom 21 were killed outright, and no part of the ship was immune. Two shells had hit the bridge structure, to kill a signalman, and seriously to wound the helmsman and a man at the engine-room telegraphs. But the former, Able Seaman William George Rawles, who afterwards received the Conspicuous Gallantry Medal for his bravery, continued to steer the ship until *G. 42* had been rammed. Then he collapsed from loss of blood.

Many casualties had occurred among the guns' crews of the forecastle through two enemy shells, one of which had detonated projectiles in a ready rack. All the electric cables and voice-pipes from the bridge had been shot away, while the after compass, after wireless-room, and searchlight were demolished. The foremost funnel was pierced through and through by splinters until it resembled a huge nutmeg-grater. A shell passing in through the side above the waterline had penetrated a coal-bunker, to explode in the boiler-room beyond, killing or wounding every man in the compartment and severing the main steam-pipe, from which the steam escaped with a deafening roar. And, besides the damage from enemy shell, the British flotilla-leader had a badly bent and crumpled bow, and two huge gashes forward above the waterline. Dead and wounded lay everywhere.

With her bows locked in *G. 42*, she still steamed ahead, her speed gradually diminishing. Every man in sight on the German's deck had been killed or wounded. Her stern portion was gradually sinking. Finally it disappeared altogether as the *Broke* ground her way clear. For a time Evans and his officers thought their ship was about to sink; but, once clear of *G. 42*, they set about trying to inflict further damage upon the flying enemy. Two were still in sight, one ahead and one to starboard, with the *Swift* in chase, long flames pouring from the funnels of all three as they steamed at full speed.

But the *Broke's* speed was dropping fast, and presently an engineer-officer arrived on the bridge with the sad news that the loss of feed-water was so great that she could not steam more than half-speed. He also pointed out that the ship must eventually come to a standstill. Evans accordingly turned and steamed slowly back towards the two sinking destroyers.

About a mile from the spot, they passed through a number of German seamen in the water, who cried "Save! Save!" But at any moment the enemy might return to continue the fight. The *Broke* could not afford to stop to lower her boats.

A little later they saw the phosphorescent wake of an approaching destroyer, which flashed the usual challenge. The *Broke*, hit in thirty-two places on the bridge by shell, splinters, and bullets, had had all her electric circuits shot away and could not reply. For a moment it seemed as though the stranger might open fire, until the Yeoman of Signals produced an electric torch and spelt out the name of the ship. The other vessel was the *Swift*, which had pursued the flying Germans until, badly damaged by shell fire, she could pursue no more. Hit many times, her wireless was out of action, and she had four feet of water on the lower mess-deck. The two British ships cheered each other in the darkness.

The *Broke* then closed one of the sinking Germans, *G. 85*, which was badly holed forward and was ablaze amidships. Men on her battered forecastle shouted "Kamerad! Kamerad!" and Evans replied through a megaphone, "All right. We will pick you up!"

But other Germans in the stern of *G. 85* thought otherwise, and opened fire with the after 4.1-inch gun, a shell from which passed through the *Broke's* bridge. She instantly retaliated with four rounds of 4-inch shell, while Acting-Sub-Lieutenant L. W. Peppe fired a torpedo from aft at a range of 200 yards. Set to run at six feet, it struck *G. 85* near the stern.

The *Broke* was then compelled to stop through the damage to her boilers. She was gradually drifting nearer *G. 85*, which was still blazing. It was a matter of uncertainty whether the German would sink before the flames reached her magazine. If she blew up with the *Broke* close alongside, the latter might also be sunk by the explosion. By the efforts of those in the engine-room, however, she was able to go astern sufficiently to prevent collision. It was 1. 20 a.m., thirty-five minutes from the time when the enemy had first been sighted, and a few moments later the destroyer *Mentor*, Lieutenant-Commander A. J. Landon, came alongside, and managed by good seamanship to take her in tow.

Archard's final seagoing appointment was aboard the flotilla leader *Bruce* in the period April 1918 to November 1919. He came ashore to a 'Free Discharge' in January 1920.

74 *'Their vainglorious fight and mysterious disappearance had been subsumed by an act of sublime gallantry that turned an otherwise disastrous and inconsequential naval encounter into one of the most celebrated of all the bitter struggles waged between Q-ships and submarines during the First World War.'*

Mick Brooks on the events of August 1917.

The Great War 'Q-Ships V.C. action' group of three awarded to Deck Hand H. Thompson, Royal Naval Reserve, who was killed in action during the famous action between the Q-Ships *Ethell & Millie, I'll Try* (a.k.a. *Nelson*) against a German UC-Class submarine on 16 August 1917 - the action won Skipper Crisp a posthumous Victoria Cross but the fate of the crew of Thompson and his comrades of the *Ethell & Millie* probably ended in a grizzly fashion as the crew were last seen lined up on the submarine forward casing shortly before she dived into the deep

1914-15 Star (SD. 1054, H. Thompson, D.H., R.N.R.); British War and Victory Medals (1054 SD. H. Thompson. D.H. R.N.R.), *good very fine* (3)

£240-280



Crew of the Ethell & Millie, Thompson present

Hugh Thompson was born at Thurso, Caithness in October 1895 and married Amy Maud Major before the outbreak of the Great War. The young couple were living at 4 Devey Cottages, High Street, Gorleston-on-Sea, Great Yarmouth. Thompson enrolled in the Royal Naval Reserve on 25 May 1915, serving aboard the trawlers *Kingfisher* and *Halcyon II* before joining the *Ethell & Millie* (*Boy Alfred*) - Q-Ship No. 929.

It seems likely, that he would have been present for the action of 1 February 1917, as recalled by Henry Newbolt's *Submarine and Anti-Submarine*:

'The British Boats were commanded by Skipper Walter S. Wharton, R.N.R. (*Boy Alfred*) and Skipper Thomas Crisp, R.N.R. (*I'll Try*), and were out in the North Sea when they sighted a pair of U-Boats coming straight towards them on the surface. The first of these came within 300 yards of *Boy Alfred* and stopped. Then followed an extraordinary piece of work, only possible to a German pirate. The U-Boat signalled with a flag to *Boy Alfred* to come nearer, and at the same time opened fire upon her with a machine-gun or rifles, hitting her in many places, though by mere chance not a single casualty resulted.

Skipper Wharton's time had yet to come; he was not for a duel at long range. He threw out his small boat, and by this submissive behaviour encouraged the U-Boat to come nearer, which she did by submerging and popping up again within a hundred yards. A man then came out of the conning-tower and hailed *Boy Alfred*, giving the order to abandon ship as he intended to torpedo. But 100 yards was a very different affair from 300. It was, in fact, a range Skipper Wharton thought quite suitable. He gave the order "Open fire" instead of "Abandon ship", and his gunner did not fail him. The first round from the 12-pounder was just short, and the second just over; but having straddled his target, the good man put his third shot into the submarine's hull, just before the conning-tower, where it burst on contact. The fourth shot was better still; it pierced the conning-tower and burst inside. The U-Boat sank like a stone, and the usual wide-spreading patch of oil marked her grave.



In the meantime the second enemy submarine had gone to the east of *I'll Try*, who was herself east of *Boy Alfred*. He was a still more cautious pirate than his companion, and remained submerged for some time, cruising around *I'll Try* with only a periscope showing. Skipper Crisp, having a motor fitted to his smack, was too handy for the German, and kept altering course so as to bring the periscope ahead of him, whenever it was visible. The enemy disappeared entirely no less than six times, but at last summoned up the courage to break surface. The hesitation was fatal to him - he had given the smack time to make every preparation. He appeared suddenly at last, only 200 yards off, on *I'll Try's* starboard bow; but his upper deck and big conning tower were no sooner clearly exposed than Skipper Crisp put his helm hard over, brought the enemy on to his broadside and let fly with his 13-pounder gun. At this moment a torpedo passed under the smack's stern, missing only by ten feet, then coming to the surface, and running along on the top past *Boy Alfred*. It was the U-Boat's first and last effort. In the same instant, *I'll Try's* shell - the only one fired - struck the base of the conning-tower and exploded, blowing pieces of the submarine into the water on all sides.

The U-Boat immediately took a list to starboard and plunged bows first - she disappeared so rapidly that the gunner had not even the time for a second shot. *I'll Try* immediately hurried to the spot, and there saw large bubbles of air coming up and a large and increasing patch of oil. She marked the position with a Dan-buoy, and stood by for three quarters of an hour with *Boy Alfred*. Finally, as the enemy gave no sign of life, the two smacks returned to harbour.'

In concluding his report on the above action, the Commodore-in-Charge, Naval Intelligence, stated that the available evidence suggested that this second enemy submarine was also sunk - Crisp was duly awarded the D.S.C. By the Summer of 1917, *I'll Try* had been renamed *Nelson* and *Boy Alfred* had become *Ethell & Millie*. She was later commanded by 45-year old Skipper Charles 'Johnsey' Manning off the Jim Howe Bank in the North Sea. At about 1445hr on 15 August 1917, at which Thompson was certainly present, Skipper Crisp, with his fishing trawl shot, sighted a U-Boat coming out of the mist three or four miles away to the north-west. As Crisp roared 'Sub Oh! Clear for action!', the U-Boat's first shell fell about 100 yards off the port bow. Crisp put the *Nelson* on another tack to see if it would disturb the enemy's aim but the German gunner was on target and the third shell penetrated the bow just below the waterline and *Nelson* began to sink. Crisp ordered a seaman to break out the White Ensign, and Ross to open fire. The gun was raised to the extreme of its elevation, but still the 13-pounder was hopelessly outranged. The seventh German shell hit Crisp himself, shattering both his legs at the hips and partially disembowelling him, before smashing through the deck and passing out through the ship's side. Ross, and the Skipper's son, Tom Crisp, rushed over to him and found that in spite of his frightful wounds he was still conscious. He knew he was dying and told his son to send off a message which Ross took down:

‘*Nelson* being attacked by submarine. Skipper killed. Send assistance at once.’

The message was attached to the smack’s carrier pigeon and sent on its way. Tom Crisp later told the Court of Inquiry:

‘...after that we were making water fast and had used nearly all our ammunition, only having five rounds left, and we had to leave the ship because she was sinking. I asked the skipper if we should take him in the boat with us, but he said: “No, throw me overboard.” This I would not do, and so we had to leave him on board the smack as he was in too bad condition to be moved. We got into the small boat, the smack sinking by the head about quarter of an hour afterwards. All the shots were directed on the *Nelson* until she sank. After our ship sank the submarine directed the fire on the *Ethel & Millie*. When we were in the small boat, the skipper of the *Ethel & Millie* beckoned us to go on board, but we would not go. We kept rowing in to the south-east and we saw one direct hit on the *Ethel & Millie* and the crew abandon her. Then the submarine worked round to the south and came to the southward of us. When the submarine was working round to the south we were working round in the opposite direction. The submarine left off firing at the *Ethel & Millie* and picked up her crew. We saw the submarine’s crew line the *Ethel & Millie*’s crew up on the submarine’s fore deck. They tied the smack’s boat up astern of the submarine and steamed to the smack. The wind being from the south south east was blowing the *Ethel & Millie* into the north north-west until she was nearly out of sight. Just before the *Ethel & Millie* got out of sight a haze fell over her and we rowed into the south-east as hard as we could, the opposite direction in which the smack and the submarine were going. It was drawing in dusk then. After dark came on we kept pulling in to the south-west. Next morning at day break we saw a buoy ahead of us and the wind freshened and blew us out to the eastward again. We still kept pulling to the westward. On Thursday we saw the *Dryad*. It was about three o’clock in the afternoon. He came in sight of us and then directed his course to the north-west and went out of sight. After the *Dryad* came a group of minesweepers. They got ahead of us and turned and went away in a south-westerly direction. All the time we had a large piece of oilskin and a pair of trousers tied on two oars to attract attention, but they did not see us. As night came the weather became finer, and we kept pulling into westward all night as hard as we could. At daybreak we saw some smacks straight ahead of us, but there was too much wind from westward, and we could not get to them, and they went away from us in a south-westerly direction. One of the chaps sighted a buoy which turned out to be the Jim Howe Bank buoy. We pulled up to it and made fast to it just as the tide turned about 10.30 a.m. on the Friday. The wind was blowing hard. About 1.45 p.m. the *Dryad* found us.’

Manning was urged to see the action through and whilst her crew put up a fine account of themselves, it was always going to be in a losing cause. When she was forced to surrender, the German Captain sent over a demolition party who stayed long enough to dismantle her ‘5cm’ gun which was snaffled by the enemy, together with a considerable haul of booty that included a number of unused shells, an underwater listening device, some revolvers, a Very pistol and four carrier pigeons. Most damaging of all, however, was the capture of a number of ‘secret’ documents that included a set of classified orders from the Lowestoft Naval Base which ought to have been destroyed before the smack was abandoned. What happened to her crew after that remains a matter for conjecture. The fate of the crew of the *Ethel & Millie*, last seen standing on the U-Boat’s casing, has been the subject of numerous conspiracy theories, a chapter best summarised by Stephen Snelling in his definitive history *The Naval V.C.s*:

‘Nowhere, however, in any of the accounts was mention made of the involvement of the *Ethel & Millie*. Her crew’s fate remains uncertain. The seven men were last seen as prisoners on the submarine’s forward casing. Originally reported ‘missing’, they were officially given up for dead on 10 March 1918. In the circumspect words of the Admiralty, they were ‘presumed to have lost their lives on 16 August 1917’ (sic). The suspicion persists that they were murdered, though no evidence exists to support the theory. Perhaps they were cast off in their small boat after being questioned and were subsequently lost. More than sixty years ago the writer David Masters suggested that they were taken on board the submarine which was itself sunk before reaching port. To add weight to his theory, he speculated that the submarine, which was never identified, might have been the *UC-41* which was sunk by trawlers off the Scottish coast six days later. But there was another, more bizarre, theory put forward by the son of Arthur Soanes, a deckhand aboard the *Ethel & Millie*. He claimed to have used his powers as a medium to make contact with his father, who told him ‘that they had been very well looked after by the U-Boat crew who had wrapped them in blankets and given them hot drinks. So, when the U-Boat sank ... they all died together as friends rather than enemies.’

Following the Court of Inquiry at Lowestoft, Skipper Crisp was awarded a posthumous V.C., Tom Crisp the D.S.M., whilst Thompson - together with Skipper Charles Manning, Second Hand Spencer Gibson, Deckhand Arthur Soanes and Able Seamen Alfred Preece and Edwin Barrett - is commemorated upon the Portsmouth Memorial. He was only 22 years of age.

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'We had not been in action for a few minutes before the first wounded began to arrive in the distributing station. The stretcher parties worked splendidly. The cries of the wounded and burnt men were terrible to listen to. They were brought in sometimes with feet and hands hanging off. Very soon the deck of the distributing station was packed with wounded and dying men, and when fresh cases were brought in one had some difficulty in avoiding stepping on others. Very little operating, save of an urgent kind was done during the action, though we had an operating table ready ...

The Rev. Thomas Bradley, who assisted the medical teams as they went about their desperate work aboard H.M.S. *Tiger* at Jutland; see *Jutland 1916 - Death in Grey Waters*, by Nigel Steel and Peter Hart.



Chief Stoker W. J. James, Royal Navy, who served in the cruiser H.M.S. *Tiger* at the Battle of Jutland

Hit a total of 17 times during the battle, *Tiger* suffered a loss of 24 men killed and 46 wounded. Notwithstanding such severe punishment, she delivered over 300 shells from her main armament and a further 136 rounds from her 6-inch guns, inflicting telling damage on the *Moltke*, *Wiesbaden* and *Von der Tann*

1914-15 Star (K. 5163 W. J. James, S.P.O., R.N.); British War and Victory Medals (K. 5163 W. J. James, S.P.O., R.N.); Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (K. 5163 W. J. James, S.P.O., H.M.S. *Cormorant*), *contact marks and lightly polished, edge bruising to last, otherwise nearly very fine* (4)

£120-140

William John James was born at Brixham, Devon on 21 December 1889 and entered the Royal Navy as a Stoker 2nd Class in January 1910.

Gaining rapid advancement in the intervening period, he joined the cruiser H.M.S. *Tiger* as a Leading Stoker in October 1914, and he remained likewise employed throughout the Great War, gaining further promotion to Stoker Petty Officer in the summer of 1915.

Dogger Bank - Baptism of fire

He was consequently present at the Battle of Dogger Bank on 24 January 1915, when *Tiger's* eight 13.5-inch guns did great execution, not least in a protracted duel with the *Moltke* and the *Seydlitz*. However, *Tiger*, in common with Beatty's flagship *Lion*, did not escape unscathed, as evidenced by her Captain's description of the time when she received her third hit from a large calibre shell:

'Tiger steered in the direction of the fleeing enemy and then, at this very critical moment, when quick decision had to be made, when the great speed of the Germans meant that every second brought them nearer to safety, there occurred a very large explosion which rattled us all in the conning-tower very considerably. It appeared that a shell had entered the Intelligence Office, which was immediately below the conning-tower, and having exploded there, blew up through the gun control tower, rendering everybody in it *hors de combat* and killing Engineer Captain Taylor and six men, and wounding three officers and six men.'



H.M.S. Tiger, left, under fire at 'Windy Corner' at Jutland; by William Lionel Wyllie (1851-1931)

Jutland

As cited above, *Tiger* sustained far severer damage and losses at Jutland, but not without having inflicted significant damage on the *Moltke*, *Wiesbaden* and *Von der Tann*. Her significant part in the battle is echoed in the words of numerous eye-witness accounts that appear in *Jutland 1916 - Death in the Grey Waters*, by Nigel Steel and Peter Hart.



Some of H.M.S. Tiger's wounded aboard H.M. Hospital Ship Plassy

Most moving of all are the accounts of *Tiger's* wounded and dying, a sight familiar to the ship's padres, among them the above quoted Rev. Thomas Bradley, who assisted the medical teams as they went about their desperate work:

'The doctors occupied themselves chiefly in first aid work. Morphia was given to a lot of the wounded. After a time they all settled down and we were able to sort them out putting the slightly wounded in one place and the more serious in another. A certain number of the men were gassed and it was a sad sight to see them die. They began by coughing insistently and then gradually went off in a stupor. Their greater number of injuries were caused by burns - some men had all their head, hands and arms burned, but there were not many burned about body. Those that died were taken out and put in the messdeck on the port side, abreast of the distributing station.'

Bradley also recounted the fate of a young Midshipman, a casualty from a direct hit on *Tiger's* 'Q' Turret:

'Three or four of us went including a doctor. He was got safely down the turret and along the messdeck of the distributing station. The poor fellow was wounded in several places. I took off his sea boots and found a piece of shell had gone through into his foot. He was also wounded in the arm and the side. His left eye was lying on top of a mass of bruised flesh that filled up the cavity of the eye. He was later taken to the Padre's cabin where he died during the night.'

Tiger reached Rosyth on the morning of 2 June, where she became the first of the "Splendid Cats" to undergo repairs.

Postscript

James - who continued to serve in *Tiger* until October 1921 - was awarded his L.S. & G.C. Medal in January 1925 and was pensioned ashore as a Chief Stoker in January 1932.

Recalled in August 1939, he was borne on the books of the Devonport base *Drake*, and he was released from the same establishment in August 1945.

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Six: **Master at Arms C. Townsend, Royal Navy, who served in the *Doris* during the Great War, which saw her participate in raids in and around Turkish occupied Alexandretta, Syria**

1914-15 Star (M. 7599, C. Townsend, Sh. Cpl. 1, R.N.); British War and Victory Medals (M. 7599 C. Townsend, Sh. Cpl. 1 R.N.); Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R. (M. 7599 C. Townsend, Sh's Cpl. 1 Cl. H.M.S. Ambrose.), mounted as worn, *very fine* (6)

£160-200

Claude Townsend was born in Landport, Portsmouth on 4 December 1884. On leaving school he first worked as a brewer's bottler, perhaps a surprising occupation for a youth who listed his religion as 'Baptist'. In May 1900 in Plymouth, he enlisted in the Royal Marine Light Infantry as a Drummer. At that time, still only fifteen years of age, he was just under five feet tall, with a fair complexion, light brown hair and grey eyes.

Townsend embarked in the *Cambrian* in March 1901. She was a second-class cruiser of 4,360 tons, launched in 1893, and was stationed on the east coast of South America. Whilst serving in this ship he reached the age of eighteen and was advanced Private. He returned to the Plymouth depot in July 1904. He served in his next ship, the *Roxburgh*, from December 1907 to August 1909; she was an armoured cruiser of 10,850 tons, launched in 1904. She was part of the Channel Squadron but in December 1908 she went into the Devonport Dockyard for a refit. He married in November 1908. When he returned to Plymouth, Townsend was employed with the Garrison Military Police. He was promoted Corporal in May 1910, and was then employed as a 'type cutter'. In those days the Royal Marines had its own printing branch which provided printing services to naval bases and the larger ships.

On 1 July 1913 Townsend embarked in the *Warrior*, an armoured cruiser in the Mediterranean Fleet. She was the name ship of a class of four laid down in 1903-04 and completed in 1907. She had a displacement of 13,550 tons, a complement of 704, and a length of 480 feet. Her main armament consisted of six 9.2 inch guns and four 7.5 inch guns. Her coal-fired, triple expansion engines gave her a speed of 22 knots. According to Jane's *Fighting Ships*:

'These ships are singularly successful sea boats and are held by all who have served in them to be the best cruisers ever turned out.'

On 13 December 1913 Townsend transferred to the Royal Navy's Regulating Branch, and became Ship's Corporal. The ship's police were responsible for enforcing discipline and were known as 'crushers'. It is hardly to be expected that men with this role would ever be popular but the ship's police were hated, and with good reason. There was considerable corruption in the Edwardian Navy with the crushers in the thick of it:

'Small wonder that within a few weeks of joining the RN an absolute loathing developed for this particular branch of the Service. It was well-deserved too, as there was no avenue closed to them for exploiting the sailor, from graft to crime. The reign of bribery, blackmail and corruption ... remains vivid. It is not going too far to say that the Ship's Police extracted thousands of pounds yearly from the sailors' meagre pay; every conceivable quarter was infested with bribery ... men were terrorized, victimized. Even if no offence had been committed they saw to it that one was created ... rations were bought and sold, rum was diluted, 'comfortable billets' were auctioned: so, too, a few days or a month's leave. Gambling schools existed on a large scale, and were systematically encouraged for they were a prolific source of revenue.' (Henry Baynham, *Men From The Dreadnoughts*, refers)

It is only fair to add that not all members of the Ship's Police were corrupt blackguards; Baynham records one old sailor who recalled how the Master at Arms turned a blind eye when a bullying Petty Officer was assaulted, and one Ship's Corporal was described as 'an exceedingly decent chap in his way.'

Townsend left the *Warrior* in January 1914, was posted back to Plymouth and, on 30 July 1914, he was drafted to the *Doris*, an Eclipse-class, second-class cruiser of 5,600 tons launched in 1896. She was armed with eleven 6-inch guns, three 12-pounders and three torpedo tubes and had a top speed of nineteen and a half knots. She had a complement of 450 and in 1914 she was commanded by Captain Frank Larken. On the outbreak of the Great War she was part of the 11th Cruiser Squadron, carrying out trade protection patrols west of Ireland.

On 5 November 1914 the United Kingdom and France declared war on the Ottoman Empire. Responsibility for the defence of the Suez Canal and Egypt was transferred to Rear Admiral Peirse, Commander in Chief of the East Indies station, who then proceeded to Suez. The *Doris*, which had just been equipped with a seaplane, was redeployed to Port Said, where the Turks were preparing to attack the canal.

Early in December 1914 Peirse tasked the *Doris* to steam up the Syrian coast to harass the Turks in the Gulf of Alexandretta (today Iskenderun, at the south-east of modern Turkey). Peirse sent an intelligence officer from his staff, Lieutenant Pirie Gordon RNVR, to investigate landing sites in the area with a view to large-scale landings. On the way *Doris* destroyed an enemy observation post at Ascalon (today Ashkelon, in Israel) on 15 December. After a short bombardment, a landing party went ashore, occupied the post and removed 'certain objects of military value or antiquarian interest'.

A little further north, her seaplane carried out a reconnaissance over Jaffa and Haifa. According to an account of one of the ship's officers (Naval Review No. 4 of 1915):

'...the arrival of the seaplane caused terror and affright; the Kaimakam, a notorious prosecutor of enemy non-combatants, fled headlong from the Serail and concealed himself in a foreigner's cellar. His Excellency emerged only when seaplane and ship were alike out of sight. He then blustered forth and sought to divert attention from his own unimpressive conduct by ordering the arrest of a number of old women, who, not having cellars in which to hide, had innocently put up umbrellas or parasols to fend off the anticipated shower of bombs. These unfortunate ladies were soundly beaten by the unchivalrous Kaimakam for having "signalled" with these umbrellas to the seaplane.'

On 18 December another party landed about four miles south of Sidon (Saida in Lebanon) and destroyed the telegraph line. The line was removed for a distance of about three-quarters of a mile and all the posts cut down and sawed in three. There was no fighting and a number of local inhabitants left their ploughs to come over and converse with members of the party. One of the officers, Bimbashi Herbert (late of the Egyptian Army), took the opportunity to capture some tortoises and rare frogs which he later presented to the Cairo Zoological Gardens. Shortly afterwards, Larken encountered a neutral United States ship anchored off the coast, and was informed by her officers that the Turks were 'in a mortal funk waiting for your landing.'

The *Doris* then proceeded to Alexandretta. This was an area of the greatest strategic importance for the Turks; the road and railway connecting Constantinople with the two southern military fronts, Palestine/Egypt and Mesopotamia, passed through the area and, for a distance of about thirty miles, ran close to the coast where they were vulnerable to attacks from the sea.

The ship arrived after nightfall. A fierce squall struck and, at first, no boat could be launched but at 23.15 hrs the weather moderated sufficiently for a landing party, consisting of five officers and twenty-four seamen and stokers, to land about eight miles north of the town. The railway ran only a few yards above the high-water mark. Working in darkness and as silently as possible, the party loosened the rails and cut the telegraph wires. Less than an hour after their return to the ship, a train was observed approaching from the north, and many of the ship's company assembled in anticipation of a spectacular fireworks display. To their disappointment there was no explosion; the locomotive jumped the damaged section and headed towards Alexandretta 'with terrified trumpeting', the train was derailed and caught fire. Many of the wagons contained live camels and the sailors were distressed to see one immense tethered camel writhing in the flames. Their attempts to shoot the beast were unsuccessful, but the camel apparently managed to gnaw through the rope which tied it and escape. At dawn another train approached and then tried to escape from the scene of the disaster. The ship first opened fire on the Payas railway bridge and, having damaged the bridge sufficiently to cut off its retreat, then put a couple of 12-pounder shells into the engine.

In the afternoon of the same day, Pirie-Gordon served an ultimatum to the town's Governor, demanding the surrender, for purposes of immediate destruction, of all railway engines and munitions then in Alexandretta; otherwise, the ship would bombard the railway and harbour works and principal government buildings. He was informed that a reply was required by 09.00 the next day. Next morning, the Commander-in-Chief in Syria, Djemal Pasha, rejected the demands and threatened to execute hostages drawn from the many British subjects detained in Syria should any Turk be killed in the proposed bombardment. Captain Larken replied that if he did so, then Djemal personally, his staff and all who obeyed the orders would answer for it on conclusion of the war. The United States Consul assisted with the negotiations. It was learned that most of the strategic stores had already been removed from the town but two locomotives remained, and their surrender was demanded by 0900 the next morning.

In the meantime, the *Doris* steamed north and landed a party of seven officers and fifty-seven seamen near 'Deurt Yol' (today's Dŕrtıyol). The party landed unopposed but soon came under fire from some Turks in a trench. Assisted by fire from the ship, the landing party swept them aside, advanced inland and blew up a large steel girder railway bridge crossing a river. One detachment occupied the nearby railway station where the stationmaster and his two clerks, all Armenians, willingly joined in smashing electric batteries and opened the safe. The Intelligence Officer seized the telegraph instruments and a sum of cash, and also took away some railway notice-boards as souvenirs. The three Armenians insisted on being taken away as prisoners, claiming that the Turks had hanged two stationmasters the previous day following the derailment of the train. They were taken on board and provided valuable information about Turkish supplies and reinforcements which had passed through the town. The ship's chronicler recorded, 'Before retiring, a good many shots were fired into the station water tank, from which the water squirted in a most diverting manner through the bullet holes.'

Next morning the Turks agreed to the destruction of two locomotives but, for reasons of national prestige, insisted on carrying out the task themselves. However, they requested the *Doris* to provide the dynamite. Captain Larken regretted that he had no dynamite to spare but offered gun-cotton instead. Lieutenant Edwards was sent to oversee the operation with a party of torpedo men, specially selected for their impressive beards. The Turks had relied on a German railway engineer to carry out the demolition but he refused 'with almost vulgar emphasis' and the Kaimakam confessed that he

had no-one else who dared, or even knew how to, handle the gun-cotton. A creative solution to the impasse was found when Edwards was commissioned into the Ottoman Navy for a day, and carried out the explosions in his capacity as an officer of the Sultan.

Next morning the *Doris* continued her work of harassing Turkish lines of transport. She destroyed a road bridge with fifteen 6-inch shells, then exchanged fire with a battery of field guns, without casualties on either side. She encountered the German merchant ship *Odesa*, which was promptly scuttled by her crew. Although there was a chance of salvage - she was a new ship, and had been sunk in shallow water - it was considered that the time could not be spared, and so she was stripped of 'much that was useful or ornamental' and blown up.

Doris put into Famagusta, Cyprus, on 26 December to embark Lieutenant Lukach as an Ottoman interpreter. The ship then cruised off Beirut where Pirie Gordon obtained intelligence from some French friars, then went to Port Said to take on coal. She also embarked the sea plane, which made a long flight over Gaza and Beersheba. The sea-plane was left ashore in Egypt, and *Doris* returned to Famagusta, where Lukach finally joined the ship.

On 5 January 1915 the Commander led a large party, consisting of over 150 men, to destroy another railway bridge at Mersin, about four miles from Alexandretta. However, as their boats approached the shore they came under fire from enemy patrols and field guns. In the face of such opposition an advance so far inland would have been unduly costly, so the expedition was abandoned and the ship bombarded the bridge instead. Sixty-two shells were fired and, despite the long range (7,200 yards) and the motion of the sea, the bridge was badly damaged.

Next day two parties landed near a feature known as Jonah's Pillar. Both parties were fired upon while rowing towards the shore from Turks ensconced in the ruins of a Crusader Castle. They were dislodged by shell-fire from the ship - the chronicler noted approvingly that very little damage was done to the castle. They destroyed the telegraph line as far as possible, and set fire to a quantity of timber which had been brought to repair the road bridge damaged on 23 December. Using a technique developed in the American Civil War, the sailors loosened one rail, heated it until it was red hot and then twisted it. Turkish resistance was now hardening and both parties were subjected to vigorous sniping. Stoker P. Joyce engaged the enemy while up a telegraph pole, firing his revolver with one hand while smashing insulators and cutting wires with the other, winning himself the D.S.M. The Acting Gunner cruised up and down in one of the ship's boats, firing on the enemy with a maxim gun.

Larken received wireless orders to prevent the Turks from sending troops and supplies to Alexandretta and thence to Aleppo. He observed that the Turks were bypassing one of the destroyed bridges using a temporary road and the next day, 7 January, he sent another party to blow up another railway bridge just 100 yards to the south. The bridge spanned a deep ravine which provided good cover for the Turks, who sniped the landing party at close range, then emerged to attack with a series of short rushes across the open ground. The Turks were so close that the ship was unable to support the landing party for fear of hitting their own people, and the landing party was forced to withdraw. One marine was killed and another man wounded. Four men were decorated with the D.S.M. for this little battle. As soon as the party had re-embarked, the ship's fore-castle gun opened fire on the bridge and a railway culvert, and completely destroyed them.

Instead of landing men, the ship sometimes pursued her campaign against Turkish communications by gunfire. An element of competition entered into it; the record was set by the Gunnery Lieutenant who, on 6 March 1915, destroyed five telegraph poles with seven consecutive shots at a range from 1,200 to 1,500 yards, using 6-inch shells. Despite the *Doris's* depredations, the Turkish telegraph system was often back in service within a day or two and the ship's company soon became familiar with the Turkish telegraph man in a yellow canvas jacket, and his mate with a ladder; 'by his energy and courage (he) won so much respect that a tacit convention was almost at once established, in virtue of which he was only shot at while actually repairing the line, and was allowed to move about on the road unmolested.'

Other landings continued. On 24 January a party of about fifty officers and men carried out a reconnaissance of the marsh lying to the north-east of Alexandretta. They came under fire at close range and had to advance through the swamp on their stomachs, trusting to the prickly reeds for cover. They found the wrecks of the two locomotives and an attempt was made to detach the name and number-plates as souvenirs, but no-one had a screw-driver and they were fastened too securely.

On 30 January there was an unsuccessful attempt to capture the German railway engineer when he was seen travelling down the line on a trolley. He managed to reach the shelter of some caves and blazed away at the landing party with a Mauser pistol. The echoes were so confusing that it was impossible to locate him; one officer who took shelter behind a large rock had a lucky escape when the German's next shot showed that he was on the wrong side of the rock! Turkish railway patrols then attacked from both flanks but were driven off by gunfire from the ship. Several of the Turks were taken prisoner.

An Egyptian spy was transferred to *Doris* from a French ship, to be landed on the Syrian coast. Another French ship delivered a proclamation to be distributed ashore. The contents of the proclamation were unrecorded but it was likely to have been an appeal to the Arabs and Armenians inciting them to insurrection and promising them British assistance and arms.

In all the *Doris* spent three months in the vicinity of Alexandretta, and put ashore thirteen landing parties. Most likely Townsend, with his long experience in the R.M.L.I., took part in most of these. Her last hostile act was also the bloodiest; on 10 March she bombarded the Turkish barracks at Duert Yol. According to later information the Turkish casualties amounted to 450 killed and wounded. She was then relieved by a French ship and started south in the evening of 11 March.

The *Doris* achieved results out of all proportion to the duration and scale of her operations. By early 1915 the Syrian coast had almost been denuded of troops and the Turks were seriously alarmed by this demonstration of the vulnerability of their lines of communication. Three divisions, amounting to seven per cent of their operational forces, were redeployed to the area and remained there throughout the war. The British never proceeded with their plans for a landing at Alexandretta and so these forces were wasted. Secondly, the Turks noted that Armenians in the area were cooperative with the British and resolved on a large-scale operation to relocate them away from the coast. This cost the Turks a great deal of trouble and resources, although attended with tragic consequences for the Armenians. Edward J. Erickson observed (Middle Eastern Studies):

‘Larken’s activities were so actively consistent and aggressive that the Ottomans came to believe that a British amphibious landing was being coordinated with and supported by an Armenian insurrection in the vicinity of Dürtyol. Unintentionally Larken played a key role in driving the Turks to some very poor decisions ... there is no question that Larken and HMS *Doris* helped convince the Turks to make strategic decisions that diverted valuable and scarce resources away from the war effort.’

Doris then became involved with the preparations for the Gallipoli campaign. In April she was based at Port Trebuki on Skyros, guarding troop convoys. On the 16th she came to the assistance of a transport, *Manitou*, after she was attacked by a Turkish torpedo boat. On the 25th, the first day of the landings, she was part of a force sent to attack Bulair, to divert enemy troops from the main landings. Later on the same day she moved south to support the landings at Anzac Cove. On the 27th her sea-plane reported the *Goeben* and a Turkish battleship firing on the British forces; the *Queen Elizabeth* opened fire on them, driving them off.

The *Doris* was then used for a number of detached duties. In May, following U-boat attacks on the ships off Gallipoli, she was sent to check the area around Smyrna for possible U-boat anchorages. On 1 October she proceeded to Salonika to provide a radio link for the landings there. On 21 October she led a squadron which bombarded the coast of Bulgaria around Dedeagatch, and - returning to her speciality - attacked the railway linking Salonika to Constantinople. On 11 February 1916 Admiral de Robeck, commanding the East Mediterranean Squadron, wrote to the First Sea Lord:

‘The transport of the army to Egypt is now practically complete, and that the transports have not been attacked by submarines speaks well for the vigilance of our patrols under Captain Larken of *Doris*, and it looks as if they had frightened the enemy’s submarines away from that portion of the coast adjacent to Rhodes and Samos’.

Townsend left the *Doris* in January 1917 and was in Devonport until December, when he was drafted to the *Ambrose*. This ship had been built as a liner in 1910. She was requisitioned by the Admiralty in 1914, converted to an armed merchant cruiser and deployed with the 10th Cruiser Squadron on the Northern Patrol. The Admiralty then purchased the ship and converted her to a depot ship for submarines. During the time Townsend served in her she was based at Berehaven, Portsmouth, Falmouth and Plymouth. Throughout his service Townsend’s character had been rated ‘Very Good’ and was awarded his L.S. & G.C. Medal in December 1917. In April 1919 his job title changed to Regulating Petty Officer.

In October 1920 Townsend began a one year’s posting to the *Briton*. She was launched in 1883 as the screw-corvette *Calypso*; in 1902 she was assigned to the Newfoundland government as a training ship. He returned to Vivid, the Devonport Barracks, in September 1921. The following year he was promoted to Master At Arms (a position known as the Jaunty), equivalent to Chief Petty Officer. Townsend had one more draft at sea from January 1923-September 1924 in the battleship *Valiant*, deployed in the Atlantic Fleet. He retired in December 1924.

Townsend, by then fifty-six years old, rejoined the Royal Navy in February 1941 as a Master At Arms (pensioner) and was assigned to *Raleigh*, a training establishment for special reservists at Torpoint, Cornwall. He retired from the service as an invalid in August 1943.

- 77 **Three: Lieutenant J. Y. Greig, Scottish Rifles and Machine Gun Corps, who was made Private Secretary to Stanley Baldwin after having been wounded in the head on the Western Front**
- 1914-15 Star (2. Lieut. J. Y. Greig. Sco. Rif.); British War and Victory Medals (2. Lieut. J. Y Greig.), *nearly extremely fine* (3) £100-140
- John Yeatman Greig** was born on 1 February 1893, the son of The Venerable Archdeacon J. H. Greig, Archdeacon of Worcester. Young Greig was educated at Eton and Christ's College, Oxford. Upon the outbreak of the Great War he joined the 21st Battalion, Royal Fusiliers (formerly the Eton College O.T.C.) and was discharged to enter the Royal Military College in November 1914. Greig was commissioned into the Scottish Rifles in April 1915 and he sailed for France on 28 June 1915 to join the 1st Battalion. He was thence attached to the 5th (Entrenching) Battalion from 5 August-4 November. Greig was seconded for duty with the 19th Brigade Machine Gun Company on 24 February 1916 and was wounded in action on 24 June. He suffered wounds to his head - a gunshot wound to his scalp and a fractured skull - the result of shell fire. Evacuated to the 33rd Divisional Casualty Clearing Station at Bethune, Greig made it back to England by 1 July 1916.
- He was not fit for overseas service and the Medical Board suggested light duties. Greig was appointed to be Private Secretary to the Lord of the Treasury, Stanley Baldwin, in February 1917. Such was the standard of the service he gave that Baldwin wrote to ask to keep him on when a call came to report back to the Machine Gun Corps HQ in April 1917. That obviously did the trick as he did not go up to Grantham. Greig was afterwards appointed as an Assistant Master of Classics in the Summer Term of 1918 back at Eton College, having not heard anything further from the War Office. Though he was unfit for active service after having been wounded he did more than his share on the Home Front, resigning his commission on 29 November 1919. Becoming a solicitor, he was married in 1924 and died in 1952 at Tonbridge, Kent, having married the widow of an Indian Army Colonel in 1948; sold together with copied research.
- 78 **Four: Lieutenant D. A. McKay, Gordon Highlanders, late Private, Royal Scots**
- 1914-15 Star (2322 Pte. D. A. McKay. R. Scots.); British War and Victory Medals (2. Lieut. D. A. McKay.); Defence Medal 1939-45, in its addressed box of issue to 'D. A. McKay, Esq., 76, Thirlestane Road, Edinburgh, 9', *good very fine* (4) £140-180
- Donald Anderson McKay** was born in 1896 enlisted in the 1/9th Battalion Royal Scots alongside his brother, the pair being numbered 2321 and 2322. They went off to France shoulder-to-shoulder and landed on 24 February 1915. McKay was commissioned into the Gordon Highlanders in March 1917 and claimed his Medals in June 1922. He saw further service at home during the Second World War; sold together with silver metal cap badge and lids of issue for the Great War awards.
- For the Medals of his brothers, please see Lots 90 and 203.
- 79 **Four: Private L. R. Jess, 14th Battalion, Tank Corps, later Army Service Corps (Motor Transport), who was killed in action on 27 August 1918**
- 1914-15 Star (M2-073457 Pte. L. R. Jess. A.S.C.); British War and Victory Medals (M2-073457 Pte. L. R. Jess. A.S.C.); Great War Bronze Memorial Plaque (Leonard Richard Jess), *the first with a little verdigris, otherwise very fine* (4) £300-500
- Leonard Richard Jess** was born in 1896, a native of Cricklewood, London. The son of Richard, a Chauffeur, by 1911 young Jess was an apprentice in the motor trade. He served in France with the Army Service Corps (Motor Transport) from 27 May 1915. Transferred to the 14th Battalion, Tank Corps, he was killed in action on 27 August 1918, during the actions around Cherisy and is commemorated upon the Vis-en-Artois Memorial.
- 80 **Five: Lieutenant W. N. Winckworth, Indian Army Reserve of Officers attached 6th (King Edward's Own) Cavalry, late Trooper, Calcutta Light Horse, who earned two Caps for the English football team**
- 1914-15 Star (2. Lieut. W. N. Winckworth. I.A.R.O.); British War and Victory Medals (Lieut. W. N. Winckworth.); Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Trooper W. N. Winckworth. C. Lt. Horse), engraved naming; Delhi Durbar 1911, *good very fine* (5) £200-240
- 27 Delhi Durbar Medals issued to the Calcutta Light Horse.
- William Norman Winckworth** was born at Pimlico, London on 9 February 1870. Having excelled for Old Westminsters on the football field as a centre half, Winckworth was selected to play for England twice. In 1892 he made his debut against Wales at the Racecourse Ground, Wrexham on 5 March 1892, with England running out victors 2-0. He earned one further Cap on 25 February

1893 against Ireland at Wellington Road, Perry Barr, Birmingham. England won 6-1, with Winckworth scoring a goal in the sixtieth minute. He also played at Anfield for the Corinthians against Liverpool in 1894.

Having served as a Trooper in the Calcutta Light Horse he served during the Great War attached to 6th (King Edward's Own) Cavalry, who had arrived in France during 1914. They were involved in the First Battle of Ypres and other actions on the Western Front but notably in the German Retreat to the Hindenburg Line and the Battle of Cambrai. They moved to Egypt in March 1918 and were transferred to 22nd Mounted Brigade. They also took part in Allenby's campaign in Palestine.

Winckworth had his Medals issued to him at home at Dunchideock House, Exeter and died on 9 November 1941.

81

A poignant Great War group of three awarded to Lieutenant R. W. 'Elley' Ellis Royal Flying Corps, late Royal Garrison Artillery, who was killed in action on 18 June 1917, becoming the 53rd Aerial Victory of Manfred Von Richthofen, 'The Red Baron'

His RE8 was shot down by the Captain of *Jasta 11*, who were out looking for prey when they came across Ellis on a photo reconnaissance Op behind the German lines; Von Richthofen attacked from 8000ft and poured in some 200 rounds - Ellis was killed in his seat and their aircraft came to earth with both occupants expired

1914-15 Star (Lieut. R. W. Ellis. R.G.A.); British War and Victory Medals (Lieut. R. W. Ellis.), *nearly extremely fine*, housed within an attractive period silver-edged frame (3)

£3,500-4,000

[Zanzibar, Order of Alliyah, 3rd Class], conferred by the Sultan for service as ADC, confirmed in WO/374/22578, when the recipient states "Third Class "Alli"".



Ralph Walter Elley Ellis was born at Bombay in 1878. His family origins were in Somerset and he was baptised at St Mary's Bathwick in September 1878. Ellis hailed from a Military family, his father was Lieutenant-Colonel Walter Treslove Ellis, 48th Regiment, whilst his mother was Emily Elizabeth Pearse, the daughter of Major-General James Langford Pearse. His mother died at Hong Kong in 1888.

Prior to the outbreak of the Great War Ellis was working a Mining Engineer and he was also employed by the Foreign Office as an ADC to the Sultan of Zanzibar for some seven months, for which he earned his decoration. Joined the Royal Fusiliers on 9 September 1914, by this time living at Surbiton, but was swiftly commissioned into the Royal Garrison Artillery and served in Egypt from 23 August 1915.

He learned to fly at his own expense and took Aero Certificate No. 4243 on 21 February 1917. He was soon posted to No. 9 Squadron, Royal Flying Corps. The Squadron was re-equipped with Royal Aircraft Factory R.E.8s in May 1917, using them for artillery spotting and contact patrols during the Battle of Passchendaele, during which it suffered 57 casualties.

Ellis did not have to wait long before he was to meet his fate with Von Richthofen, who takes up the story in *Red Knight of Germany*:

'Richthofen's first victim after his return to the front was not one of the British new spring model planes. It was another piece of the same "cold meat" that had boosted his string of victories so high in the month of April. The German ace had listened well to what had been told him of the performances of the new English machines, and his plans for successfully combating them were far from complete. But he knew how to handle the old planes, and he jumped the first one he spotted alone. It happened to be an old R.E. 8 two-seater, slow, comfortable, and easy-going, and engaged at the time on a photographic reconnaissance behind the German lines. It was one of several of its type that failed to return on that day, and the English casualty records indicate that it was most probably piloted by Lieutenant R. W. Ellis with Lieutenant H. C. Barlow operating the camera in the observer's cockpit. It carried Lewis and Vickers guns fore and aft. Richthofen's report of the fight reads as follows:

'Requesting Acknowledgment of My 53d Victory

Date: June 18, 1917.

Time: 1:15 P.M.

Place: Struywe House, Square V. 42. This side of line.

Plane: R.E. 8.

Occupants: Both killed.

Accompanied by my Staffel, I attacked at an altitude of 8,000 feet north of Ypres on this side of the line an English artillery flyer of the R.E. type. From the shortest distance I fired some two hundred shots into the body of the plane and then zoomed over it. As I passed above it, I could see that both pilot and observer were flying dead in their cockpits. Without falling immediately, the plane went down in uncontrolled curves to the ground. Driven by the wind, it fell into Struywes's farm, where it began to burn. (Signed) Baron von Richthofen.'

The Germans later reported the death of Ellis, but apparently Barlow's body was too badly burned to be identified. A sister of Ellis, Mrs. A. Robinson, was notified at her home at Cromdale, Surbiton, England, but surviving comrades of Ellis are unable to locate his sister today. In the case of Barlow the Air Ministry lacked data, and there was no one to notify. The first kill after his vacation brought some of the old-time thrill back to Richthofen, but not much consolation, and it did not succeed in overcoming the sombre thoughts of deaths and funerals, losses and wounds that had been ever present with him since his return. Back in the airdrome, he filled out his report and then sat down to write the following letter to his mother:

In the field, June 18, 1917.

Liebe Mamma:

Here I am back again and working at top speed. Just now I brought down my number fifty three. On my return from the hinterland, I stopped at Kreuznach, where I again was invited to lunch with His Majesty, and where I met the King of Bulgaria, who decorated me with the first order of the Cross of Valour. It is worn like the Iron Cross and looks very nice. I was introduced to the Chancellor, Count Dohna, and some other ministers.

As regards Oscar, I have only been able to ascertain that he is dead, because he either fell or jumped out of his plane at a height of 1,500 feet. He came down close to the front but on the other side. By dropping queries over the British lines, I have endeavoured to find out whether his body was recovered. In this respect, the Royal Flying Corps is extremely noble.

I attended Schaefer's funeral.

I made the trip from Krefeld to Berlin in three hours in a plane, whereas the train takes eight hours. I took Von Salzmann with me. He was very enthusiastic about his first flight.

Yesterday, Zeumer was killed in air combat. It was perhaps the best that could have happened to him. He knew he had not much longer to live. Such an excellent and noble fellow. How he would have hated to have to drag himself on toward the inevitable end. For him it would have been tragic. As it is, he died a heroic death before the enemy. During the next few days, his body will be brought home.

I visited Lothar (at the hospital) and arrived just in time to see him before his removal. He looked tanned and very well, stretched out full length on a divan. He was fully dressed and wore the Pour le Mérite around his neck. He is already able to stand and will fully recover. He will be able to walk and ride a horse again, but must have a good long rest. Manfred.'

His Medals were claimed by his sister.

82 Four: **Lieutenant C. H. G. Nida, Royal Air Force, late Volunteer, Bombay Volunteer Rifles and Calcutta Volunteers Motor Machine Gun Corps**

1914-15 Star (8153 Vol. C. H. G. Nida. Bombay Vol. Rif.); British War and Victory Medals (Lieut. C. H. G. Nida. R.A.F.); Defence Medal 1939-45, *good very fine* (4)

£300-400

1914-15 Star earned for services in Naval Detachment sent to *Hardinge* against the risk of attack from the *Emden*.



Charles Henry George Nida was born in France in 1895, the second of some thirteen children. After his family came to London in 1900, young Nida took up a posting with Hoare & Co., gentlemen's outfitters of Bombay under contract for some three years in India from 1913. Upon the outbreak of the Great War he joined the Bombay Volunteer Rifles on 16 August 1914. He had the opportunity to earn himself the 1914-15 Star whilst serving afloat with *Hardinge*, as recalled in *Chota Sahib...you've had a busy day!*:

'There were rumours of an enemy raider at large in the Indian Ocean. People said it had already sunk tens of thousands of tons of shipping. It was the *Emden*...The authorities were not for taking any chances. Our Colonel called for volunteers to supplement the crew of *Hardinge*, our coastal Royal Indian Marine cruiser. The *Hardinge* was equipped with 4.7 inch guns. To contemplate tackling the *Emden* with its six-inch guns was suicide. However, it gave me the opportunity to see active service. Sixty men were called for; ten men for guarding each German ship [in the port], should the occasion arise. I was one of the fortunates to be chosen.'

Nida was noted on the books of *Hardinge* on 'service overseas' from 23 November-7 December 1914. He transferred to the Regular Army, joining the 26th Machine Gun Corps (Motors) (Calcutta Volunteers) on 1 November 1916. Arriving to Belgium they found they were not required so on 20 February 1918, Nida was commissioned into the Royal Flying Corps. When it became the Royal Air Force and his unit was to return home after the conclusion of hostilities:

'...it was his task to fly his unit's aeroplanes home across the Channel. He crash-landed the last one in a gusting side-wind - an accident which left him with one blocked nostril and an engagingly urbane drawl.'

Nida was, as the Foreword states:

'...one of a vanished breed of men: a self-declared empire-builder - and proud of it. But not for him the titled ranks of the Heaven-Born. He earned his spurs as a *box-wallah*: a travelling salesman in India on the eve of the Great War. Ever a great believer in trade as the way Britain must earn its living in the world, he was a *chota sahib* - "little man" - rubbing shoulders with the ordinary folk of India, treating them as equals and being treated likewise.'

Nida made his fortune as the British Empire began to decay, for he was required to produce some 10,000 copies of the Holy Quran in a four-colour edition that would be distributed in Nigeria. He served in the Home Guard and Air Raid Precautions at Hendon: Nida died at Hastings in 1985 but *Chota Sahib...you've had a busy day!* (published in 2008; a copy is included with the Lot) remains a fine memorial to a most unusual career; sold together with his original RAF commissioning certificate, silver identity bracelet, Soldier's Pay Book, photographs, his notebook on engines and copied research.

83 *'At around 23.30 [on 31 May 1916], riddled with uncertainty, Wintour [captain of H.M.S. Tipperary] felt he had to challenge the approaching ships as the range inexorably closed below 1,000 yards. It was to be his first and last mistake. The moment the British recognition signals were hoisted, the blinding German searchlights flicked on and the deadly shadows opened up with a searing barrage of fire from a point-blank range of about 600 yards. The fire of the light cruisers was supplemented to deadly effect by the secondary 5.9-inch batteries of the Westfalen and Nassau in the van of the long column of German battleships ..'*

The terrible fate of H.M.S. *Tipperary* unfolds; see *Jutland 1916 - Death in Grey Waters*, by Nigel Steel and Peter Hart.

A notable Great War battle of Jutland pair awarded to Able Seaman J. Johnson, Royal Navy, one of a handful of survivors from H.M.S. *Tipperary*

As Leader of the 4th Destroyer Flotilla, *Tipperary* was singled out by the searchlights of several enemy battleships and cruisers and - in under five minutes - was pulverised by an estimated torrent of 160 heavy calibre shells

British War and Victory Medals (J. 14603 J. Johnson, A.B., R.N.), *very fine* (2)

£120-160

Jonathan Johnson was born at Sunderland, Co. Durham on 2 November 1895 and entered the Royal Navy as a Boy 2nd Class in October 1911, via the Wellesley Nautical School on the Tyne.

An Able Seaman serving in the battleship H.M.S. *Neptune* on the outbreak of hostilities in August 1914, he removed to the destroyer *Tipperary* in June 1915 and was likewise employed at the time of her loss at the battle of Jutland; entitled to the 1914-15 Star.



The gallant 'Tipp'

Jutland

As referred to above, *Tipperary* was singled out in the searchlights of several German battleships and cruisers and took shocking punishment before sinking. A glimpse of events aboard her at that moment may be found in the words of Sub. Lieutenant Newton William-Powlett, R.N.:

'They were so close that I remember the guns seemed to be firing from some appreciable height above us. At almost the same instant the Tipperary shook violently from the impact of being hit by shells. I was told afterwards that the first salvo hit the bridge and it must have killed the Captain and nearly everyone there ... I yelled at the guns to fire. I don't think they heard me, but they opened fore all right. During this time both our torpedo tubes were fired, but the enemy was so close that I think that the initial dive which torpedoes usually take as they enter the water made them go under the enemy ships. The enemy's second salvo hit and burst one of our main steam pipes, and the after part of the ship was enveloped in a cloud of steam through which I could see nothing.'



The S.M.S. Westfalen firing on H.M.S. Tipperary and her consorts during the night action of the Battle of Jutland on 31 May 1916



Second in line to H.M.S. Tipperary was the destroyer H.M.S. Spitfire. As she tried to assist Tipperary the enemy battleship Nassau bore down on her and the two ships rammed each other; Spitfire survived the encounter and limped home with a large section of the Nassau's armour on her deck

In H.M.S. *Broke*, Lieutenant Irvine Glennie, R.N., recalled:

'We found ourselves astern the *Tipperary* and the latter was suddenly attacked from starboard by two Hun light cruisers. They put their lights on and fairly peppered the '*Tipp*' - we saw her fall out and burst into flame, how we avoided their lights I can't imagine - however we did and hauled out to port, firing a 'mouldy' at the after of the two cruisers as she came bearing down.'

Tipperary became a blazing mass, her coal bunkers engulfed by an uncontrollable conflagration. The *Spitfire* tried to come to her assistance but fell-in with the enemy battleship *Nassau*. At length, passing enemy destroyers didn't even bother engaging *Tipperary* - she was left for dead, a waste of ammunition.

Newton William-Powlett, continues:

'For about two hours the ship floated in this condition, during which time we employed ourselves getting the wounded aft on to the quarterdeck ... We could not cope with the fire forward, it being impossible to get along the upper deck, as the ready supply of ammunition for the forward gun was exploding box by box at short intervals. All the boats were completely smashed, but two life-saving floats which were undamaged were got into the water and kept alongside ready. We threw everything that could possibly catch fire overboard, in the hopes of stopping the fire spreading aft, and I think we got rid of far more things that was necessary, even throwing overboard the upper deck supply of ammunition and the two port torpedoes. Perhaps we did it more to keep ourselves employed and our minds from thinking of the forward magazine, than with any idea of being useful.'

Shortly before 02.00 hours, it was apparent *Tipperary* could not be saved. Newton William-Powlett - and his surviving shipmates, including Johnson - took to the water:

'The cold of the water had sort of numbed my brain and I now had only one idea left - to the reach the raft - and I eventually reached it. It was overcrowded, but they pulled me up on it, an Engine Room Artificer on one side of me and a red-haired Marine on the other side, and I had room to sit on the edge. The raft, supporting about 30 men [and surely including Johnson], was about a foot under water - a hollow, copper, oval shaped affair, with lifelines and thing to hang on - and as the night drew on a swell got up and the sea washed up and down over our middles, like waves when one first wades out bathing, only much colder. We sang various popular songs ... When at last daylight gradually appeared we made out the shape of a small ship, apparently steaming round and round in circles. We were now all in a dull, comatose condition, in which one didn't care whether one lived or died; so much so that, although the destroyer was only 100 yards from us, it was very difficult to get anyone to use the paddles and get there.'

It was the severely damaged destroyer *Sparrowhawk*. *Jutland 1916 - Death in Grey Waters*, takes up the story:

'It took about ninety long minutes for the Carley float to get alongside. By that time, of the original twenty-three survivors, three were already dead, five died after being pulled up on to Sparrowhawk's quarterdeck and a further eight lapsed into deep unconsciousness.'

Johnson was indeed fortunate to be among these survivors.

He returned to sea in the destroyer *Attack* in late July 1916 and his final wartime appointment was in the light cruiser *Birmingham*. He was discharged ashore in September 1919.

x84 Three: **Able Seaman J. Rowe, Royal Navy**

British War and Victory Medals (SS.5517 J. Rowe. A.B. R.N.); Royal Fleet Reserve L.S. & G.C., G.V.R. (SS.5517 (PO. B. 11237) J. Rowe. A.B. R.F.R.), *good very fine* (3)

£60-80

James Rowe was born at Preston, Lancashire on 30 April 1895, the son of Joseph and Ellen Rowe. His father was a timekeeper at an engineer and loom maker's workshop. In the 1911 census James, aged fourteen, was listed as office boy at a film hiring business.

Rowe enlisted in the Royal Navy and on 1 April 1915 Rowe was drafted to the *Spanker*. She had been built in the Devonport Dockyard as a Sharpshooter class torpedo gunboat. Launched in 1889, she had a displacement of 735 tons, a speed of nineteen knots and a complement of 91 officers and ratings. In 1909 she was converted to a minesweeper; she was equipped with a kite winch and gallows on her quarterdeck and her torpedo tubes were removed, but she retained her guns - two 4.7-inch quickfirers and four three-pounders. *Spanker* was first deployed in the North Sea then, from 1917, as part of the 13th Fast Minesweeping Flotilla based at Oban on the west coast of Scotland. In 1917 Rowe was listed on the strength of *Lord Lansdowne*, a trawler requisitioned to be the parent ship at Oban, then of *Nesmar*, the Auxiliary Patrol base at Oban, but continued to serve in *Spanker*.

On 10 June 1918 Rowe was drafted to the *Kent*, an armoured cruiser launched in 1901. After spending three years in the dangerous and monotonous duty of minesweeping off the British coast, Rowe was about to experience a great deal of travel in different parts of the world. On 14 July the *Kent* sailed from Devonport, bound for China. The following day, *Banunga*, a merchant ship sailing in company, was torpedoed and sunk by a U-boat. *Kent* sailed via Sierra Leone, Liberia, Cape Town, Durban, Mauritius, Diego Garcia and Singapore, arriving in Hong Kong on 10 October, and went into drydock. On 21 December she sailed for Shanghai, then proceeded to Nagasaki.

On New Year's Day 1919 *Kent* sailed from Nagasaki for Vladivostok, where she was to spend the next six months. The Russian Civil War was in progress and the city was occupied by considerable numbers of Canadians and Japanese supporting the anti-Bolshevik forces. Marine detachments from the *Kent* and *Suffolk* took part in an extraordinary campaign ashore; guns from the two cruisers were removed and transported 5,000 miles by train to the Kama River in western Siberia, where they were mounted on small river gunboats to provide artillery support for Admiral Kolchak's White Russians. *Kent* herself made a few brief passages from Vladivostok to places along the Siberian coastline: Gornostai Bay, America Bay and St Olga Bay. At the second of these places she fired a number of rounds at land targets as requested by Russian military officers.

Kent returned to Hong Kong on 2 July and 17 days later, her company took part in a ceremonial parade for the celebration of peace. On 28 July, fifty-five ratings (including Rowe) were discharged from the ship and took passage in the *Nagoya* to various ships on station. Rowe joined his next ship, the *Bee*, at Kiukiang on the Yangtse River (today Jiujiang) on 11 August 1919. The *Bee* was one of twelve Insect-class river gunboats built in 1915-16 and originally intended for a campaign on the Danube. These ships had a displacement of 625 tons, a speed of fourteen knots and a complement of fifty-two. Their two funnels mounted abreast gave them a distinctive appearance. They had an exceptionally powerful armament for such small vessels - two 6-inch guns, two twelve-pounders and six machineguns. In 1920 *Bee* was selected to be flagship of the Yangtse Flotilla and her aft 6-inch gun was removed to make room for extra accommodation for the Senior Officer Yangtse and his staff.

Rowe was approaching the end of his five years' engagement and spent barely six weeks in the gunboat before taking passage back to England. During that period *Bee* made a passage up river to Bouncer Island (Tian Xing Xiang) and Hankow, which had the most important western concessions in central China, and to Wong-Shi-Kong (Huangshigang). The log records the ship's routine including medical inspections and taking aboard fuel and stores, and also encounters with other warships: the British gunboats *Gnat* and *Woodcock*, the American ships *General Alava*, *Samar* and *Elcano* and the Japanese *Toba* and *Sumida*. On the evening of 17 September thirteen ratings (including Rowe) transferred from *Bee* to *Scarab*. A couple of days later they embarked in the new light cruiser *Colombo* for passage back to the United Kingdom.

Rowe was drafted to the Royal Navy Barracks at Portsmouth and attended a gunnery training course at *Excellent*. On 7 April 1920 he was demobilised. He transferred to the Royal Fleet Reserve the following day and was discharged in June 1921 with his L.S. & G.C. Medal.

x85 Five: Colour-Sergeant J. Sturgess, Royal Marine Artillery



British War and Victory Medals (R.M.A. 8590 Sgt. J. Sturgess.); Royal Fleet Reserve L.S. & G.C., G.V.R. (R.M.A. 8590 Ply.A. 1581 J. Sturgess. Cr. Sgt. R.F.R.); Italy, Kingdom, Messina Earthquake 1908; Royal Marine Artillery Silver Medal, the reverse engraved 'Trained Soldiers', mounted for wear, *good very fine* (5)

£200-240

James Sturgess was born at Witchbury, Fordingbridge, Hampshire on 7 June 1881. As a youth, he was employed as a footman. On 29 December 1899 he enlisted in the Royal Marine Artillery in London. As an adult he was just over six feet tall, with dark brown hair, hazel eyes and a fresh complexion.

He trained at Eastney Barracks, Portsmouth. In August 1900, on completion of his training, he was rated Gunner and, in June 1901, drafted to the *Albion* at the beginning of her maiden commission. She was a battleship of the Canopus class, built at the Thames Iron Works and launched in 1898, when the waves thrown up from her launching wrecked stands along the slipway, drowning thirty-four spectators. She was deployed with the China Fleet.

In August 1904 he embarked in a troopship for passage back to England and served ashore until August 1905, when he joined *Centurion*. She was a battleship first commissioned in 1894, and was in the commissioned reserve in Portsmouth.

In May 1907 Sturgess was drafted to *Exmouth*, a Duncan class battleship launched in 1901. When he joined her she was flagship of the Atlantic Fleet; she had a refit over 1907-08 and, in November 1908, became the flagship of the Mediterranean Fleet. On 28 December 1908, at about 05.20hrs, southern Italy was shaken by the most powerful earthquake recorded in Europe's history. Centred in the Messina Strait which separates Sicily from Calabria, it measured 7.5 on the Richter Scale. Moments after the quake's first jolt, a devastating tsunami formed with forty foot waves crashing down on dozens of coastal towns and villages. Estimates of the number of casualties vary widely but the figure of 85,000 is commonly accepted. Many of those who survived the earthquake and its aftermath of tsunami and fires were left destitute. Several ships of the Mediterranean Fleet, including *Exmouth*, came to their relief. In gratitude, the Italian Government presented medals to members of the ships' companies involved.

Sturgess returned to England in May 1909 and was married on 7 June 1909. Ten days later he embarked in the cruiser *Diadem* but returned ashore the following month, and did not take up another sea-going post until June 1910, when he was drafted to the battleship *Bellerophon*. She was one of the early dreadnoughts, first commissioned in February 1909, with a displacement of 18,600 tons, a main armament of ten 12 inch guns and a complement of 733. She was deployed with the Home Fleet, and he served in her until March 1913.

Sturgess joined the battleship *Orion* in February 1914 and served in her until February 1920. She was ordered under the 1909 Programme at the height of the naval arms race with Germany; she was built at Portsmouth, launched on 20 August 1910 and completed in January 1912. With a displacement of 22,500 tons, main armament of ten 13.5 inch guns and 12 inch armour, she and the others of her class were so superior to the original Dreadnought that they were designated "super-dreadnoughts".

On the outbreak of the Great War *Orion* was flagship of the 2nd Battle Squadron of the Grand Fleet, flying the flag of Admiral Sir George Warrender. An experienced and respected officer, he had made his squadron the fleet's most efficient in gunnery. He was praised for his calm temperament although younger officers attributed this to his deafness and a failure to understand what was going on!

The Scarborough Raid

The main German strategy in the early years of the war was to isolate a detachment of the Grand Fleet and overwhelm it. They nearly achieved this on the 16 December 1914 when Warrender's six battleships and Beatty's four battlecruisers were sent to intercept the German ships which had carried out the Scarborough Raid and nearly encountered the entire German Fleet.

By December 1914 British codebreakers were able to intercept and decipher German naval communications. They received information that the German battlecruisers would conduct an operation against the east coast of England and the Admiralty deployed Beatty's squadron of four battlecruisers and Warrender's 2nd Battle Squadron to intercept them. What the intelligence did not disclose, however, was that Hipper's raiding force would be supported by the entire High Seas Fleet consisting of twenty-two battleships.

Orion and her consorts sailed from Scapa Flow at 05.30hrs on 15 December in high winds and a heavy sea, bound for a rendezvous with Beatty's battlecruisers in the North Sea. At 05.15hrs on 16 December, one of Beatty's destroyers observed a strange destroyer and gave chase. This resulted in a skirmish in which a few British destroyers exchanged fire with a superior force of German destroyers and light cruisers, part of the screening force for the German fleet. Their commander, Admiral von Ingenohl, was seriously alarmed, fearing a night torpedo attack, and ordered his fleet to reverse course. At this time, his fleet was only ten miles from Beatty and Warrender's ships. Never again would the Germans have a better opportunity to annihilate a weaker squadron and wipe out the Royal Navy's margin of superiority. Many years later Tirpitz wrote:

'On December 16th, Ingenohl had the fate of Germany in the palm of his hand. I boil with inward emotion whenever I think of it.'

The retreat of the High Seas Fleet left Hipper in the lurch and the British then had the opportunity to destroy the German battlecruiser squadron. However, due to communication errors, they too lost their chance to win a decisive victory.

Jutland

At the Battle of Jutland *Orion* was the flagship of Rear Admiral A.C. Leveson. When the Battle Fleet deployed into a single line of battle, she was fifth of the twenty-four battleships in Jellicoe's fleet. The ships of the Second Division had fewer opportunities to fire than those further aft in the line but *Orion* gave a good account of herself - observers in a German destroyer noted the very small spread of her salvo even when firing at a great range. At 18.32hrs she fired four salvos at *Markgraf* at a range of 13,300 yards; the last was seen to hit, then sight of the target was lost in mist and spray. A shell hit the German ship's port No.6 gun, killing the crew and putting it out of action. She was also heavily shaken aft by a near miss which bent the propeller shaft, resulting in the bearings overheating so that the engine had to be stopped. At 19.15hrs she fired six salvos at Hipper's flagship *Lutzow*. The latter was repeatedly hit, suffering severe damage and casualties. *Orion* was not hit throughout the battle.

In the early years of his service, Sturgess's conduct was sometimes rated at less than 'Very Good'; he was awarded, but then lost, Good Conduct badges and did not qualify for a Royal Navy L.S. & G.C. Medal on completion of fifteen years' service. His ability was usually rated 'Very Good' or 'Superior' and, in 1913, he qualified as a Gun Layer 1st Class. After being a Gunner for fifteen years, Sturgess was promoted successively to the ranks of Bombardier (1915), Corporal (1916) and Sergeant (1918). By that time he had also earned four Good Conduct Badges which he managed to retain.

On 5 February 1920 Sturgess went ashore again. He was promoted to Colour-Sergeant in October 1920 and then, on 28 December of that year, he retired, having completed 22 years' service. His address was Bransgate, Christchurch, Hampshire. He was enrolled for the Royal Fleet Reserve and qualified for the Royal Fleet Reserve L.S. & G.C. Medal in 1925.

Although he would have been entitled to a 1914-15 Star for his service, it does not appear that he was ever issued with one.

x86 Six: Petty Officer E. Westnutt, Royal Navy

British War and Victory Medals (J.13937 E. Westnutt. L.S. R.N.), *the VM with re-impressed naming*; 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Fleet Reserve L.S. & G.C., G.V.I.R. (J.13937. Dev. B.12133) E. Westnutt. P.O. R.F.R.), *very fine*, together with 1939-45 Star, Atlantic Star, War Medal 1939-45 attributed to his son Able Seaman E. Westnutt (P/SSX 21440) who was lost on the *Royal Oak* (Lot)

£160-200

Ernest Westnutt was born at Wellingborough, Northamptonshire on 17 September 1894. He was originally a shoe hand by trade and on 2 September 1911 enlisted in the Royal Navy at Devonport. In November 1911 he was posted to the armoured cruiser *Antrim*, and subsequently served in the battleships *Prince George* (4 May - 3 June 1912) and *Thunderer* (June 1912 - March 1915).

Revenge

In February 1916 Westnutt joined the battleship *Revenge*, in which he served at the Battle of Jutland. *Revenge* gave her name to a class of five battleships laid down in the winter of 1913-14. She was built by Vickers and completed in March 1916. She displaced 28,000 tons, had a speed of twenty-two knots and her main armament consisted of eight 15-inch guns and fourteen 6-inch guns. She was commanded by Captain Kiddle and had a wartime complement of 997.

On completion she was assigned to the 1st Battle Squadron of the Grand Fleet. At Jutland she was in the 6th Division commanded by Rear Admiral Burney, consisting of ships of miscellaneous classes. As the ship went to action stations a mysterious drumming sound was heard throughout the ship and the more romantically inclined referred to the legend of Drake's drum, which would be heard when England was in danger. (*Revenge* was the ninth ship to carry the name of Drake's old ship).

When the twenty-four battleships of Jellicoe's fleet deployed into a single line at 19.00 hrs, *Revenge* was twenty-second in line. The fleet succeeded in 'crossing the T' - that is, most of the British ships could fire on the German ships with their full broadside, while the latter could return fire with their forward guns only. *Revenge* began an intermittent fire for about seventeen minutes, but visibility was poor and no hits were claimed. Her secondary armament fired on the disabled cruiser *Wiesbaden*. At 18.36hrs *Scheer*, the German commander, ordered his ships to disengage and each ship simultaneously executed a turn of 180 degrees. At the same time, a large number of torpedoes were launched at the rear of the British line. *Revenge* felt a heavy shock from a torpedo which struck her but didn't explode; next ahead, the *Marlborough* was struck by a torpedo which ripped a hole measuring thirty feet long in her hull below the waterline.

Having skilfully extricated his fleet from Jellicoe's trap, only a quarter hour later Scheer led his ships right back into it; at 18.36 hrs he ordered his ships to reverse course a second time. The British fleet still stretched out before them in a great arc from north to south; as they came under increasingly intense fire, the German ships bunched up and began to lose their formation. German gunners saw nothing but smoke and mist and, in the words of historian John Irving, 'an almost continuous flickering orange light right round the horizon ahead, from port to starboard.' After only a few minutes Scheer realized that his fleet was faced with imminent destruction and, for the third time, ordered a 180 degree turn-away. However, in order to cover the retreat of the battleships, at 19.13hrs he issued a dramatic order to the much-battered battle-cruisers; 'Battle-cruisers at the enemy! Give it everything!'

The charge of the German battle-cruisers towards the British line was later referred to as a death-ride. *Derfflinger*, which led the charge, came under fire from the *Revenge*'s 15-inch guns with devastating effect. *Derfflinger*'s Gunnery Officer recalled:

'The range fell from 12,000 to 8,000 ... Salvo after salvo fell around us, hit after hit struck our ship ... A 15-inch shell pierced the armour of 'Caesar' turret and exploded inside. The turret commander had both legs torn off and most of the gun crew was killed. The flames passed to the working chamber and then to the handling room and seventy-three of the seventy-eight men in the turret died ... Another 15-inch shell pierced the roof of 'Dora' turret. The same horrors followed. With the exception of one man who was thrown by the concussion through the turret entrance, the whole turret crew of eighty men was killed instantly. From both after turrets, great flames were spurting, mingled with clouds of yellow smoke ... Then, a terrific roar, a tremendous explosion, then darkness ... The whole conning tower seemed to be hurled in the air ... Poisonous greenish-yellow gases poured through the aperture into our control. I called out "Don gas masks!" and every man put his gas mask over his face ... We could scarcely see anything of the enemy who were dispersed in a great semi-circle around us. All we could see was the great reddish-gold flames spurting from their guns.'

Revenge hit the *Derfflinger* five times from 19.14-17hrs and then shifted her fire to *Von Der Tann*, obtaining a hit on the after conning tower at 19.19hrs. Shell splinters entered the conning tower through the sighting apertures, killing the Third Gunnery Officer and three others, and wounding everyone else in the tower. The effects of the explosion were equally serious outside - the upper deck

and battery deck suffered from the blast and splinters and wreckage were blown down the ventilating shafts to the starboard engine room. All the lights went out and the fumes threatened to asphyxiate the engine room personnel. When the battleships had disengaged, Scheer authorised the battle-cruisers to retreat. At the same time, flotillas of destroyers launched waves of torpedoes at the British line. None struck, but they achieved their purpose by preventing Jellicoe from following up the enemy's retreat.

When the action was over, the fleet went to night cruising stations, expecting to renew the battle the next morning. Shortly after midnight the crippled *Seydlitz* steamed slowly past Burney's squadron. *Marlborough* sighted her but did nothing; *Revenge* challenged her but accepted the wrong response, and *Agincourt* decided not to open fire in order not to give away their position. It was an astonishing but far from unique failure of initiative. At 03.00hrs on 1 June, Burney transferred his flag to *Revenge* from the torpedo-damaged *Marlborough*. Later that morning the British realised that the Germans had escaped in the night and, with great disappointment, they set course for Scapa.

In the course of the battle *Revenge* fired 102 rounds of 15-inch and 87 rounds of 6-inch ammunition; she was not hit herself, and suffered no casualties.

Battlecruisers

Westnutt left the *Revenge* in May 1918; following some months at the shore base Vivid, and in *Albion* (then being used for accommodation at Devonport), from February 1919 to June 1920 he served aboard the battlecruiser *New Zealand* when she carried Admiral Sir John Jellicoe to New Zealand and the other dominions to draw up plans for imperial naval defence.

He rounded off his naval service with a tour of duty in *Hood*, from December 1920-June 1922. *Hood* was first commissioned in March 1920; she was flagship of the Battle Cruiser Squadron, flying the flag of Vice Admiral Sir Roger Keyes, and her company was drawn from all three depots. However, it was then decided to return to the pre-war practice of manning ships with men from a single depot - in the *Hood's* case, men from Devonport. Also, soon after Westnutt joined her, Keyes was replaced by Vice Admiral Sir Walter Cowan, who soon turned the *Hood* into one of the most unhappy ships in the fleet.

Westnutt was rated Ordinary Seaman when he attained the age of 18 in 1912, and thereafter was steadily promoted to Able Seaman (1914), Leading Seaman (1917) and Petty Officer (1920). On 23 June 1922 he was discharged and resumed his career in the shoe trade, working as a leather assessor. He joined the Royal Fleet Reserve and earned his L.S. & G.C. Medal in 1937.

In March 1919 Westnutt was married to Edith Lily Roberts of Finedon, Northamptonshire. They had a son, also called Ernest, who was born in September 1919 and joined the Royal Navy. He was their only child and was lost when the *Royal Oak* was torpedoed at anchor in Scapa Flow on 14 October 1939.

On 22 May 1941 Westnutt Senior re-enlisted in the Royal Navy. The long break in his service meant that his second engagement would not count towards his pensionable service but he was restored to his rate of Petty Officer and retained his Good Conduct badges.

On 25 September 1941 he was drafted to the *Duke Of York*. She was a King George V class battleship, launched on 28 February 1940 and first commissioned on 4 November 1940. Her displacement was 42,076 tons, her main armament consisted of ten 14-inch guns and sixteen 5.25-inch guns, she had a speed of 28.3 knots (52.4 km/h) and a complement of 1,556 officers and men (1945). In mid-December 1941 the *Duke of York* embarked Prime Minister Winston Churchill for a trip to the United States to confer with President Roosevelt. She arrived at Annapolis, Maryland, on 22 December 1941, made a shake-down cruise to Bermuda in January 1942, and departed for Scapa Flow on 17 January. (Churchill returned by air).

On 1 March 1942 she provided close escort for convoy *PQ 12* to Russia. The escort also included the *King George V*, *Renown*, the carrier *Victorious* and other cruisers and destroyers, in response to concerns that the battleship *Tirpitz* might attempt to intercept the convoy. On 6 March *Tirpitz* put to sea and was sighted by a British submarine around 19.40hrs; no contact was made, however, except for an unsuccessful torpedo attack by aircraft from *Victorious*.

Later that month, convoy *PQ 14* was formed and *Duke of York* again formed part of the escort force. In early April, *Duke of York*, *King George V* and *Victorious* formed the core of a support group that patrolled between Iceland and Norway to cover several convoys to Russia. She continued these operations through May, when she was joined by the US battleship *Washington*. Westnutt left the ship on 25 August 1942.

Westnutt then served ashore for the remainder of his service; *Drake*, *Duke*, a training establishment for new stokers at Great Malvern (October 1942 to July 1944), and RAF Clyffe Pypard, an RAF training establishment in north Wiltshire (October 1944-March 1945). He was demobilised on 15 August 1945 and died in 1976 at Wellingborough.

87 A Great War and Second World War campaign group of eight awarded to Able Seaman C. J. Le Fevre, Royal Navy, attached Royal Australian Navy 1942-43

His wartime sojourn with the Australians proved to be of the action-packed variety, for he was present aboard H.M.A.S. *Canberra* at the battle of Savo Island in August 1942: a victim of sustained and accurate fire from Japanese cruisers, *Canberra* suffered a loss of 84 killed and over 100 wounded, and had to be abandoned

Removing to H.M.A.S. *Adelaide*, Le Fevre was next in action in November 1942, when he and his shipmates had a convincing encounter with the German blockade runner *Ramses*: the latter was dispatched by *Adelaide's* guns in just eight minutes

Yet Le Fevre was no stranger to close encounters with the enemy, having shared in the destroyer H.M.S. *Malcolm's* notable part in Operation "Dynamo": often a target of the Luftwaffe, she somehow survived no less than eight trips to Dunkirk and brought away a total of 6,400 troops

British War and Victory Medals (J. 93412 C. J. Le Fevre, Boy 2, R.N.); 1939-45 Star; Atlantic Star; Pacific Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R., 3rd issue (J. 93412 C. J. Le Fevre, A.B., H.M.S. *Tern*), *the Great War pair polished, thus fine, the reminder very fine or better* (8)

£180-220

Charles Joseph Le Fevre was born in West Ham, London on 27 July 1903 and entered the Royal Navy as a Boy 2nd Class in November 1918. His first seagoing appointment was in H.M.S. *Royal Sovereign* from August 1919 to January 1921, in which period she was deployed to the troubled waters of Eastern Mediterranean and evacuated White Russians from Constantinople, among them a princess of the Galitzine family.



U.S. Navy destroyers rescue H.M.A.S. Canberra's crew following the battle of Savo Island on 9 August 1942

"Dynamo"

Awarded his L.S. & G.C. Medal in August 1936, Le Fevre joined the destroyer *Malcolm* on the renewal of hostilities in September 1939, in which capacity he first saw action in Operation "Ordnance" off the Hook of Holland in May 1940.

But it was for her outstanding work in Operation "Dynamo" during the period 28 May - 4 June 1940 that the *Malcolm* won high praise: she undertook no less than eight trips to the beaches and Dunkirk pier, bringing away a total of 6,400 troops. Under incessant attack throughout these gallant forays, *Malcolm* was much battered by near misses but the behaviour of her ship's company was excellent throughout.

Full details of her part in "Dynamo" are recounted in the pages of Divine's *Dunkirk* and Walter Lord's *The Miracle of Dunkirk*. One of *Malcolm's* most noteworthy exploits was the rescue of soldiers embarked on the *Clan MacAllister* on 29 May, when she fought off countless attacks by Ju. 88s while passing over fire hoses to help fight the flames on the stricken merchantman - her hold laden with 4-inch ammunition. *Malcolm's* time off the beaches at La Panne was particularly harrowing, the ship's 'Jimmy the One' having to draw his revolver and threaten the next man who tried to rush the ship's boat. On a lighter note, another of *Malcolm's* officers played the bagpipes on the ship's foc'sle as some Cameron Highlanders were embarked.

Her final trip was made on the night of the 3-4 June to embark part of the French rear-guard which had been holding the Dunkirk perimeter. This was the occasion that her officers sallied forth wearing their bow ties and monkey jackets, for they had intended to celebrate *Malcolm's* return from her seventh trip. In the event, Admiral Ramsay called upon her exhausted crew to undertake one further mission. Walter Lord's *The Miracle of Dunkirk*, takes up the story:

‘On the destroyer *Malcolm* the morning had begun on a high note. She was just back from her seventh trip to Dunkirk and was still in one piece. The last of the B.E.F. had been evacuated and everyone assumed that the operation was over. Breakfast in the wardroom was a merry affair.

Lieutenant Mellis fell on his bunk hoping to catch up on his sleep. He was so tired he didn’t even take his clothes off. Several hours later he was awakened by the sound of men’s feet on the deck overhead. He learned that the crew was assembling for an important announcement by Captain Halsey, who had just returned from Ramsay’s headquarters. Halsey came quickly to the point: “The last of the B.E.F. was able to come off because the French took over the perimeter last night. Now the French have asked us to take them off. We can’t do anything else, can we?”

No. But it was still a shock. For Mellis, it was the worst moment of the whole show. To enjoy that delicious feeling of relief and relaxation - and then to have it all snatched away - was almost more than he could stand. The wardroom had planned a festive evening, and decided to dress festively anyhow. When *Malcolm* sailed on her eighth trip to Dunkirk at 9.08 p.m. on 3 June, her officers were wearing their bow ties and monkey jackets ... ‘

Captain T. E. Halsey, R.N., *Malcolm*’s skipper, was awarded the D.S.O., one of his officers the D.S.C. and eight ratings the D.S.M.; 12 of her complement were mentioned in despatches.

For an eye-witness account of *Malcolm*’s part in “Dynamo”, as related by one her ratings, see:

<https://www.bbc.co.uk/archive/dunkirk-a-personal-perspective—hms-malcolm/zh4m92p>

Royal Australian Navy

In May 1942, Le Fevre was loaned to the Royal Australian Navy, the same month in which he joined the heavy cruiser H.M.A.S. *Canberra*. And he was likewise employed at the time of her loss at the battle of Savo Island on 9 October 1942.

On that occasion, *Canberra* was serving in support of the Guadalcanal landings, as part of a task force under Rear-Admiral Victor Crutchley, V.C., D.S.C. In the early morning hours of 9 August, the force was split around Savo Island when surprised and intercepted by a Japanese task group under Vice-Admiral Gunichi Mikawa. *Canberra*, lit-up by enemy flares, was quickly on the receiving end of incoming fire from Mikawa’s cruisers.

The first two salvoes severely damaged the bridge, killing or wounding several senior officers, and a further 22 hits were registered in the opening minutes of the engagement. Immobilised - both of her engine rooms were disabled - *Canberra* listed to port, with multiple internal fires and heavy casualties: of her complement of 819 officers and ratings, 74 were killed outright and over 100 wounded, 10 of whom would subsequently die from their wounds.

In consequence, it was decided that *Canberra* would have to be abandoned and scuttled, her surviving crew and the wounded being taken off by destroyers of the United States Navy. Yet *Canberra* proved to be a hard nut to crack, a torpedo strike and 263 5-inch shells delivered by the U.S.S. *Selfridge* failing to sink her. Finally, at 0800 hours, the U.S.S. *Ellet* accomplished the task with another torpedo strike.

Subsequent wartime career

Following the *Canberra*’s loss, and a stint ashore at Brisbane’s naval base, Le Fevre served in the cruiser *Adelaide* from October 1942 to July 1943.

It proved to be another memorable chapter in his wartime career for, in late November 1942, whilst patrolling in the Indian Ocean, *Adelaide* encountered the German blockade runner *Ramses*. The enemy ship was pretending to be a Norwegian merchantman, but her disguise was recognised, and *Adelaide*’s guns were quickly on target. Under a torrent of accurate fire, the enemy ship was dispatched in just eight minutes.

Le Fevre came ashore to *Lonsdale* at Melbourne in July 1943, followed by a stint of service at *Penguin*, the Sydney naval establishment, and he was returned to the Royal Navy in October 1943.

His service record further confirms that he was invalided ashore in July 1944.

x88

Pair: **2nd Lieutenant J. E. C. Bransbury, Royal Artillery**

British War and Victory Medals (2. Lieut. J. E. C. Bransbury.), *good very fine* (2)

£60-80

John Eric Cecil Bransbury was born in 1896, son of John Bransbury of Putney and Southsea. Serving with the 16th Heavy Battery, Royal Garrison Artillery, Bransbury died on 1 April 1916 and is buried in the Maroeuil British Cemetery. He is further commemorated upon a memorial at St Mary the Virgin, Clymping, Arun, Sussex.

89 Three: **Sergeant W. W. Wills, Middlesex Regiment, East Lancashire Regiment, Chinese Labour Corps and latterly Captain, 21st (Eastbourne) Battalion, Home Guard**

British War and Victory Medals (235434 Sgt. W. W. Wills. E. Lan. R.); Defence Medal 1939-45, mounted as worn, *very fine*, together with six Eton College School Regular Attendance Medals (Lot)

£60-80

Walter Wellington Wills was born on 5 August 1886 at Maidstone Kent and before the outbreak of the Great War was on the Teaching Staff of the London County Council. He joined the 9th Battalion, Middlesex Regiment on 26 September 1914 as a Sergeant-Instructor and was a distinguished marksman. Made Acting Company Sergeant-Major in January 1916, he was transferred to the East Lancashire Regiment and served with them as a Sergeant in France from September 1917. Wills joined the Base Camp of the Chinese Labour Corps at Noyelles on 21 February 1918.

In 1926 Wills was Headmaster of the Willingdon Church of England School, Eastbourne. By the outbreak of the Second World War he was a Schoolmaster living in Hailsham, Sussex and he was made Captain in the 21st (Eastbourne) Battalion, Home Guard on 30 June 1943. Wills died at home at The Paragon, Wannock Lane, Hailsham on 2 April 1967; sold together with his original marksmanship certificate and much copied research.

90 Three: **Private W. McKay, 7th Battalion, Seaforth Highlanders, who was killed in action on 1 October 1918**

British War and Victory Medals (S-23052 Pte. W. McKay. Seaforth.); Great War Bronze Memorial Plaque (William McKay), *last with a little verdigris, otherwise good very fine* (3)

£100-140

William McKay, a native of Edinburgh, was born in 1897 and served in the 7th Battalion, Seaforth Highlanders. He was killed in action on 1 October 1918 - probably in the furious action to capture Hill 41 - and is buried in the Dadizeele New British Cemetery.

For the Medals of his brothers, please see Lots 78 and 203.

91 **The campaign group of four awarded to Lieutenant-Colonel B. C. Allen, C.S.I., Indian Civil Service, who commanded the 55th Company, Khasi Labour Corps during the Great War**



British War and Victory Medals (Lt. Col. B. C. Allen.); Delhi Durbar 1903; Delhi Durbar 1911, *good very fine* (4)

£600-800

[C.S.I.] *London Gazette* 3 June 1922:

‘Commissioner, Assam Valley Division.’

Basil Copleston Allen was born at Stoke Newington on 12 July 1870. Entering the Indian Civil Service, he earned his Durbar 1903 as Personal Assistant to the Chief Commissioner of Assam. Upon the outbreak of the Great War, he was soon involved in the raising and command of the Labour Corps in Khasi in the North-East of India. A fascinating article by Pratap Chhetri features at <http://hiddenhistorieswwi.ac.uk/tag/memorials/> and recalls:

‘...Men from present day North East India were a part of the 21,000 strong Indian Labour Corps who were recruited by the British from the non-martial races and tribals of present day Eastern and North Eastern India in early 1917 to serve as labourers and porters in the theatres of the action in France on the Western Front. These Labour Corps were christened from the regions that they came from – Garo Labour Corps, Khasi Labour Corps, Lushai Labour Corps, Manipuri Labour Corps, Naga Labour Corps and even the Chin Labour Corps from today’s Chin state of Myanmar, which was then still a part of British India. Each of the Labour Corps had a number of units. Each corps unit was roughly made of 500 men commanded by British officers and even sometimes by men who had worked in the region in various capacities but with little military experience. In some cases these officers were assisted by British missionaries who were spreading the Gospel in various corners of the then excluded areas of the north eastern part of India...

The Khasi Labour Corps initially seems to have been known as the 26th Khasi Labour Corps which was later divided into four companies – 22nd, 34th, 55th and 56th with perhaps 500 men in each company. There seems to be no exact estimate of the number of men in this corps, or even if the numbers exist, it has not been reported in available literature on the subject. Herbert Cunningham Clougston and F. B. Wilkins were the European officers of the Corps while David Stephen Davies, a Presbyterian missionary and Rev. Shai Rabooh, a Khasi preacher also accompanied the Corps to France. 67 men died and to commemorate their sacrifices a memorial ‘Mot Phran’ (which in Khasi means ‘Stone from France’) with the names of those who died inscribed on it was installed and inaugurated by the D.C. of Khasi-Jaintia Hills in 1924 at Iewduh in the heart of Shillong. Carved on the memorial is a quotation from the Roman lyrical poet Horace’s poem *Odes: Dulce et decorum est pro patria mori*. (It is sweet and right to die for your country). The memorial still stands intact, though neglected over the years.

In 1915, the British Government ordered the expulsion of the German Catholic missionaries of the Congregation of the Divine Saviour (Salvatorians) who had set foot in the Khasi Hills in 1890. It was this congregation that laid the early foundations of the Catholic Church in the region and perhaps the North East too. The first Catholic Church in the North East was built by this Congregation in 1913 on the same site where the Cathedral of Mary Help of Christians stands today.’

Allen took the 55th Company to France (*IOR/L/MIL/7/17120* refers) and thence transferred to England in October 1918. Having been awarded a C.S.I. and retiring to England, he died at Marylebone on 22 September 1935.

92 **Four: Lieutenant J. B. Gregory, Army Educational Corps, late Argyll & Sutherland Highlanders, who published his remarkable experiences during the Great War in 1924**

British War and Victory Medals (Lieut. J. B. Gregory.); Defence and War Medals 1939-45, in their named card box of issue to ‘Lt. J. B. Gregory. 23, Crescent Gdns, Wimbledon Park, London S.W.19.’, *good very fine* (4)

£80-120

John Bonar Gregory was born on 23 November 1896 at Kilmarnock. Educated at the Glasgow Academy and University of Edinburgh, he was commissioned into the 5th Battalion, Argyll & Sutherland Highlanders and proceeded to France in September 1916. During the course of the war, he was also attached to the 1st Scottish Division and then joined the Machine Gun Corps. He was noted by the Divisional Commander for gallantry on the night of 25-26 October 1918, when the billet in which he and his men took a direct hit from two shells. A number of his comrades were buried under the debris but Gregory was the most senior Officer to be commended, together with 2nd Lieutenant A. F. Thomas and Privates V. Pratty (No. 855305) and W. Carroll (No. 157062), for their actions which ‘...undoubtedly saved the lives of many of the section.’

Pratty was duly ‘mentioned’ (*London Gazette* 10 July 1919, refers) but the others gained no further laurels. Gregory was a teacher by profession and was Assistant Master at the Lycee Marceau, Chartes (1921-22), Crewkerne School (1923-27) and Mercers’ School, Holborn (1927 onwards).

Clearly a deep thinker, he published *France 1916-1917-1918 - From a Soldier’s Diary* in 1924 which was dedicated ‘To my old comrades’ and had the following foreword by Gregory:

‘This narrative is founded upon the war-diary of a young soldier. He is not distinguished from his modesty but he is so interested in himself and what he did, that it should not be difficult for others not to be interested so.

The reasons for reviving memories of the German War, are first, to do honour to the dead, and in the second place to give expression to the long-pent-up feelings of the living.

With regard to the second reason, it may not generally be known that a method of treating shell-shock cases which met with great success, was to insist upon them going over their war-experiences in detail with a thoroughly sympathetic listener.

If this soldier helps some of his old comrades to open up that part of their brain which they have shut down so fast, his little book will have done its business. JGB.’

Given the views he offers, it is fair to say Gregory was more than a little forward-thinking for his time. He had clearly spotted what might now be referred to as PTSD amongst his comrades which is notable. Copied extracts accompany the Lot.

Upon the outbreak of the Second World War, Gregory was re-commissioned as Lieutenant into the Army Educational Corps.

93

A highly emotive and well-documented Great War casualty pair and related Diaries awarded to Private F. A. Everidge, 9th Battalion (Queen Victoria’s Rifles), London Regiment, who died of wounds on the Western Front on 13 September 1917

British War and Victory Medals (6091 Pte. F. A. Everidge. 9-Lond. R.); Great War Bronze Memorial Plaque (Frederick Alderman Everidge) in card envelope, with Buckingham Palace enclosure; Memorial Scroll, ‘Rifleman Frederick Alderman Everidge, London Regt.’, in OHMS transmission tube, addressed to ‘Mrs. N. L. Everidge, 3 Kylemore Road, West Hampstead, NW6’, *nearly extremely fine* (4)

£400-500

Frederick Alderman Everidge was born in Marylebone, London, and attested for the 9th (County of London) Battalion (Queen Victoria’s Rifles), London Regiment at Hammersmith. He served with the Battalion during the Great War on the Western Front from 15 September 1916, and died of wounds on 13 September 1917. He is buried in Grevillers British Cemetery, France.

Sold with the recipient’s General Service buttons (10); the recipient’s two Bibles, these both inscribed; Book of Common Prayer; the recipient’s hand-written book of religious thoughts and quotations; and a book of daily Bible quotations; named Record Office enclosure for the British War and Victory Medals; and copied research.

Sold also with the recipient’s two highly emotive pocket diaries, beginning 15 September 1916 ‘Arrived at La Havre at 1am.’, 28 October 1916 ‘Started for trenches at 10:30 at Neuve Chapelle.’, 12 December 1916 ‘Was not able to get to sleep until 3:30am because of a bombardment’, 25 December 1916 ‘An awful day, the worst I have ever spent. Carrying all night.’, 27 December 1916 ‘Left Ebenezer Farm about 5:30. Thankful for Gods protection and mercy.’, 20 March 1917 ‘Left the old support line and went into old German first line.’, 10 April 1917 ‘So bitterly cold, snowed heavily again. Left at 10:30 to attack. Successful, many prisoners and many exciting experiences.’, 14 April 1917 ‘Awakened to move again at 4am. Attack begun at 5:30am. An awful bombardment. Before I knew where I was, I was out with stretchers but an awful job to get men in because of m.g. fire. A very hard day and terribly saddening’, both diaries are meticulously written daily until stopping abruptly on 10 September 1917.



94 *‘That evening, the R.A.M.C. orderlies dared not lift me from the stretcher into a hospital train bunk, for fear of starting a haemorrhage in the lung. So they laid the stretcher above it, with the handles resting on the head-rail and foot-rail. I had now been on the same stretcher for five days. I remember the journey as a nightmare. My back was sagging, and I could not raise my knees to relieve the cramp, the bunk above me being only a few inches away. A German flying-officer, on the other side of the carriage, with a compound fracture of the leg from an aeroplane crash, groaned and wept without pause. Though the other wounded men cursed him, telling him to stow it and be a man, he continued pitifully, keeping everyone awake ... ‘*

Robert Graves, poet and scholar, recalls his painful journey in a hospital train on 24 July 1916, his 21st birthday.



A Great War campaign pair awarded to Staff Nurse A. C. Felpts, Queen Alexandra's Imperial Military Nursing Service Reserve

In addition to a succession of appointments at Stationary Hospitals and Casualty Clearing Stations, she served in No. 32 Ambulance Train in 1917-18

Working alongside just two or three fellow nurses, Felpts had to care for up to 500 patients aboard her train, many of them caked with blood and mud and in a critical condition. Throughout each challenging journey, in which patients invariably succumbed to their wounds, she and her colleagues worked with the barest of necessities and no comforts - and under the threat of indiscriminate enemy fire

A fellow ambulance train nurse, Kate Luard, R.R.C., lends moving testimony to the sad nature of their work:

‘When you stand off for a few hours from the gruesome details & pathetic streams of broken, dirty, ragged, bandaged cripples that one is occupied with all day it gets more & more unfathomable & heart-breaking. 1500 were disembarked from the trains yesterday & they are still streaming in. One train of bad cases yesterday took 8 hours to unload ... ‘

British War and Victory Medals (S. Nurse A. C. Felpts), together with Edinburgh Royal Infirmary School of Nursing badge, silver and enamel, hallmarked Birmingham 1916, reverse engraved ‘A. C. Felpts 1347’ and Q.A.I.M.N.S.R. cape badge, silver, hallmarked Birmingham 1916, *nearly extremely fine* (4)

£220-260

Annie Clifford Felpts was born in 1884, the daughter of Robert Felpts, of Ulverston, Cumbria, and served as a Staff Nurse with Queen Alexandra's Imperial Military Nursing Service Reserve in France from 2 March 1916.

Ambulance Trains 1917-18



Following postings to 25 and 2 Stationary Hospitals, the latter at Rouen, she joined the nursing staff of No. 32 Ambulance Train in August 1917, and she remained likewise employed until February 1918.

A summary of the ambulance train statistics appears on the History Press website:



‘These trains transported the wounded from the Casualty Clearing Stations to base hospitals near or at one of the channel ports. In 1914 some trains were composed of old French trucks and often the wounded men lay on straw without heating and conditions were primitive. Others were French passenger trains which were later fitted out as mobile hospitals with operating theatres, bunk beds and a full complement of Q.A.I.M.N.S. nurses, R.A.M.C. doctors and surgeons and R.A.M.C. medical orderlies. Emergency operations would be performed despite the movement of the train, the cramped conditions and poor lighting. Hospital carriages were also manufactured and fitted out in England and shipped to France.

In the early trains there was often a lack of passage between the coaches and with only a few nurses it was necessary for a nursing sister to pass from coach to coach, whether the train was in motion or not, usually carrying a load of dressings, medicines etc. on her back in order to tend to the wounded on each coach. During the night she also had a hurricane lamp suspended from her arm. The medical staff consisted of three medical officers of the R.A.M.C. including the Commanding Officer, usually a Major, two Lieutenants, a nursing staff of three or four with a sister taking on supervision of the whole train, complemented by 40 R.A.M.C. other ranks and Non-Commissioned Officers.

An average load was 4-500 patients with a large number in critical condition. Often they were transferred to the train still in full uniform in shocking condition caked with mud and blood and owing to the cramped conditions their uniforms had to be cut away. Many journeys were long such as the one from Braisne to Rouen taking at least 2 ½ days. There were deaths on all journeys. The nurses' workload was heavy and they worked under dangerous conditions with the barest necessities and no comforts.

In Kate Luard's first book published anonymously in 1915 she vividly describes in her letters home her experiences working on the early ambulance trains 1914-1915, transporting wounded soldiers back from the Front to hospitals in the base area.'

Nursing Sister Kate Luard, who served in No. 5 Hospital Train, was awarded the R.R.C. and Bar and was twice mentioned in despatches.

Postscript

Annie Felpts went to serve at No. 7 Casualty Clearing Station at Ligny St. Floches in April-September 1918, followed by a final wartime appointment in the Acute Medical Ward of No. 42 Stationary Hospital, where 'she was keenly interested in her work and proved herself a capable nurse'.

On being demobilised in February 1919, she took up a post at the Royal Salop Infirmary, Shrewsbury and she died at Ulverston, Cumbria in February 1968.

Recommended reading:

Diary of a Nursing Sister on the Western Front, by Kate Luard, R.R.C. (1915).

Unknown Warriors - The Letters of Kate Luard, R.R.C. (1930).

<https://www.thehistorypress.co.uk/articles/evacuation-of-the-wounded-in-world-war-i/>

<https://www.dailymail.co.uk/news/article-2605886/Poignant-archive-pictures-ambulance-trains-transported-soldiers-wounded-First-World-War-hospitals-Britain.html>

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'By 21.00 [on 18 December 1941] however, the Japanese have landed their first wave, estimated at 7,500 men. They overwhelm the initial defences they encounter, by-passing any significant points of resistance in their race to get to high ground, and approach Wong Nai Chung Gap. At this time it is not generally realized that the Japanese have invaded. John Whitehead of the Royal Artillery for example, driving a Morris lorry to Braemar Point comes under such heavy fire that, with three Indian soldiers on board, he gingerly heads back to Causeway Bay. At North Point, he is surprised to see stationary vehicles littering the road, and it is not until the Indian sitting next to him is shot in the chest that he realizes the Japanese are on the Island. Abandoning the vehicle, he sees it hit by a mortar or grenade, killing the other two Indians. The battle for Hong Kong has started in earnest ...'

Not the Slightest Chance - The Defence of Hong Kong, 1941, by Tony Sheldon, refers.

A poignant pre-war North-West Frontier operations and Second World War campaign group of five awarded to Sepoy Bakhshi Ram, 2-14th Punjabis, who was mortally wounded in the defence of Hong Kong on 18 December 1941

India General Service 1936-39, 1 clasp, North-West Frontier 1936-37 (10961 Sepoy Bakhshi Ram, 2-14 Punjab R.); 1939-45 Star; Pacific Star; Defence and War Medals 1939-45, *the first with edge nicks, otherwise very fine and better* (5)

£180-220

Bakhshi Ram was born about 1915, the son of Ganu and Chunju Ram; on his death in Hong Kong in December 1941, he left a widow, Koshaliya, who was a resident at the hamlet of Seokar, near Barsar, in the district of Kangra, in northern India.

The 2-14th Punjabis, commanded by Lieutenant-Colonel Gerald Kidd, first saw action in the New Territories, and undertook a fighting retreat to Tsim Sha Tsui, where they were evacuated to the island of Hong Kong aboard the famous Star Ferry.

Subsequently reformed as part of Brigadier J. K. Lawson's West Brigade, the Battalion was heavily engaged in the chaotic and gallant actions fought after the Japanese invasion of the island. It suffered a loss of 55 killed in action or died of wounds, in addition to 69 being recorded as 'missing' and a further 160 wounded.

Bakhshi Ram may have received his mortal wounds at 1100 hours on the 18 December, when a 500-pound bomb hit his battalion's H.Q. in Garden Road, killing 24 of his comrades and wounding another 36. As touched upon in the above quote, however, the Punjabis were also present in actions in the Wong Nai Chung Gap, so he may have received his wounds there.

However, one source suggests he was among six Punjabis who became casualties on Shouson Hill; see *Not the Slightest Chance - The Defence of Hong Kong, 1941*, by Tony Sheldon.

Either way, Bakhshi Ram died of his wounds at the Indian General Hospital on the 20 December. He was 26 years old at the time of his death, has no known grave and is commemorated on the Sai Wan Memorial, Hong Kong.



The memorial stands in a Commonwealth War Graves cemetery, which is in the north-east of Hong Kong, about ten kilometres from the centre of Victoria. At the entrance to the cemetery on Cape Collinson Road, the memorial stands to the memory of some 2,000 military personnel who died in Hong Kong - or in captivity - and who have no known grave.

x96 Three: Marine D. A. Redfern, Royal Marines



Naval General Service 1915-62, 1 clasp, Near East (R.M. 11603 D. A. Redfern. Mne. R.M.); General Service 1962-2007, 3 clasps, Borneo, Malay Peninsula, Northern Ireland (RM. 11603 D. A. Redfern. Mne. R.M.); Royal Navy L.S. & G.C., E.I.R. (RM.11603 Mne. D. A. Redfern. R.M.), mounted as worn, *very fine* (3)

£300-400

x97 Three: **Able Seaman H. N. Pearce, Royal Navy**

Naval General Service 1915-62, 1 clasp, Brunei (P. 930835 H. N. Pearce. A.B. R.N.); General Service 1962-2007, 1 clasp, Borneo (J. 930835 H. N. Pearce. A.B. R.N.); Royal Navy L.S. & G.C., E.II.R. (J930835R H. N. Pearce AB HMS Excellent), *very fine* (3)

£240-280

x98 Four: **Colour-Sergeant W. C. Nixon, Royal Marines**

Naval General Service 1915-62, 1 clasp, Near East (R.M. 15151 W. C. Nixon. Mne. R.M.); General Service 1962-2007, 2 clasps, South Arabia, Northern Ireland (RM. 15151 W. C. Nixon. Sgt. R.M.); Jubilee 1977; Royal Navy L.S. & G.C., E.II.R. (RM. 15151 Clr/Sgt. W. C. Nixon. R.M.), *very fine* (4)

£300-400

x99 Seven: **Petty Officer E. H. Mooring, Royal Navy**



Naval General Service 1915-62, 3 clasps, Palestine 1936-1939, S. E. Asia 1945-46, Near East (JX. 141114 E. H. Mooring. A.B. R.N.); 1939-45 Star; Atlantic Star; Africa Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.VI.R. (JX141114 E. H. Mooring. P.O. H.M.S. Cheviot.), *minor official corrections to last, good very fine* (7)

£240-280

x100 Three: **Sub-Lieutenant R. K. McE. Angus, Royal Naval Reserve, who was lost aboard the *Giang Bee* on 13 February 1941**

1939-45 Star; Pacific Star; War Medal 1939-45, together with the Admiralty Condolence slip in the name of 'Temporary Sub.-Lieutenant (E) Robert Kenneth McEwan Angus R.N.R.', *good very fine* (3)

£200-240

Robert Kenneth McEwan Angus was born in or about 1901, the son of Robert and Enga Florence Angus. He was a Second Engineer in the Merchant Navy. On 1 February 1941 he was commissioned into the Royal Naval Reserve as a Temporary Sub Lieutenant (E). He served under a T124 agreement which was a procedure for officers and men of the merchant marine to be granted temporary combatant status. His next of kin was his mother, then living at 14 St Michael's Road, Singapore.

Angus was originally appointed to the steamer *Ban Hong Liong*, very likely the ship in which he had been employed as a civilian. By February 1942 he was serving in the *Giang Bee*. She was a steamship of 1,646 tons, built in 1908 and owned by the Heap Eng Moh Steamship Company of Singapore. Like most local ships, on the outbreak of the war she was taken over by the Royal Navy as an Auxiliary Patrol vessel and armed with a 4-inch gun and depth charges.

On 11 February *Giang Bee* embarked employees of the Malayan Broadcasting Corporation for evacuation to Java but the Skipper would accept only twenty-five, claiming he was restricted to that by Board of Trade regulations. While his disappointed would-be passengers searched for other escape ships to take them, the ship sailed and was well out into the Roads when she received a signal from the RN Sea Transport Officer recalling her. Despite his protests the Captain was ordered to take on board a further 200 passengers.

Giang Bee made her way down the south east coast of Sumatra, intending to pass through the Banka Strait to Batavia in the Dutch East Indies. For two tense days she made her way across the flat, calm waters until 170 miles south of Singapore, where she was intercepted by two destroyers which approached at high speed. The Captain lowered the white ensign, ordered the women to show themselves on deck, and signalled his intention to surrender. A launch was then despatched from one destroyer but when it was 150 yards from *Giang Bee* an RAF bomber from Sumatra suddenly appeared and started circling overhead. The Japanese opened fire, the plane flew off, and the enemy launch was recalled. The two destroyers remained about half a mile away with their guns trained on the *Giang Bee*.

There followed an eerie, uneasy period of waiting as neither side could communicate with the other. As the sun sank into the tropical sea and dusk fell, the destroyers trained their searchlights on her. Around 19:30hrs, the Captain ordered all the women and children to take to the boats. Unfortunately some had been damaged by earlier air-raids; the ropes of one parted as it was being lowered, spilling its occupants into the sea, and another had been holed by splinters and foundered soon after being launched. A swift current swept each boat astern as soon as it was cast off. After the last lifeboat had gone there were still about a hundred people on board.

A party then tried to make contact with the Japanese and rowed a dinghy across but the Japanese refused to receive them and each time the little boat approached one of the destroyers, it would move out of range. At about 22:30hrs one of the destroyers suddenly fired six shells at the *Giang Bee*. She glowed red from stem to stern and sank in a few minutes. The destroyers then left.

There were seventy survivors including forty-two in one lifeboat which landed in a small bay on the Sumatran coast. Shortly after the lifeboat was beached they were seen by the *Tapah*, a 200 ton steamship which had been hugging the coast. Although over-crowded, she took off twenty-eight survivors, leaving fifteen to sail the lifeboat to Java which they reached on 8 March, only to find it already in enemy hands.

In the confusion of war, for some time the fate of Angus was unknown. The Admiralty never received any report of his transfer from *Ban Hong Liong* to the *Giang Bee*, and there was a report of a Sub-Lieutenant of the same name who had taken passage to Durban. In August 1942 his next-of-kin was notified that he was missing on active service. Evidently his mother escaped from Singapore in time; at that time she was living in Blackpool, Lancashire.

At the end of the war Angus was presumed to have been killed on 13 February 1942. His name is commemorated the Liverpool Naval Memorial.

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That night, from a flat calm evening, it blew up Force 5-6, causing the Captain concern that Fort Branson's anchor chain could set off a nearby mine. Next morning, I watched our vehicles being unloaded onto the big Rhino barges run by the Sappers and went back to my cabin for a wash and brush up before breakfast. I was just doing this when there was a heck of a bang. I shot out on deck where I was appalled to see, two cables away, a corvette type of ship with her bows blown off to the 4.7 gun mounting. She was blowing off clouds of steam but slowly got under way, having eased the survivors away, and started heading for the beach adjoining the Mulberry caissons. We were all saddened on deck as no lifeboat was lowered to help those in the water and, in particular, one sailor who was manfully swimming towards the beach a long way ahead. Lifeboats were not lowered for fear of mines.

I then hurried back to my cabin and did three small water-colour sketches of what I had seen. In July 1994 I found these sketches and wrote to Navy News to ask if anyone could identify the ship. To my delight the next Navy News had several letters in it which gave her name as H.M.S. Orchis (K76). Naval Historical Branch stated that she was torpedoed by U-992 which, 14 days later, was sunk in the Dover Straits. Fifty of Orchis's crew were killed or missing. Survivors were picked up by MLs 150 and 196 and landed in Normandy. The injured men were later sent to England in the hospital ship St. Julian. H.M.S. Orchis was surveyed but found to be beyond economical repair and was broken up on site.

Major Bill Wynn-Werninck recalls the loss of H.M.S. *Orchis* off Normandy in August 1944.

A Second World War campaign group of five awarded to Chief Petty Officer Stoker Mechanic J. R. I. Parry, Royal Navy

A long-served convoy escort rating, Parry was present aboard the sloop H.M.S. *Falmouth* when she destroyed the Italian submarine *Galvani* in June 1940 and aboard the corvette *Orchis* when she took-out the *U-741* in August 1944

Just six days later, *Orchis* had her bow blown off by a torpedo and had to be grounded on Juno beach on the Normandy coast

1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.VI.R., 1st issue (KX. 80957 J. R. I. Parry, Ch. Sto., H.M.S. Onslow), *nearly extremely fine* (5)

£120-140

John Roderick Ivor Parry was born in Neath, Glamorganshire on 14 January 1913 and entered the Royal Navy as Stoker 2nd Class in June 1931.



H.M.S. Falmouth - victory in the Gulf

By the outbreak of hostilities in September 1939, he was serving as a Leading Stoker in the sloop H.M.S. *Falmouth* and he was similarly employed when she destroyed the Italian submarine *Galvani* at the entrance of the Persian Gulf on 26 June 1940.

Caught on the surface by *Falmouth's* gunfire, the *Galvani* sustained further damage after a depth charge attack. Among *Galvani's* fatalities was Pietro Venuti, who was awarded a posthumous Gold Medal of Military Valour, for in locking himself in the torpedo room to prevent further flooding, he enabled the submarine to surface.

H.M.S. Saxifrage - life saver

Having them come ashore in October 1941, Parry served as a Stoker Petty Officer in the Flower-class corvette *Saxifrage* from February 1942 until April 1943, in which period he and his shipmates undertook a spate of notable rescue operations.

In July 1942, they picked up 35 survivors from the *Putney Hill*, off Puerto Rico, whilst in January 1943 they rescued 27 survivors from the British *Vigilance* off Barbados and 34 survivors from the *Empire Lytton* off the Canaries. Finally, in respect of Parry's time aboard, *Saxifrage* picked up 37 survivors from the Dutch merchantman *Alderamin* off Cape Farewell.

H.M.S. Orchis - another victory - eventual demise

In April 1943, he removed to the corvette *Orchis*, and he was similarly employed at the time of her loss off Normandy in August 1944.

In the interim, *Orchis* acted as a reinforcement escort to Atlantic convoy ONS 18 in September 1943, when six merchantmen were sunk, in addition to three escorting naval ships. Three U-Boats were taken out in retaliation.

Following the Normandy landings, *Orchis* acted as a cross-Channel escort and, on 15 August 1944, she destroyed the *U-741*. In a textbook operation, she held sonar contact before delivering two 'Hedgehog' and two depth-charge attacks, just one man escaping the doomed U-boat from the aft-torpedo hatch. He was picked up by *Orchis*.

But tragedy struck less than a week later, when, on the 21st, *Orchis* struck a mine which blew off her bows, all the way back to her 4-inch gun. She was run aground on Juno beach and declared a total loss.

Parry's final wartime appointment was in the destroyer *Zealous*, in which ship he served from October 1944 to October 1945.

Postscript

Having then been awarded his L.S. & G.C. Medal whilst serving in *Onslow* in May 1946, he was rated as a Chief Petty Officer Stoker Mechanic, but he died at the shore establishment H.M.S. *Raleigh* on 23 January 1953.

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'The U-33 had left Wilhelmshaven on 5 February 1940 under Kapitanleutnant Hans von Dresky and a crew of forty. Her daring, almost suicidal task, which had been ordered by Hitler himself, was to lay mines in one of the Allies most valuable seaways, the River Clyde. Karl Dönitz himself visited Wilhelmshaven to see the U-boat off.

During the early hours of Sunday, 11 February 1940, Dresky told his Chief Engineer, Fritz Schilling, his plan. He wanted to be in a good mine laying position within the estuary before the sun came up. Then he planned to submerge and settle the U boat on the seabed until the evening when he hoped it would be safe to come to the surface again. After laying the mines during Sunday night and Monday morning, he hoped to escape to the relative safety of the Atlantic before dawn on Tuesday 13 February. But before any mines could be laid, Dresky's well thought out plan began to go wrong ...'

The 'Halcyon-class' website sets the scene in what became a significant action in which vital components of the Enigma machine were captured by H.M.S. *Gleaner* in February 1940.

A Second World War campaign group of five awarded to Stoker 1st Class A. H. Kingwell, Royal Navy, who was present aboard H.M.S. *Gleaner* in a spectacular night action in the Firth of Clyde in the early hours of 12 February 1940

Having caught sight of *U-33's* periscope in her searchlights, *Gleaner* delivered three separate depth charge attacks, forcing her foe to the surface to face several rounds of 4-inch gunfire for good measure

The destruction of a U-boat in the early months of the war was a welcome achievement but the real prize was the discovery of assorted Enigma machine components - recovered from the uniform pockets of one of *U-33's* survivors: they may not have broken the secrets of 'Enigma' but they did provide the boffins at Bletchley Park with an early boost in cracking the most important code of them all

1939-45 Star; Atlantic Star; Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.I.R., 1st issue (K. 57726 A. H. Kingwell, Sto. 1, H.M.S. P-40), *minor edge bruise to last, generally very fine or better* (5)

£140-180



Alfred Henry Kingwell was born at Ivybridge, Devon on 20 September 1900 and entered the Royal Navy as an acting Stoker in August 1919.

By the outbreak of hostilities in September 1939 - and having been awarded his L.S. & G.C. Medal in January 1935 - he was serving as a Stoker 1st Class in the Halcyon-class escort H.M.S. *Gleaner*. And he remained likewise employed until April 1941.

Unravelling Enigma - an important first step

In that period *Gleaner* made a significant contribution to the war effort, capturing, as she did, valuable components from an Enigma machine. The action in question took place in the early hours of 12 February 1940, when the *U-33* was ordered to lay mines in the Firth of Clyde.

The Halcyon-class website - <http://www.halcyon-class.co.uk/> - takes up the story:

‘The *U 33* was making headway along on the surface during the early hours of Monday, 12 February, when the four lookouts on the bridge spotted a mysterious silhouette coming towards them out of the darkness. It was a ship travelling in the opposite direction to the U boat. Fortunately for the Germans, the blacked out vessel passed the U boat some distance away. Nevertheless, the lookouts on the bridge held their breath as they and Dresky watched it steam past.

Shortly after this, the Chief Engineer, Fritz Schilling, climbed the ladder inside the conning tower to talk to Dresky on the bridge. He could not have arrived at a worse moment. For Schilling was just in time to see what he took to be a British destroyer coming towards them. Seconds later Dresky shouted out, ‘Alarm’, and he and all the lookouts jumped down the conning tower, as the U boat lurched forward into an emergency dive. The British ship which Schilling had spotted was not a destroyer. It was H.M.S. *Gleaner*, a converted survey ship in Britain’s anti submarine fleet. It was the same ship which had sailed past the U boat shortly before. No one on *Gleaner* had seen the *U 33* when the two ships had passed each other for the first time. But at about 2.50 a.m. on 12 February *Gleaner’s* hydrophone set operator heard a suspicious noise which sounded to him like a diesel engine ...

Gleaner’s captain, Lieutenant Commander Hugh Price, and the officer on duty on *Gleaner’s* bridge, swiftly gave the order for the ship to be turned around. As the range between the two vessels lessened, *Gleaner’s* searchlights were switched on and the British lookouts caught sight of a white object which, they said, could have been the spray made by a periscope gliding through the water. It quickly disappeared. But by this time, *Gleaner’s* asdic sonar equipment had locked onto the *U 33*. At 3.53 a.m. the British ship dropped its first pattern of depth charges ...

The explosion of the depth charges jarred the U boat, and all the men who were lying in their bunks found themselves pitched unceremoniously onto the floor. At the same time there was a terrifying bang, louder than anything any of the men had ever heard before. It stunned and deafened them, and they found themselves staring up at the U boat ceiling, as if by doing so they might be able to tell whether more depth charges were about to rain down on top of them. No one panicked. However, one of the more experienced officers turned to Max Schiller, who at eighteen was the youngest man on board, and said, ‘Come here, Schiller. Can you sit down beside me. I’m a married man. I’ve got children to think about. It would help me if you could keep me company.’ Schiller obliged, grateful that he could calm himself by bringing comfort to someone else. The danger was underlined by the order to put on escape apparatus. All the men had been shown during their training how to escape from a sinking submarine. They had practised in a specially constructed tank. But they found themselves wondering whether they would survive long enough to escape. Or would they just feel one final terrifying explosion before all their faculties were switched off?



Shortly after the first explosions the U boat hit the seabed. But that only worsened their situation. The depth-meter was showing that they had come to a stop a paltry thirty six metres beneath the surface. As Dresky took stock in the control room, reports were coming in from fore and aft. One of the motors would not work, the lights were out, so the crew was having to make do with the dimmer emergency lighting, and many of the instruments were broken. Most ominously of all, water was beginning to leak into the boat.

At first Dresky allowed the U boat to remain on the seabed. But between 4 and 5 a.m. two more batches of depth charges exploded around them. At this point Dresky asked Schilling what action they could take. Schilling at first recommended that they should attempt to slip away under the water. But when he attempted to move the U boat, using subtle applications of pressurised air to remove some of the water inside the diving tanks, he found that it was stuck on the seabed. He eventually came to the conclusion that the only way out was to blow all the water out of the tanks, a manoeuvre which he hoped would take the *U 33* up to the surface. However, he scoffed at the helmsman's view that they should then immediately abandon ship in order to save the crew's lives. Schilling still hoped that they would be able to creep away without being seen by the British warship. Dresky agreed, but it was at this point that their views began to diverge. Dresky's agreement was half-hearted. He was very pessimistic about their chances of escaping, given that they were still in British waters with dawn just hours away ...

At 5.22 a.m. Schilling gave the order for the *U 33*'s tanks to be blown, and the U-boat began to ascend towards the surface. As the conning tower appeared above the waves the hatch was thrown open. Before giving the command to abandon ship, Dresky could have consulted with Schilling one more time to see if there was a chance that the U boat could have carried them out of trouble above or below the water line. Schilling says that he tried to discuss what could be done with Dresky, but he gave up when he realised that the order to abandon ship had already been given. While he was speaking to Dresky, men were already clambering up the conning tower so that they could leap down into the sea.

At the same time as commanding everyone to abandon ship, Dresky also told his engineers to set the fuses for the explosives which had already been placed around the interior of the U-boat. However, the fuses were hastily extinguished after one of the engineers realised that they would go off before all the crew were out of the boat. In the struggle to evacuate the U boat, the fact that the fuses had been extinguished, and new fuses lit, appears not to have been mentioned to Schilling. That would explain why, when the explosives failed to go off quickly, first Schilling and then Dresky climbed back down the conning tower in a desperate, and heroic, attempt to ensure not only that the fuses were lit, but also that as many vents and hatches as possible were opened. They met up once again at the top of the conning tower, whereupon Dresky asked Schilling to go below once again to see if something could be done to make the *U 33* sink more quickly. Schilling was about to refuse, when a wall of flame swept up the conning tower, and he felt a sharp blow on his left shoulder. At first he thought that he had been hit by a shell fired by *Gleaner*. Only later did he discover that it was the conning tower ladder which had struck him as the force of the explosion lifted it bodily out of the tower.

After the explosives went off, the gallant Dresky, who had lost the mouthpiece attached to his life jacket in the explosion, and the equally courageous Schilling jumped into the freezing water to join the other members of the crew who were still waiting to be picked up by the circling British ship. As the U-boat sank, Dresky called out to his men to give three cheers for the *U 33*. For many of the crew who were swimming around him, it was the last time they saw him alive.

But that was not the end of the story. The final act in the drama had yet to be played out, an act which revolved around the Enigma cipher machine wheels. These were put in the pockets of certain members of the *U 33*'s crew who were supposed to drop them into the sea once they were clear of the U-boat. According to one survivor, two of the men did as they were told. Their wheels were lost forever in the Firth of Clyde. But the third man, Friedrich Kumpf, failed to comply with the instructions. After he was rescued and transferred to *Gleaner*, he is said to have turned to Heinz Rottmann, one of the surviving officers, and said, "Herr Oberleutnant, I forgot to throw the wheels away." Whereupon Rottmann walked over to where Kumpf's trousers were hanging and found that the pockets were empty. This was how Rottmann was said to have found out that the British had the wheels ... '.

As stated, Kingwell departed *Gleaner* in April 1941, and he was released 'Class A' in October 1945, having latterly been employed at the Liverpool base *Eaglet*. The wreck of the *U-33* lies in 58 metres of water five miles south of Pladda, where she is sitting upright on the seabed, her hull still intact, and her conning tower the highest part of the wreck - and her deck gun is still in place forward of the tower.

x103 Six: **Electrical Mechanician 1st Class E. J. Mortimer, Royal Navy**

1939-45 Star; Atlantic Star, clasp, France & Germany; Africa Star; Pacific Star; War Medal 1939-45; Naval General Service 1915-62, 1 clasp, Yangtze 1949 (C/MX. 844681 E. J. Mortimer. E.M.I. R.N.), mounted as worn, *very fine* (6)

£700-900

104 *Their ammunition finished, they fixed bayonets, but eventually surrounded and heavily outnumbered, they were compelled to surrender. When asked by a German interpreter if he did not think it was time to give in and admit defeat, Sergeant J. Dunne [of the 1st Welch] replied that Britain was never defeated. He was offered a safe conduct if he would take a white flag to his Commanding Officer and ask him to surrender the battalion in the name of humanity, to which he retorted that if he did any such thing his C.O. would shoot him on the spot ... The German then informed Sergeant Dunne that the Hood had been sunk, to which he retorted that so had the Bismarck. Finally, the interpreter, who had lived for some years in England, became very friendly and took Sergeant Dunne, who was wounded, to the nearest German hospital ... '.*

A rare example of German clemency - and a classic example of a defiant soldier of the 1st Welch - in the battle for Crete in May 1941; *The History of the Welch Regiment 1919-1951*, refers.

A well-documented Second World War campaign group of three awarded to Private S. W. Morgan, 1st Battalion, The Welch Regiment, who was taken P.O.W. at the fall of Crete on 1 June 1941

His battalion met a cruel fate, mistakenly being sent forward from Canea with exposed flanks: subsequently surrounded by enemy mountain troops and the much-vaunted *Fallschirmjager* of Heidrich's 3rd Parachute Regiment, the defiant Welch took heavy casualties

Some of them managed to break out and undertake a punishing 40-mile mountainous trek to Sfakia, where a final stand was enacted on the high ground overlooking the harbour: out of a starting strength of 21 officers and 830 other ranks, barely 170 men from the Welch eventually reached the safety of Alexandria

1939-45 Star; Africa Star; War Medal 1939-45, in named card box of issue addressed to 'Mr. S. Morgan, Troed Bryn, New Road, Neath, Glam.', *extremely fine* (3)

£280-320

Stanley William Morgan was born at Neath Abbey, Glamorgan on 14 December 1919 and attested for the Welch Regiment at Cardiff on 16 March 1940, direct from his occupation as a barber.

Having then served with the 1st Battalion in Egypt in the period leading up to February 1941, he joined the ill-fated Crete garrison. As part of General Freyberg's 'Force Reserve', the Welch occupied positions around Canea (or Chania), in addition to undertaking coastal defence work.

Events following the German airborne invasion on 20 May 1941 need little explanation here, a combination of poor communications and a complex chain of command leading to the island's surrender a little over a week later. Nonetheless, the much-vaunted *Fallschirmjager* took heavy casualties, a situation only resolved by the capture of Maleme airfield, which enabled the rapid deployment of enemy reinforcements.



Crete, May 1941: in the bag

1st Welch

On arrival at Crete in February 1941, the Battalion occupied 'Monastery Camp' at Heraklion but, in late March, it moved to new positions in and around Canea, including the village of Galatos.

During May, in a 10-day period leading up to the German airborne invasion on the 20th, and as the Luftwaffe stepped up its operational agenda, the Battalion's positions faced incessant daily attacks from Stukas, on one occasion suffering a loss of 25 killed.

However, on the 21st, the Welch responded in kind, shooting down four gliders and dispatching the paratroopers who emerged from two others. In addition, a fighting patrol captured 25 *Fallschirmjager* who had taken over a nearby monastery. However, enemy snipers were hard at work too, so much so that 'B' Company was reduced to a strength of just 20 men.

Notwithstanding such losses, the Battalion's carrier section undertook a heroic feat of arms on the 22nd, working in liaison with a detachment of Royal Marines in an attack on enemy held gun sites. But a day or two later further heavy casualties were inflicted on 'A' Company in an ambush on the 24th.

It was about this time that 'individual courage and determination reached unprecedented heights', for as the regimental history of the Welch adds,

'The strain was terrific. Constant bombardment, constant noise and the necessity for the highest degree of personal alertness and courage placed an almost unbearable strain on our troops, who had been fighting without respite for so long. Casualties to both men and to material had been heavy, but morale remained high and our troops hit back with all and every weapon which could bear and with as much as much determination as they had shown in the opening hours of the invasion.'

Such qualities were much in demand on the 27th, when, fatally, as part of Freyberg's 'Force Reserve', the Battalion was ordered to advance to the front of Canea, where, with exposed flanks, it never stood a chance.

Anthony Beevor's definitive history, *Crete - the Battle and the Resistance*, takes up the story:

'... Soon after dawn on 27 May, Force Reserve heard firing well to their rear on the road to Suda. The implication was plain.

To their front were ranged Ramcke's paratroopers still following the coast and the 100th Mountain Regiment advancing over the Galetas-Daratsos hills. The majority of the German mortars and light artillery were concentrated on them. Heidrich's 3rd Parachute Regiment, although down to battalion strength, was at last able to advance out of Prison Valley and encircle them from the south, and the firing on the Canea-Suda road to their rear had come from the advance of the 141st Mountain Regiment.

When the German attack began at 8 a.m. with a heavy mortar bombardment, Force Reserve was already cut off. Part of it managed to fight a desperate rearguard action on the neck to Akrotiri, but most of it was trapped in front of Canea, with even the Welch Regiment's commanding officer, Colonel Duncan, manning a Bren gun. The bitter resistance continued in pockets until the afternoon, in one case until the next morning. Seven officers and about two hundred and fifty men



Crete, May 1941: The airborne assault arrives



Three German parachutists over the village of Galatos, near Canea, where elements of the 1st Welch were positioned at the time of the airborne invasion

managed to fight through in small parties to rejoin the main force to the east: one group charged a road block in a lorry.

This sorry blunder had thrown away nearly a thousand of the fittest troops left. Perhaps the tragedy of the Force Reserve was to have had its moment of action preserved until this futile hour, and not to have been sent into the counter-attack five days earlier ... ‘

Morgan’s official date of capture is listed as 1 June 1941, so he may have been among those who undertook the 40-mile mountainous trek to Sfakia in the east. If so, he was almost certainly among a force of 100 of the Welch, under Major J. T. Gibson, who fought to the last on the high ground overlooking the harbour.

From the Battalion’s original strength at the beginning of the battle of 21 officers and 830 other ranks, barely 170 of them made it back to Alexandria.



Morgan’s P.O.W. identity photograph

Following his capture, Morgan was interned at Stalag VII A, near Munich, from July 1941 to August 1942, at Stalag VIII B - later 344 - at Lamsdorf, from October 1942 to January 1945 and at Stalag VI B at Muhlberg from March 1945 until his liberation. His P.O.W. debrief notes he suffered ‘frozen feet’ at Muhlberg, owing to not having any boots.

Morgan returned to Wales on his release and died at Neath in September 1998.



*The scene today: the War Memorial at Sfakia
It was on the higher ground behind the harbour that 100 survivors of the 1st Welch made a last stand*

Postscript

Today, many memorials and monuments stand as testament to the courage displayed by Allied troops in the battle of Crete. The assistance lent them by the gallant Cretans, who would endure their subsequent occupation under the jackboot with a capital 'R' for resistance, came at huge cost, too.

Numerous German atrocities were committed during the battle and afterwards, a case in point being the murder of around 20 inhabitants of Sfakia, where Morgan likely fought his last action and from whence some 15,000 Allied soldiers were plucked to safety by the Royal Navy; far worse atrocities would be committed during the occupation.

Yet it is at Galatos, near Canea, that the actions of the 1st Welch are formally commemorated on a dedicated memorial, that being the site of the Battalion's original positions as the airborne invasion unfolded.

Sold with the recipient's original Soldier's Service and Pay Book (No. 3961422); a Neath Abbey Comforts Fund booklet listing 'Private S. Morgan' as a prisoner of war and addressed to Stan Morgan; four P.O.W. postcards home to his mother from Lamsdorf; Record of Service and two British Military Authority monetary notes, one for the sum of one shilling and another for two shillings and sixpence.

Recommended reading:

Crete - the Battle and the Resistance, by Anthony Beevor.

The History of the Welch Regiment 1919-1951, by Captain J. de Courcy and Major-General C. E. N. Lomax, C.B., C.B.E., D.S.O.

A Personal Memoir of World War II, by Henry Brady, a member of 1st Welch at the fall of Crete; copy included.

105 **A Second World War casualty's group of four awarded to Lance-Bombardier C. I. Dachicour, 94th (The Dorset and Hampshire) Field Regiment, Royal Artillery, who died of wounds in Germany in May 1945**

1939-45 Star; France and Germany Star; Defence and War Medals 1939-45, in their original O.H.M.S. card forwarding box addressed to his mother, 'Mrs. E. Dachicourt, 1a Ham Gardens, Philip Street, Bath, Somerset', together with Army Council condolence slip in the name of 'L./Bdr. C. I. Dachicour', *extremely fine* (4)

£40-60

Charles Ivor Dachicourt served in 94th (The Dorset and Hampshire) Field Regiment, Royal Artillery. His unit, equipped with 25-pounder guns, landed in Normandy in June 1944, and quickly went into action in the costly assault on Hill 112.

Subsequently attached to XXX Corps, 43rd (Wessex) Division, he and his fellow gunners participated in the attempt to relieve Arnhem in September 1944, prior to taking part in the assault on Germany. It was in these latter operations, likely in his unit's part in the capture of Bremen in April 1945, that Dachicourt was severely wounded.

Official records confirm that he died from those wounds on 30 May 1945, and that he was buried at Luneberg, scene of the German surrender to Montgomery just over three weeks earlier. His remains were subsequently moved to Hamburg Military Cemetery.

- 106 A poignant Second World War pair awarded to Private T. W. Williams, Auxiliary Military Pioneer Corps, one of up to 4,000 people who lost their lives when R.M.S. *Lancastria* was bombed and sunk off St. Nazaire on 17 June 1940

It was the largest loss of life in British maritime history, greater even than the combined losses of *Titanic* and *Lusitania*

Having taken a direct hit, *Lancastria* capsized in about 20 minutes, and those who managed to get clear were machine-gunned by the Luftwaffe in the water, whilst many more succumbed to thick oil fuel, much of which was set ablaze by incendiary bullets

Such was the scale of the disaster that Churchill ordered a media blackout and it was full five weeks before reports of the incident started to appear in *The New York Times*

1939-45 Star; War Medal 1939-45, in their original O.H.M.S. card forwarding box, with named condolence slip, *extremely fine* (2)

£80-100

Thomas William Williams was born in Grimsby, Lincolnshire on 28 July 1898, where he was employed as a fish house worker on the eve of hostilities in 1939.

He subsequently joined the Auxiliary Military Pioneer Corps and was posted to 50 Company as part of the B.E.F. in France.



R.M.S. Lancastria and R.M.S. Oronsay under attack off St. Nazaire; by Charles Pears (1873-1958)

Loss of the Lancastria

Much has been written about the disaster that occurred off St. Nazaire on 17 June 1940, but by way of summary, the following extract is taken from Charles Hocking's *Dictionary of Disasters at Sea*:

'On 17 June 1940, the Cunard White Star Line's S.S. *Lancastria*, Captain J. Sharp, was lying off St. Nazaire taking on board British troops who were being evacuated from France. The embarkation began at 8 a.m. and continued until 4 p.m., by which time the liner was ready to weigh anchor. In addition to the soldiers there was a small party of about civilians, and their wives and children. As far as can be ascertained there were 5,310 persons on board, of whom 300 were crew.

The first attack by aircraft came about 2 p.m., followed after a short interval by a second raid. In these attacks the Orient liner *Oronsay* was hit and damaged but still remained seaworthy.

At about 4.30 p.m., in a third attack, the ship was struck by a salvo of bombs, one of which passed right through the dining saloon and burst in the engine room. The damage to the *Lancastria* was vital and she took a heavy list, and although the boats were got out with all possible speed it was evident from the outset that there was no hope of rescue for thousands of those on board. Only two lifeboats managed to get away, the others capsizing owing to difficulties with the falls or through being overloaded. Tugs and other small craft were quickly on the scene and picked up hundreds of men in the water.

The *Lancastria* remained afloat for barely 30 minutes, turning gradually over to port so that those still on board were able to walk upon her side as she lay. After floating in this position for some time she capsized completely and went down by the head.



The real thing: R.M.S. Lancastria capsizes

Meanwhile the German airmen occupied themselves by firing from their machine-guns at the men in the water, and by firing incendiary bullets which set fire to the oil floating on the surface.

Of those on board 2,477 were saved, including Captain Sharp, who was picked up some hours later, and most of the civilian passengers. There was also a small number of people who came ashore singly or in very small parties, some of whom were captured and interned by the Germans.’

Thomas Williams was not among them. Aged 41, he left a widow, Jessica, of Hope Street, Grimsby, Lincolnshire, and two children, Leslie and Ronald.

Having no known grave, he is commemorated on the Dunkirk Memorial.

Sold with a quantity of original correspondence, comprising:

(i)

An Auxiliary Military Pioneer Corps record office letter, dated 31 July 1940, reporting that the recipient had been posted as “missing”.

(ii)

A letter from the recipient’s C.O. to his widow, dated at Fonthill Barracks, Aberdeen, on 22 July 1940, in which he regrets her husband’s almost certain loss in the *Lancastria*, aboard which 50 Company had been embarked.

(iii)

An official War Office ‘Notification of Death’, in the name of ‘13003443 Private Thomas William Williams, Pioneer Corps’, who was ‘killed in action at sea’ on 17 June 1940.



The real thing: R.M.S. Lancastria capsizes

- x107 **Four: Flight Lieutenant B. S. Bury, Royal Air Force, a Pilot who flew four-engine Liberators with No. 86 & 206 Squadrons, Coastal Command**
- 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, in their named box of issue to 'B. S. Bury, Esq., 240 East 61st Street, New York, New York, United States of America', *good very fine* (4) £500-700
- Bob Spencer Bury** was born on 5 August 1913 and joined the Royal Air Force on 4 June 1941. During 1942, he took flight training in Canada and at the U.S. Navy Aviation Training Station at Pensacola, Florida. In January 1943, he was assigned to the 111 O.T.U. in Nassau, Bahamas flying Mitchell then Liberators. Returning home in the Autumn of 1943, he joined No. 86 Squadron in November 1943 and flew anti-submarine patrols and convoy escorts between Northern Ireland and Scotland to Iceland, as well as patrols along the Norwegian Coast through September 1944. It was during a routine patrol on 27 July 1944 that his Log Book notes 'Attack'. His Liberator 'R', with Flying Officer Gates as Pilot and Bury as 2nd Pilot, spotted *U-865* on the surface at 2003hrs. She went in for the kill, dropping six depth charges, all of which overshot, with the quarry passing between the plumes. Turning again, they came under heavy flak which caused No. 1 & 2 engines to be hit and catch fire. The action proved inconclusive, although hits were determined by the Air Gunners, who forced the submarine into a series of tight circular turns (*Search, Find and Kill*, refers).
- Bury continued flying, back at 111 O.T.U. in February 1945, then returned to an operational basis, with No. 206 Squadron, in June 1945. In September 1945, he was posted to No. 12 Ferry Squadron, where he remained through December 1945. His last flights were with 44 Group in early 1946. As a Flight Lieutenant pilot, he was rated "above average".
- His Log Book also includes some civilian flights during 1948 following his emigration to the United States in 1946 when he relinquished his commission in the Royal Air Force.
- Sold together with two Flying Log Books (one original and one duplicate, with endorsements within), five R.A.F. diaries, covering 1942-46, Navigator's Certificate, Officer and Airman's Service and Release Books, some wartime photos, his Wings and Bury's Blue Nose Certificate awarded to Coastal Command aviators who flew patrols above the Arctic Circle.
- x108 **Four: Flight Sergeant A. Campbell, Royal Air Force, who was killed whilst flying with No. 53 Squadron, Coastal Command, when his liberator was shot down by gunfire from *U-763* on 4 February 1944**
- 1939-45 Star; Atlantic Star; Defence and War Medals 1939-45, in their named card box of issue to 'Mrs E. J. Campbell, 9, Avenue, Middleton Cheney, Banbury, Oxon.', together with his named Scroll with its named postage envelope, *good very fine* (4) £400-600
- Alan Campbell** qualified as a Wireless Operator on 18 September 1940 and flew a complete tour with No. 48 Squadron of Coastal Command from December 1940-May 1942. Besides convoy escorts, he also flew many missions against targets in Norway. An attack on a U-Boat is recorded in the log book on 25 September 1941. On 15 February 1942, his aircraft sank a German cargo ship in the Vevring fjord. A few months later, he searched for the German battlecruiser *Admiral Hipper* on 6 May 1942 and an attack on the German battlecruiser *Prinz Eugen*, on its way from Trondheim to Kiel after being torpedoed, in February. They attacked but were unable to score a hit and found themselves chased by two Me109's.
- Completing his tour in May 1942, he engaged in training until returning to operations a year later, in May 1943. Flying anti-submarine patrols in Liberators with No. 53 Squadron, he recorded the following on 7 July 1943:
- '2 U-boats sighted, 1 attacked and destroyed.'
- Campbell continued with No. 53 Squadron and was with them when they moved to St Eval on 3 January 1944. He was killed in action on 4 February 1944, when his Liberator BZ795/F was shot down as it prepared to attack *U-763*, which was commanded by Kapitänleutnant Ernst Cordes. They had put in a strong attack and scored hits with the machine-gun on the conning tower but as they were making a second run, they were hit, the aircraft exploding as it hit the water just after 0800hrs. There were no survivors. Campbell had flown no less than 87 Ops.
- Sold together with his Flying Log Book, together with named forwarding slip and letter from his CO regarding his death.

x109 Four: **Sergeant A. E. Rose, Royal Air Force, a Sergeant Navigator with No. 150 & 70 Squadron who flew from Italy 1944-45 and who kept a fine documentary record of his war**

1939-45 Star; Italy Star; Defence and War Medals 1939-45, *good very fine* (4)

£400-500

Albert Edward Rose trained as a Navigator at No. 48 Air School from May-June 1943, then at No. 41 Air School, both in South Africa, from July-October 1943. Moving the Middle East, he was assigned to No. 77 O.T.U. in Palestine from May-July 1944, when he was assigned to an operational squadron in Italy. Beginning combat flying with No. 150 Squadron in mid-July, 1944, he flew 41 operations, including four bombing missions to the oil refineries at Ploesti and the Romanian capital of Bucharest. He also bombed targets in Austria, northern Italy, Hungary, and Yugoslavia. Posted to No. 70 Squadron in October 1944, he flew missions to drop supplies to the Yugoslav partisans for the remainder of this tour, which ended in January 1945. He was released to become a Police Constable.



Sold together with a fine original archive of material comprising his Observer's and Air Gunner's Flying Log Book (D.D. 461 A.), a plethora of bombing photos of many of his targets, two combat reports of encounters with German fighters, 39 Navigators Flight Log sheets of his operational combat flights (these most unusual and informative), original mission map for his longest mission, a bombing raid on the German tank factory at St. Valentin, Austria on September 20 August 20 1944, signed dress shirt collar, besides his Service and Release book and a *copy* disc Police Long Service and Good Conduct Medal.

110 Six: Squadron Leader W. C. Hewlett, Royal Air Force



1939-45 Star; Africa Star; Defence and War Medals 1939-45; Royal Air Force L.S. & G.C. (363996 F/Sgt. W. C. Hewlett. R.A.F.); Iraq, Kingdom, Active Service Medal, 1 clasp, Southern Kurdistan 1930-31, mounted as worn, *good very fine* (6)

£500-700

William Charles Hewlett was born in South Wales on 29 May 1907 and joined the Royal Air Force in September 1923 as an Aircraft Apprentice, passing out in July 1926. He earned his Iraq Active Service Medal whilst with No. 70 Squadron and he is understood to have flown King Faisal in June 1930. Besides this Hewlett appears to have assisted in casevac from Mosul, flown the Prime Minister and his wife from Rayah and also had a forced landing at Ammam due to a starboard engine failure.

He was commissioned into the Technical Branch as a Flying Officer on 10 December 1942 and retired as a Squadron Leader in January 1956.

At some point the Medals have become separated from his Flying Log Books, from which the details quoted were originally obtained.

Sold by Order of a Direct Descendant

- 111 A very complete and poignant Korean War campaign group of four awarded to Able Seaman C. Skelton, Royal Navy, who was killed in action and posthumously 'mentioned' for his gallant service aboard *Cockade* whilst manning his gun in her night action of 30 November 1951 - aged just 20



Korea 1950-53, with two M.I.D. emblems (D/SSX. 836037 C. Skelton A.B. R.N.), mounted with the reverse on display as worn by the family; U.N. Korea 1950-54; Korea, Republic, War Service Medal, in box of issue; Elizabeth Cross (AB C Skelton RN SSX 836037), silver, hallmarks to reverse, in its fitted case of issue, with corresponding miniature lapel pin, in outer named card box of issue, *nearly extremely fine* (4)

£1,400-1,800

M.I.D. (Posthumous) *London Gazette* 3 October 1952.

Clifford Skelton was born at Belfast on 31 August 1931 and was a shop assistant upon joining the Royal Navy on 7 May 1947 as Boy 2nd Class. He joined *Impregnable* on 14 June 1947 and was advanced Boy 1st Class on 25 October 1947. By the outbreak of the Korean War, Skelton was an Able Seaman and he joined the books of H.M.S. *Cockade* on 1 August 1951. *Cockade* was a C-class destroyer of 1,885 tonnes that was launched on 1 March 1944 and commissioned on 29 September 1945. She was operating out of Hong Kong as part of the 8th Destroyer Flotilla and saw much service during the Korean War.

She had already engaged the enemy with gunfire and assisted on operations by the time that Skelton went into action in late 1951, he having 'passed professionally' to become a Leading Seaman on 4 August. On the night of 30 November-1 December, *Cockade* was covering the evacuation of troops from the South Korean-held island of Taehwa-do on the Pansong Archipelago. She was suddenly and unexpectedly struck by fire from the gun batteries at Ka Do, west coast of Korea which smashed into Y-gun turret, costing the life of Skelton, who was just 20.



The Skipper of *Cockade* penned a letter the day for his family the day after his death:

‘You will have now heard of the tragic death of your son Clifford, the night before last.

It is on these occasions that a Commanding Officer usually sits down to pen a lot of sympathetic remarks to parents after much hard thought.

This time it is a difficult matter. Your son’s death in action was a real blow, not only to you, but to us all. Why is it that the Great God takes such young and innocent lives, leaving...old...like myself to live on?

In writing to offer my heartfelt condolences of us all, I am giving you a few details of the catastrophe as I am sure you will want to know.

H.M.S. *Cockade* was in action from 10.30pm on 30th November until 3am the next morning. We were engaging several light craft in shallow waters and in the dark. I cannot give you the reason for the action, but I can say it was essential. By our...[section missing]...Our Surgeon was on the spot in a matter of seconds, but he re-assured me that Clifford could not have known a thing about it...[section missing]...articles of a private nature & these will be sent on to you. The remainder of his uniform and clothing will be sold by Auction tomorrow. This may sound callous to you, but it is in fact one of the ways in which the British sailor shows his respect for a dead messmate. The proceeds will reach you in due course.

I need not tell you how deeply I feel for you in the terrible loss. Do, please, write to me at any time if you feel I can be of service to you. Commander J. Kimpton R.N. H.M.S. *Cockade* [Signed]’

Skelton lost his life instantly when a shell which struck his turret passed directly through him, missed all his shipmates, and then ricocheted into the sea. He was buried at sea with full Naval honours at 1226hrs on 1 December 1951.



Sold together with the following archive of original material:

- (i)
His waxed cloth Certificate of Service.
- (ii)
The *rather distressed* letter from his CO.
- (iii)
Leading Seaman's Examination Certificate.
- (iv)
A selection of original photographs of Skelton in training, service and his burial at sea.
- (v)
Various cloth Badges and cap tally.
- (vi)
Related *Cockade* reunion photographs and menu cards, besides other material.

112 **Four: Private M. Pryce, Argyll & Sutherland Highlanders**

General Service 1962-2007, 1 clasp, Northern Ireland (25153845 Pte M Pryce A & S H); Iraq 2003-11, no clasp (25153845 Pte M Pryce A & S H); N.A.T.O. Medal, 1 clasp, Former Yugoslavia; N.A.T.O. Medal, 1 clasp, Kosovo, mounted court-style as worn, *good very fine*, second with named card box of issue (4)

£140-180

**HONOURS AND AWARDS OF LIEUTENANT-GENERAL
SIR J. J. T. HOBBS K.C.B., K.C.M.G., AUSTRALIAN IMPERIAL FORCE**

Sold by Order of a Direct Descendant

113

'General Hobbs was, first and foremost, a lover of the Australian soldiers, and their devoted servitor. He belonged to that type of citizen-soldier who, before the War, had spent long years in preparing himself for a day when his country would require his military services.

Like several of the most successful of Australia's Generals, he had specialised in Artillery, and was, in fact, selected as the Senior Artillery Commander of Australia's first Contingent.

That fact alone was the stamp of his ability. While he would be the last to lay claim to special brilliance, or outstanding military genius, he nevertheless succeeded fully as the Commander of a Division, by his sound common sense, and his sane attitude towards every problem that confronted him. He possessed also the virtue of a large-hearted sympathy for all subordinate to him; and that gave him a loyal following, which carried him successfully through several great crises in the affairs of the Fifth Division.

...I was compelled to harden my heart and to insist to him that it was the imperative to recognise a great opportunity and to seize it unflinchingly. His response was loyal and whole-hearted. His Division followed the lead which he thus gave them, and he led them to imperishable fame.'

General Monash on Hobbs, in *The Australian Victories in France in 1918*

The historically important K.C.B., K.C.M.G., V.D. group of eleven awarded to Lieutenant-General Sir J. J. T. Hobbs, Australian Imperial Force

A keen Artilleryman, Hobbs was a pre-War Officer in the Western Australia Artillery and was notably selected to Command the Artillery of the First Australian Contingent; he landed at Anzac Cove on 25 April 1915 and was present throughout - save a few short days invalidated due to dysentery - that seminal period until dragged from his Command by a severe bout of jaundice and colitis on 6 November 1915; he was duly advanced Major-General and awarded the C.B. for his part

Hobbs further distinguished himself on the Western Front with the 1st Australian Division during which he commanded the Australian Artillery when Pozieres was captured; he later took command of the 5th Australian Division, with which he shared in the famous actions of Polygon Wood, besides planning the Capture of Villers-Brettonneux and leading the famous breaking of the Hindenberg Line

Hobbs ended the Great War taking command of the entire Australian Corps from General Monash and welcomed Edward, Prince of Wales to his chateau for Christmas 1918

One of the most famous Australian Commanders of the Great War, Hobbs was also a pre-eminent architect whose designs remain across Western Australia today - no more so than the Western Australia War Memorial

The Most Honourable Order of the Bath, K.C.B. (Military) Knight Commander's set of Insignia, by *Garrard & Co.*, comprising neck Badge, silver-gilt and enamel; Star, silver, silver-gilt, and enamel, with gold retaining pin, in its fitted case of issue, with neck ribands; The Most Distinguished Order of St. Michael and St. George, K.C.M.G. Knight Commander's set of Insignia, comprising neck Badge, silver-gilt and enamel; Star, silver, silver-gilt, and enamel, with gold retaining pin, in its fitted case of issue, with neck ribands; 1914-15 Star (Colonel J. J. T. Hobbs. 1/Div. Arty. HQ. A.I.F.); British War Medal 1914-20 (T. Lt. Gen. Sir J. J. T. Hobbs. Aust: A.C.H.Q.); Victory Medal 1914-19, with M.I.D. oak leaves (T-Lt. Gen Sir J. J. T. Hobbs. A.I.F.); Jubilee 1897 (Capt. J. T. Hobbs. W. Aust. Artillery), contemporarily engraved naming; Jubilee 1935; Coronation 1937; Colonial Auxiliary Forces Officers' Decoration, E.VII.R., with integral top riband bar (Lieut. Col. J. J. T. Hobbs. C.M.F. W.A.); Volunteer Force Long Service Medal, E.VII.R. (Major J. T. Hobbs. A.F.A.); France, Republic, Legion of Honour, with Palme upon riband, reverse dated '1914-1918'; France, Republic, Legion of Honour, with Palme upon riband, reverse dated '1914-1917'; Serbia, Kingdom, Order of the White Eagle, 3rd Class Commander's neck Badge, Military Division, neck Badge, with swords, silver-gilt and enamel, with neck riband, breast Medals mounted court-style as worn by *Spink & Son, traces of lacquer, good very fine*, housed in an open-fronted glazed wooden display frame, with engraved silver name plaque (13)

£24,000-28,000



K.C.B. *London Gazette* 1 January 1918. An award for France & Flanders for his command of the 1st Division, Australian Forces.

[C.B.] *London Gazette* 8 November 1915. An award for Gallipoli for his command of the Australian Artillery.

K.C.M.G. *London Gazette* 1 January 1919. An award for the Capture of Villers-Brettonneux.

Serbian Order of the White Eagle *London Gazette* 15 February 1917.

French Croix de Guerre *London Gazette* 29 January 1919. An award for the Capture of Villers-Brettonneux.

French Croix de Guerre *London Gazette* 5 November 1920. An award for the breaking of the Hindenberg Line.



Joseph John Talbot Hobbs was born at Chelsea, London on 24 August 1864, the son of Joseph, a journeyman joiner. Young Hobbs was educated at St Mary's Church School, Merton and displayed skill and flair in design and drawing. He took up work as a builder's draftsman to John Hurst and was also a member of the 1st Cinque Ports Artillery Volunteers, which he joined in 1883.

Australian Architect & Artilleryman

Hobbs and Hurst, who saw the potential for business in Australia, took the decision to emigrate to Western Australia in 1887. In the period that followed, having parted way with Hurst, Hobbs set up his own practice and forged his name as one of the pre-eminent architects in Perth and Western Australia. Becoming the Senior Partner of Hobbs, Smith & Forbes in 1905 he was responsible for the Weld Club, the Savoy Hotel and the Perth Masonic Lodge. He took on many further private commissions, including drawing up Samson House, Fremantle, an example of the late nineteenth century colonial style, which is a listed building. Hobbs was Treasurer of the Western Australian Institute of Architects in 1896 and was President from 1909-11.

Away from his profession, he further developed his passion for Artillery, something which would equip him well for the events of the coming years. Joining the Western Australia Volunteer Artillery as a Gunner upon his arrival, he was advanced to Bombardier and Sergeant before being commissioned 2nd Lieutenant in 1889. He was further advanced Lieutenant on 26 April 1891, Captain on 7 March 1896 and Major on 12 October 1897. He attended the Diamond Jubilee Celebrations with the Western Australian Contingent in 1897 (Medal). Given the success of his business, he was able to travel back to England in 1897 (Instruction with 68th Battery at Woolwich), 1902 (Course at School of Gunnery, Okehampton), 1906 (Course on 18-pounder and 13-pounder at Royal Ordnance College, Woolwich & at School of Gunnery, Okehampton) and 1913 (Instruction with 7th Infantry Brigade, Tidworth) at his own expense to undertake courses on the advances in gunnery. He was also present in 1913 at the Divisional Manoeuvres & Army Exercises as a Representative of the Commonwealth Military Forces that same year.

Hobbs would command the 1st (Western Australian) Field Battery from 1903 and from 1906 he was Lieutenant-Colonel Commanding a Western Australian mixed Brigade. Besides this appointment he was Honorary A.D.C. to the Governor General of Australia, a position he held from 1906-31 March 1917. By 1913 he was Colonel Commanding 22nd Infantry Brigade.

Into the fire - Gallipoli

With the outbreak of the Great War, Hobbs joined the Australian Imperial Force at Perth on 8 August 1914. He was perfectly positioned, with his years of experience and command, and was selected by Major General William Bridges to command the 1st Australian Divisional Artillery. Hobbs proceeded to Melbourne on 15 August 1914 to set to work. Having organised his troops, they were embarked on the *Shropshire* with the 2nd Field Artillery Brigade - Hobbs as Officer Commanding - and landed at Alexandria on 6 December 1914. Setting camp at Mena, his unit would have a few short months to complete training and ready themselves for when the call to the front came.



They did not have to wait long, for his unit were to be landed on ANZAC on 25 April 1915; Hobbs was one of the first to come ashore with his own unit. He was also responsible for the landing of a number of English and Scottish Howitzer Brigades, which would be manned by the men of his Command. Hobbs was to have the ultimate control of all Artillery operations on Gallipoli for this seminal period in Australian history. His own service in the period is summarised by the Australian War Records Section:

'25-4-15 Landed Gallipoli. Served as C.R.A., 1st Aust. Division. Took part in all operations in which 1st Aust. Division engaged during the period 25-4-15 to 9-10-15, including Turkish attack May 19/20 and taking of Lone Pine Redoubt, August. Promoted Brigadier-General to date from 15-8-14.'

The weight of the responsibility is recalled:

'Just prior to the landing at ANZAC, April 1915, where as C.R.A. of 1st Division, I fully realised the great difficulties and dangers ahead in landing personnel, guns and horses, and after the landing, in finding positions and emplacing guns on probably the most unsuitable and difficult ground on which field guns were ever employed. The dangerous scarcity of gun ammunition for many weeks after the landing was a constant source of intense worry and anxiety.'

That mention of the placing of guns was a bone of contention from the second the foothold was made, for Hobbs clashed at great lengths with General Bridges over the exact positioning of his guns. At one point Bridges ordered Hobbs to place guns in the front trenches on the 400 Plateau to fire at the Turks like giant shotguns. Hobbs protested, but twice carried out his orders, the gunners doing so without loss. In the end, it was demonstrated that shrapnel was ineffective against entrenchments, and Hobbs won his point. He was also able to prove that the claims that the Artillery had lifted its fire too early during the actions on the Nek was due to the watchkeeping of the Light Horsemen rather than his Gunners.

Hobbs was a man to lead from the front and did all he could to remain with his men but was struck down by dysentery, which took him off to Alexandria from 30 August-7 September 1915. On 13 October he was appointed to the Temporary Command of the 1st Division due to the wounding of Major-General Walker. Hobbs held this command from 13 October-6 November 1915. He was essentially dragged from his post on 9 November and admitted to hospital on ANZAC due to colitis and jaundice and had to be forced to be evacuated to No. 1 General Hospital, Cairo on 16 November. For his part in the Gallipoli operations, he was awarded the C.B. and Serbian Order of the White Eagle, twice 'mentioned' (*London Gazette* 5 November 1915 & 28 January 1916, refers) and promoted.



Second Innings - Western Front

Recovered from his severe case of colitis, he proceeded at his own expense for six weeks' furlough in England, arriving back to assume Command of the 1st Divisional Artillery at Tel-el-Kebir on 21 January 1916. The unit were employed on the Suez Defences and also used the time to reorganise and expand, before embarking for the Western Front. Landing at Marseilles on 28 March 1916, he took over as C.R.A. and was quickly thrown into the actions at Ploegsteert Wood. The summer of 1916 saw Hobbs in Command of the Artillery for the Battle of Pozieres and the capture of Moquet Farm. That period saw him also Command a Brigade of Belgian Field Artillery and the Australian Medium and Heavy Trench Mortar Batteries which showed such skill that summer.

October saw Hobbs appointed General Officer Commanding Australian Corps Artillery, only shortly interrupted by his being admitted to hospital at Hazebrouck with acute bronchitis on 25 October. He resumed duties on 11 November and held the position until 16 December, when he was appointed to the Command of the 5th Australian Division and was made Major-General on 1 January 1917.

Further laurels - Bullecourt

By the end of the month Hobbs and his Division were in control of some 10,000 yards of the line from the Albert-Bapaume Road to Les Beoufs, sharing in the actions in:

'...closely followed and severely pressed the retreat of the Germans when they fell back on the Hindenberg Line and captured Bapaume and Les Transloy [sic] and after further fighting, especially in or about Beaumetz, the towns of Beaulencourt, Bancourt, Lebucquiere, Beugny, Bertincourt, Reincourt, Villers-Au-Flor, and Velu were captured and occupied. Further heavy fighting resulted in the capture of Louerval and Dognies with many Germans, who also sustained very severe losses in killed, wounded and machine guns.'

During the actions from 10-28 May around Bullecourt, the Division threw off attacks from the vaunted Cockchafer Regiment and also assisted the 7th (British) Division in the attack on the Hindenburg Line. They were withdrawn from the line and the 5th Division took up the attack in the Hooge Sector. Hobbs was 'mentioned' (*London Gazette* 1 June 1917, refers) once again and received H.M. The King for the Divisional Military Tournament at Hennencourt, Somme in June 1917.

Gallant actions - Polygon Wood & Villers-Bretonneux

The Division would go back into the line to share in the Third Battle of Ypres, taking over the attack launched by the 1st Australian Division on Polygon Wood. His Service Record recalls:

'25-9-17 Repelled German attack on our line South of Polygon Wood.

26/27-9-19 Fought Battle of Polygon Wood, in which all objectives were gained and assistance given to British Division on the right which enabled it to regain lost ground.'

The enemy lost many hundreds killed, wounded and prisoners, besides the fine haul of guns and stores which fell into the hands of the Division. The actions completed by the men under this Command were summarised:

'Polygon Wood was probably one of the most complete successes, fought under very difficult and trying conditions, achieved by any Australian Division during the War.'

The Division were placed in a holding sector for the following months and as 1918 dawned Hobbs would be elevated to a K.C.B. and earned another brace of 'mentions' for this period (*London Gazette* 28 December 1917 and 28 May 1918, refer).

At the time of the German Spring Offensive in March 1918, his unit stood firm in the Villers-Bretonneux-Somme Sector, withstanding a heavy gas and infantry attack which took aim at their right front and flank. Hobbs would further carve his name into Australian history for his planning of the famed Capture of Villers-Bretonneux, completed by Brigadiers Elliott and Glasgow with their converging flank attacks - an event which ranks in the First Division of Australian military events. He was awarded the K.C.M.G. and his first Croix de Guerre.

The summer saw his Division take part in a number of raids and less major operations, including the taking of Morlancourt and Corbie Ridge and the actions at Hamel on 4 July. Gunner Buie of his Division is also suggested to have fired the Lewis gun which claimed the life of the infamous 'Red Baron'. During May 1918, Hobbs also invented a revolving steel cupola for the protection of Lewis and Vickers machine-guns for frontal defence. Given that the direction of operations by this time was of the offensive rather than defensive, nevertheless large numbers of the 'Hobbs Pillbox' were produced; it was highly thought of by Churchill and in October 1919 he was given a letter of thanks from the Minister of Munitions.

8 August 1918 - 'The Black Day of the German Army'

Hobbs was again to the fore during the events of August 1918, when his 5th Division shared in the breakout from Villers-Bretonneux. His Division didn't share in the taking of Mont St Quentin but Monash lavished him with praise:

'[As far as I am] concerned...the fine performance of the Fifth Division should not be underrated. The circumstances under which General Hobbs was called upon to intervene in the battle, at very short notice, imposed upon him, personally, difficulties of no mean order.'

Monash even acknowledged '...I am prepared to admit quite frankly that the demands which I had to make of him, his Staff and Division were severe.'

By the close of the operations the Allies has taken nearly 2,000 prisoners for the bag, besides 40 guns - which included an 11" railway gun and its train - and '...vast quantities of machine-guns, arms, ammunition and equipment.'

It was rightly described as '...the Black Day of the German Army' by General Ludendorf and signalled the beginning of the end.

In late September the 5th Division were again thrown into the action at Bellicourt after some three days of constant action. This saw them clear the Le Catelet trench system plus taking Joncourt, Estrees and Nauroy. The importance of their breaking of the Tunnel Sector of the Hindenberg Line for the overall fall of the German Army cannot be understated. General Rawlinson considered it the blow which finally toppled them. Once again General Monash sent Hobbs the following message:

'Please convey to the 3rd and 5th Australian Divisions my sincere appreciation of thanks for the fine work of the past three days.

Confronted at the outset of the operations with a critical situation of great difficulty and hampered by inability to make full use of Artillery resources, these Divisions succeeded in completely overwhelming a stubborn defence in the most strongly fortified sector of the Western Front. This was done by the determination and resource of the leaders and the grit, endurance and fighting spirit. Nothing more praiseworthy has been done by Australian Troops in this War.'

Hobbs was instructed to meet H.M. The King on the battlefield to describe the events and show him the ground captured. With war's end, Hobbs succeeded Monash in Command of the Australian Corps from 28 November 1918-30 May 1919. He had truly earned the two further 'mentions' (*London Gazette* 31 December 1918 & 11 July 1919, refers) and his second Croix de Guerre - an award for the breaking of the Hindenburg Line - besides promotion to Lieutenant-General which followed. He finished the Great War with no less than eight 'mentions' to his name.

Hobbs also had the pleasure of a famous Royal guest, with The Prince of Wales (later Edward VIII) staying with him as Staff Captain to the Corps Commander from 15 December 1918-12 January 1919. The Prince and Hobbs clearly developed a good working relationship and friendship whilst at the Chateau at Ham-sur-Heure. The pair often rode out together - a scene depicted by A. Henry Fullwood (original in the Australian War Memorial *ART02451*) - and they visited many of the units under his command and completed a number of investitures. The Prince presented Hobbs with his own gift and penned the following letter dated 8 January 1919:

'My dear General,

I must send you a line to thank you again for all your kindness to me during my stay with the



Australian Corps & to tell you how much I enjoyed my 3 1/2 weeks with you & how I hated having to leave you all yesterday!!

It was a very great pleasure to me to have this opportunity of seeing most of the units of the Corps in an unofficial way & to get to know so many Officers & to be able to talk to so many of the "Diggers" & I feel I have made a lot of friends.

Anyhow everybody was so kind & nice to me that they've made me feel I've got a lot of Australian friends; in fact you all spoiled me so. I'm very grateful for everything!

I had a good trip to Spa where I stayed last night at Advanced HQ RAF & then flew over to Cologne this morning in a Bristol & landed at an aerodrome where an Australian Squad is & I met some of the Officers!!! I had a stroll in Cologne this afternoon which is a fine town tho. ugly from our point of view; the German population are thoroughly cowed & walk with their tails between their legs, how galling it must be for them to be ruled by us & to see our men walking about!!

There are no men in uniform tho. one sees a lot of obviously recently demobilised soldiery; the women are easily the most revolting ugly crowd one ever set eyes on. I'm staying here 48hrs & then go up to Coblenz to 2nd American Army till Sunday when I return to Cologne; I will let you know about 3rd Div. later hope the Div. Arty is all right & that you'll get your well earned & much needed leave soon!! Marvellous roads here on the Rhine!!

Please forgive such a fearful scrawl but its late. Again all my grateful thanks for everything & I remain yours sincerely.

Edward

PS I was so [underlined] pleased to be able to give all those Medals.'

Journey's End

In January 1920, Hobbs, along with Legge, Monash, McCay and White, was appointed to a committee chaired by Chauvel, to examine the future structure of the army. In 1921 he was again made commander of the 5th Division, and the 13th Mixed Brigades, holding these appointments until he retired from the Army in 1927.

Soon after the return home from Europe, took up the mantle of memorialising the sacrifices of Western Australians during the Great War. He was firstly responsible for designing the West Australian War Memorial in Perth. Of the six Australian Divisional memorials Hobbs designed five, including that sited at Polygon Wood.

Hobbs was a keen Freemason, being a founding member of three Lodges and was Past Senior Grand Warden of the Grand Lodge of Western Australia. He was also Chief Scout of Western Australia and a founder member of the Swan River Rowing Club. His other civil appointments and associations are too numerous to list in print. He was clearly adored by those who served above, alongside and beneath him. Hobbs was '...under medium height; though not a midget; I should guess his weight as only eight stone.'

It seems fitting that the General died whilst at sea on 21 April 1938; he was en route to attend the unveiling of the Villers-Bretonneux Australian National Memorial. The Talbot Hobbs Memorial was built just before the Second World War and has been the receiving point for the salute during

the Anzac Day parade; it was also the location from where H.M. The Queen took the salute during the 1954 Royal Visit. This memorial was placed on the Western Australian Heritage register on 18 March 2005 and was recently relocated to the Supreme Court Gardens after the redevelopment of the Perth Esplanade.

The eulogy given by Lieutenant-General Sir Brudenell White stated:

‘...he was not only a soldier, he was also a great citizen, and a great Christian gentleman...who knew none other than the straight path.’



Sold together with the following archive of original material comprising:

- (i)
Warrants, together with forwarding letters, for the award of C.B. and K.C.B., with copies of the Statutes of the Order, 1915 & 1925, in forwarding envelope to his son.
 - (ii)
Warrant, together with forwarding letter, for the award of the K.C.M.G., with a copy of Statutes of the Order, in forwarding envelope to ‘Major General Sir Joseph John Talbot Hobbs, K.C.B., K.C.M.G., The Bungalow, Keane Street, Peppermint Grove, Western Australia.’
 - (iii)
His eight Mention in Despatches certificates.
 - (iv)
Commissioning Documents, two as 2nd Lieutenant in the Western Australian Volunteer Force, one of which includes promotions to the reverse and as Colonel, dated 5 August 1914.
 - (v)
Forwarding letters and enquiries into the two awards of the Croix de Guerre, the second of which the General questioned if he was entitled to wear alongside the first.
 - (vi)
Old copy of Biographical details from the Australian War Records section, which provides full career references and appointments, Casualty Forms and other relevant information.
 - (vii)
Typed and filed record, presumably prepared after his death, together with a series of other correspondance and operational copy documents.
 - (viii)
Appointment as Representative of Australia for League of Nations 14th Session at Geneva, 25 September 1933.
 - (ix)
Five images of landing at Anzac Cove and four other wartime scenes.
- Further notice should be made of *The Lionheart – A Biography Of Lieutenant-General Sir Talbot Hobbs*, by David Coombes.

- 114 The signed photograph featuring the Prince of Wales and General Hobbs, of the Australian Corps Officers



Photograph of the Officers of the Australian Corps and the Prince of Wales, the reverse inscribed in ink 'Lt. Gen. Sir. J. Talbot Hobb. Comm. of Australian Corps, Ham sur Heure. Beglium.' and additionally signed in ink 'Edward P. HQ Australian Corps. Dec. 1918. & Jan. 1919.', in outer envelope as retained by General Hobbs, *very fine*

£160-200

- 115 The silver presentation frame of the Prince of Wales, given to General Hobbs



Silver frame, 175mm x 120mm, by *Clark, New Bond Street*, surmounted by his gold stylised 'E', with Prince of Wales plumes and the motto 'Ich Dien' engraved, housed within it a studio portrait of the Prince, this signed 'Edward P 1918.', *very fine*

£300-500

116 **The letter written by the Prince of Wales to General Hobbs, following his visit over Christmas 1918**

Single-page, double sided letter, written in ink, from the Headquarters of the Canadian Corps at Bonn, dated 8 January 1919, to General Hobbs from the Prince of Wales, in a *well-aged* envelope addressed 'Per D.R.L.S. Lt. Gen. Sir J. Talbot Hobbs K.C.B. Headquarters Australian Corps', signed 'Edward P' to the front and sealed with 'E' in wax to the reverse, with various franking marks, *very fine and a most interesting insight*

£300-500

The contents of the letter as follows:

'My dear General,

I must send you a line to thank you again for all your kindness to me during my stay with the Australian Corps & to tell you how much I enjoyed my 3 1/2 weeks with you & how I hated having to leave you all yesterday!!

It was a very great pleasure to me to have this opportunity of seeing most of the units of the Corps in an unofficial way & to get to know so many Officers & to be able to talk to so many of the "Diggers" & I feel I have made a lot of friends.

Anyhow everybody was so kind & nice to me that they've made me feel I've got a lot of Australian friends; in fact you all spoil me so. I'm very grateful for everything!

I had a good trip to Spa were I stave last night at Advanced HQ RAF & then flew over to Cologne this morning in a Bristol & landed at an aerodrome where an Australian Squad is & I met some of the Officers!!! I had a stroll in Cologne this afternoon which is a fine town tho. ugly from our point of view; the German population are thoroughly cowed & walk with their tails between their legs, how galling it must be for them to be ruled by us & to see our men walking about!!

There are no men in uniform tho. one sees alot of obviously recently demobilised soldiery; the women are easily the most revolting ugly crowd one ever set eyes on. I'm staying here 48hrs & then go up to Coblenz to 2nd American Army till Sunday when I return to Cologne; I will let you know about 3rd Div. later hope the Div. Arty is all right & that you'll get your well earned & much needed leave soon!! Marvellous roads here on the Rhine!!

Please forgive such a fearful scrawl but its late. Again all my grateful thanks for eveything & I remain yours sincerely.

Edward

PS I was so [underlined] pleased to be able to give all those Medals.'

117 **A pair of Iron Crosses - captured by General Hobbs at the Battles of Polygon Wood and Amiens**

Germany, Prussia, Iron Cross 1914 (2), silver with iron centre, the pair in a small glazed wooden frame, *good very fine*

£160-200

With original crayon inscription and later paper label stating:

'German Iron Crosses.

Captured at Battle of Polygon Wood, Belgium, Sept. 26th, 1917 & Harbonnieres, Battle of Amiens, August 8th, 1918.'

MEDALS FROM THE COLLECTION OF THE LATE DR G. ROME



George Rome was born in Liverpool in 1928. As a young boy during WWII he started to collect assorted cap badges and medals. His interest was further fuelled by serving with the RAF in Egypt at the end of WWII. This fascination with military awards lasted a lifetime, and he continued to collect right into the 1980s. He was particularly interested in the personal stories of the medal recipients and grew an extensive research book collection to complement his investigations, writing detailed accounts of the various battles as well as those involved. In the early 1980s he completed a life dream of travelling to India to visit many of the battlefields related to his medal collection. Unfortunately, at one point he inadvertently crossed the border into Pakistan, where he was subsequently arrested. Fortunately the Governor of the gaol shared George's passion for military campaigns, and released him from his predicament.

This collection is a dearly loved collection of a passionate man who adored history, the collection travelled with George and his family from the UK to Brunei, Malaysia and eventually, Australia.

x118 Battle of Culloden 1746, 51mm, silver, several small edge knocks, highlights polishes, otherwise *good fine*

£250-300



Known as “the finest of the Culloden medals” (*Medallic Illustrations of British History, Vol. II, Part II*, p. 613 refers) and executed by Richard Yeo (later Chief Engraver at the Royal Mint), these medals were struck by subscription and were sold in silver and bronze at one guinea and half a guinea each respectively, and in gold at two guineas more than the price of gold; they were available to purchase from Mr. Yeo’s lodgings in Covent Garden “and no where else in London” (*London Gazette, February 3 to February 7, 1746* refers).



x119 Honourable East India Company’s Medal for Deccan 1778-84, 32mm, silver, straight-grained edge, fitted with small ring suspension for wear, polished, *good fine*

£800-1,000



- x120 Defence of Gibraltar 1779-83, General Picton's Medal, 60mm, silver, fitted with small post and ring for suspension, a few minor scratches and die flaw to obverse, otherwise *about extremely fine* £800-1,000
- x121 Naval General Service 1793-1840, 1 clasp, Trafalgar (**William Lawrence.**), *good very fine* £5,000-7,000



William Lawrence served as an Ordinary Seaman on board H.M.S. *Swiftsure*, a 74-gun ship of the line commanded by Captain William Rutherford. *Swiftsure* was a newly-built ship and tenth in Vice-Admiral Collingwood's Lee Column. She suffered comparatively few casualties during the battle (nine killed and eight wounded from a complement of 570), but still played a full and active part in that most famous engagement. By strange coincidence, there was a *Swiftsure* in the Franco-Spanish fleet too - she having previously been a Royal Navy vessel captured in 1801.

- x122 Naval General Service 1793-1840, 1 clasp, Navarino (**James Pearse.**), highlights polished, scratches to obverse right field, thus *about very fine* £400-600
- James Pearse** is shown on the Medal Roll with entitlement to a single-clasp Medal for Syria, not Navarino. He is noted as an Able Seaman on board the 104-gun H.M.S. *Princess Charlotte*, the flagship of the Mediterranean Fleet (1837-41) which flew the flag of Vice-Admiral Sir Robert Stopford.

x123 The superb 11-clasp Military General Service Medal awarded to Private J. Bell, 95th Rifles, a unique combination to a member of the British Army for the Napoleonic Wars



Military General Service 1793-1814, 11 clasps, Vimiera, Corunna, Busaco, Fuentes d'Onor, Ciudad Rodrigo, Badajoz, Salamanca, Vittoria, Pyrenees, Orthes, Toulouse (**J. Bell, 95th Foot, Rifles.**), *very fine*

£3,000-5,000

John Bell is confirmed on the Roll for this 11-clasp Medal, additionally noted as being a member of Captain Alexander Cameron's Company in the First Battalion. Fascinatingly, Cameron's men were known as the 'Highland Company' of the 95th: as one would expect with his surname, Cameron hailed from Scotland and had seen previous service in the 92nd (Gordon) Highlanders. Upon transferring to the 'Experimental Corps of Riflemen' (as the 95th were originally known) he played a major part in recruiting approximately 200 men from Lochaber, marching with them to Sussex to join the Rifles: these men and their commander became the mainstay of the 'Highland Company'. Furthermore, Cameron's company was known to have several skilled bagpipers in its' ranks; to this day the Royal Green Jackets (Rifles) Museum holds the original Bellow Pipes played throughout the Peninsular War; though an unusual choice of instrument for a regiment of Light Infantry, undoubtedly the 'skirl of the pipes' inspired such men as Bell when going into battle against the French. It is further worth noting that James Prinsep Beadle's famous painting "*The Rear Guard*", depicting Brigadier "Black Bob" Craufurd and a number of men of the 95th on the road to Corunna is, by popular repute, additionally believed to depict the very same Cameron and members of his company: is Private Bell amongst them?





The famous green-uniformed 95th Regiment of Foot (Rifles), served throughout the entirety of the Peninsular War - a feat few regiments could boast. Indeed, all three battalions of the regiment fought together in Spain and Portugal from 1810 through to 1814 with much distinction as members of the elite Light Division. On 15 August 1808, in the lead-up to the battles of Rolica and Vimeiro, the 2/95th fired the very first shots of the Peninsular campaign; the 1/95th (Bell's battalion) participated in Sir John Moore's infamous retreat to Corunna, at which place the gallant army commander was killed; under the command of the infamous "Black Bob" they fought at Bussaco, Fuentes d'Onoro and Ciudad Rodrigo, at which siege Craufurd too was killed.

Always out in front of the army due to their training as Light Infantry, and with their Baker Rifles giving them range superiority over the French, they often found themselves in dangerous and exposed positions - not least at the Battle of San Marcial (31 August 1813), when 70 men under Captain Daniel Cadoux held the bridge at Vera for many hours against a whole French Division - 10,000 strong - before finally withdrawing. The 95th Rifles ended the Peninsular War at the Battle of Toulouse, the final action of the campaign - but all three battalions would be reunited not long after, on the fields of Belgium, for the Battle of Waterloo on 18 June 1815. Surely the last words on this famous regiment must go to someone who saw them in action at the Battle of Tarbes on 20 March 1814:

"Our Rifles were immediately sent to dislodge the French from the hills on our left, and our battalion was ordered to support them. Nothing could exceed the manner in which the Ninety-fifth set about the business....Certainly I never saw such skirmishers as the Ninety-fifth...They could do the work much better and with infinitely less loss than any other of our best light troops. They possessed an individual boldness, a mutual understanding, and a quickness of eye, in taking advantage of the ground, which, taken all together, I never saw equalled. They were, in fact, as much superior to the French Voltigeurs as the latter were to our skirmishers in general. As our regiment was often employed in supporting them, I think I am fairly qualified to speak of their merits."

(*Twelve Years' Military Adventure in Three-Quarters of the Globe*, Captain John Blakiston, 1829, refers).



- x124

Honourable East India Company's Medal for Ceylon 1795-6, 48mm, silver, pierced and fitted with loop and ring suspension, mounted on riband with silver-coloured buckle, some pitting and polished, *good fine*

A good early example free of die flaws or rust marks.

£1,200-1,500
- x125

Alexander Davison's Medal for the Nile 1798, bronze-gilt, sometime with suspension attached to rim at 12 o'clock, some wear to highlights but generally *very fine*

£150-180
- x126

Honourable East India Company's Medal for Seringapatam, 48mm, bronze, Soho Mint, a few minor edge knocks, otherwise *very fine*

£180-220
- x127

Honourable East India Company's Medal for Seringapatam, 48mm, silver, Soho Mint, fitted with contemporary silver loop for suspension, polished, some pitting and two heavy scratch-marks to reverse, *good fine*

£350-450
- x128

Army of India 1799-1826, 1 clasp, Bhurtpoor (**G. Jenkins, 11th Lt Dragns**), short hyphen reverse, *about extremely fine*

PROVENANCE:
London Stamp Exchange, March 1981

The 11th Light Dragoons and 16th Lancers formed part of Colonel Sleigh's Cavalry Division, which marched from Meerut on 30 March 1825. After the citadel was stormed on 18 January 1826, the 11th vigorously pursued any defenders who escaped.
For further reading, the book: *'The Adventures of a Light Dragoon in the Napoleonic Wars: a Cavalryman During the Peninsular & Waterloo Campaigns. in Captivity & at the Siege of Bhurtpoor'* (George Farmer & G.R. Gleig) is to be recommended.

£700-900
- x129

Army of India 1799-1826, 1 clasp, Poona, short hyphen reverse (**Gunner James Riches, H. Arty.**), *good very fine*

77 medals with this clasp issued to Europeans, including 14 to the Artillery.

£1,400-1,800

- x130 Army of India 1799-1826, 1 clasp, Maheidpoor, short hyphen reverse (**Gunner Peter Breslau, Arty.**), *very fine* £1,000-1,400
 42 'Maheidpoor' clasps to the Artillery. Noted on the Roll as 'Breshlan'.



- x131 Army of India 1799-1826, 1 clasp, Kirkee and Poona, short hyphen reverse (**Serjt. Geo. Kirby. Eur. Regt.**), officially engraved naming, *very fine* £1,400-1,800
 Approximately 88 clasps awarded to European recipients.
- x132 Army of India 1799-1826, 4 clasps, Gawilghur, Argaum, Asseerghur, Assye, short hyphen reverse, *traces of officially impressed naming barely visible in parts, very fine* £1,000-1,400
 Purchased Spink.
 Two Europeans with this combination of awards, Piper Jones and Captain William Cunninghaeme, Deputy Quartermaster General. It has been suggested the award was originally named to the latter.
- x133 Earl St. Vincent's Testimony of Approbation 1800, 48mm, silver, struck on a thin flan, one or two minor edge knocks, otherwise *very fine* £250-350
- x134 Honourable East India Company's Medal for Egypt 1801, 48mm, silver, with contemporary pillar suspension, suspension pin somewhat loose, faint die flaw to obverse, slight pitting to reverse, *good very fine* £200-300



- x135 Sultan's Medal for Egypt 1801, 43mm, gold, fitted with gold suspension ring and mounted on ribband with gold buckle, *very fine* £1,200-1,400
 - x136 Honourable East India Company's Medal for Nepal 1814-16, 51mm, silver, fitted with a silver loop for suspension, *good very fine* £400-500
- Awarded by the Governor General to native officers and selected other ranks who were specially recommended for their distinguished zeal or gallantry during the campaign, it is believed only about 300 were awarded.

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x137 Waterloo 1815 (**Cornelius Dugdale, 11th Reg. Light Dragoons.**), mounted on replacement silver ring-and-bar suspension, several edge knocks and polished, *good fine* £800-1,000

PROVENANCE:
Payne Collection

Cornelius Dugdale served in Captain J.A. Schreiber's Troop during the Hundred Days Campaign. The 11th Light Dragoons, along with the 12th (Prince of Wales's) and 16th (Queen's) Light Dragoons, formed Major-General Vandeleur's 4th British Cavalry Brigade. The regiment fought at both Quatre Bras and Waterloo, where they broke a French infantry square at the time of the final retreat of Napoleon's forces and were actively engaged in the pursuit.

x138 Waterloo 1815 (**Robert Green, Royal Artill. Drivers.**), polished, edge wear, generally *good fine* £700-900

Robert Green served in Major N. Turner's 'A' Troop during the Waterloo Campaign.

x139 Germany, Hanover, Waterloo 1815 (**Soldat Peter Wischoff, Landwehr Bat. Lueneburg**), reverse pitted and polished, *good fine* £400-500

The Landwehr Battalion Luneburg, commanded by Lt-Col. Ludwig von Ramdohr, comprised 24 officers and 582 men. During the Hundred Days Campaign they saw action at Quatre Bras (16 June 1815) and at Waterloo, where they were positioned on the left flank of Wellington's position.



x140 Ghuznee 1839 (**Pte. John Rowe IVth. Q.O.L.D.**), engraved to reverse centre, *very fine* £400-500

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| x141 | Ghuznee 1839 (W. McDermott late 2nd LC), engraved naming to rim, <i>very fine</i> | £400-500 |
| x142 | Cabul 1842 (1240. Private John Hamilton. 13th Foot.), impressed naming, <i>very fine</i> | £300-400 |
| x143 | Cabul 1842 (No. 1163 Thos. Colgan. Pt. H.M.s. 31st. Regt.), engraved naming, <i>very fine</i> | £300-400 |
| x144 | Candahar 1842 (Asst. Surgn. E. N. MacPherson. 40th Foot.), impressed naming, <i>Battle Honours for 'Ghuznee' and 'Cabul' neatly removed from reverse, very fine</i> | £300-400 |
| | This style of slightly late issue with Battle Honours removed is recalled by Biddulph (p.46). | |
| x145 | Candahar 1842 (Benjn. Hancock, 41st Regt.), engraved naming, <i>polished, claw a little loose, nearly very fine</i> | £260-300 |



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| x146 | Ghuznee Cabul 1842 (John Bryant, 41st Regt.), <i>very fine</i> | £300-400 |
| x147 | Candahar Ghuznee Cabul 1842 (Benj. Clarke, 41st Regt.), <i>very fine</i> | £300-400 |
| x148 | Defence of Jellalabad 1842, Flying Victory (Owen Farrell. 13th. Foot.), officially impressed naming, <i>nearly very fine</i> | £1,000-1,400 |

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| x149 | Defence of Jellalabad 1842, Flying Victory (Arthur Mc.Coy. 13th. Regt.), engraved naming, <i>very fine</i> | £1,000-1,400 |
| x150 | Hyderabad 1843 (T: Jewiss 2nd. C: Engr. E:I:C: Sr. Meteor), <i>good very fine and rare</i>
Only 50 medals with the Hyderabad reverse issued to European recipients aboard the <i>Meteor</i> (16), <i>Comet</i> (17) and <i>Nimrod</i> (17). However, twenty-one of these medals were not claimed by the recipients and were subsequently returned to the India Office. An example of each ship was "Given to Mr Stewart Mackenzie [a well-known collector of medals] in exchange for a new medal by permission of Lord G. Hamilton 24.4.77". The remaining 18 returned Medals were in all probability melted down, leaving as few as 32 Medals issued. | £1,400-1,800 |
| x151 | Punnar Star 1843 (Private Cormac Mc.Leary H.M. 9th or Qu-een's Royal Lancers), <i>good very fine</i> | £240-280 |
| x152 | Maharajpooor Star 1843 (Lieutt. Malcolm R. L. Meason HM 40th. Regt.), <i>good very fine</i>
Malcolm R. Laing Meason was severely wounded in action at Goain, as recalled by The Reverend I. N. Allen:

'Their fire was evidently too high, and it passed over the heads of the line; but the balls fell thickly enough, as I can testify from experience, a few paces in the rear. In following, I met a poor fellow of the 41st who had received a shot, and who entreated me to explain to the doolie-bearers where to carry him. I directed them to keep in rear of his Regiment, and was proceeding, when Lieutenant Meason, Her Majesty's 40th, who had received a shot through the thigh, and was standing bleeding, called out to me and begged me to get a doolie for him.'

Whilst waiting behind to look after Lieutenant Meason, Allen and his charge were nearly cut off by some native horsemen, but just succeeded in reaching the line in time.

His accounts of the campaign were recalled in <i>Historial Records of the 40th Foot</i> and his own publication <i>An Adventure in Afghanistan</i> . | £500-600 |
| x153 | Meeanee Hyderabad 1843 (Color Serjt. Wm. Kelly, 22nd Regt.), <i>contact marks, very fine</i> | £300-400 |
| x154 | Sutlej 1845-46, for Ferozeshuhur, no clasp (Lt. Col. D: Harriott, 8th L:C:), <i>good very fine</i>
D. Harriott was wounded in action at the Battle of Ferozeshuhur, 21-22 December 1845. | £600-800 |

- x155 **The Crimea Medal awarded to Private W. Jackson, 2nd Dragoons (Royal Scots Greys), who was severely wounded in the Charge of the Heavy Brigade** £1,800-2,200
- Crimea 1854-56, 2 clasps, Balaklava, Sebastopol (W. Jackson, 2nd. Dragns.), officially impressed naming, *heavy edge bruising and wear due to contact, no wear over naming, worn*
- PROVENANCE:
 A. H. Baldwin, June 1946 (in a Pair with Turkish Crimea Medal), when described as ‘Fine only, but scarce’ (£3-5-0).
The Gazette, December 1987, by this time a Single Medal, when described with ‘Bad edge bruises but naming not affected’ (£875).
- William Jackson**, a native of Westchurch, was born in 1834 and enlisted in the 2nd Dragoons on 8 March 1854 at Edinburgh. He was severely wounded in the Charge of the Heavy Brigade and was treated at Scutari from 26 October-3 December 1854. He was discharged on 19 March 1863 and lived to attend the Crimean War and Indian Mutiny Veterans parade in honour of the Queen in Edinburgh, May 1903.



- x156 **Crimea 1854-56, 4 clasps, Alma, Balaklava, Inkermann, Sebastopol (Corpl. G. Stanton. Coldstream Gds.), officially impressed naming, *very fine*** £600-800
- William Stanton** served in the Crimea with the 1st Battalion, Coldstream Guards and died in Camp on 29 January 1855.
- x157 **Indian Mutiny 1857-59, 1 clasp, Defence of Lucknow (F. Gough, 32nd L.I.), *very fine*** £1,000-1,400
- Francis Gough** was an original Defender of Lucknow with the 32nd Light Infantry (Cornwall). He was disabled by wounds suffered on 19 July 1857 and volunteered to the 52nd Foot.



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| x158 | Indian Mutiny 1857-59, 2 clasps, Defence of Lucknow, Lucknow (W. Jamieson, 78th Highlanders), <i>very fine</i> | £300-400 |
| x159 | China 1856-60, 1 clasp, Taku Forts 1860 (Driver Chas. Harris, 4th Bde. Rl. Arty.), <i>traces of lacquer, very fine</i> | £200-240 |
| x160 | Ashantee 1873-74, 1 clasp, Coomassie (2110. Pte. G. Little 2 Bn. Rifle Bde. 1873-4.), <i>very fine</i> | £260-300 |
| x161 | South Africa 1877-79, 1 clasp, 1878-9 (1591. Pte. A. Barron. 80th. Foot.), <i>clasp a little bent, good very fine</i> | £500-600 |
| x162 | Afghanistan 1878-80, 3 clasps, Charasia, Kabul, Kandahar (1378 Pte. J. Bedford. 9th Lancers.), <i>pitting from Star to rim, very fine</i> | £400-500 |
| x163 | Cape of Good Hope 1880-97, 2 clasps, Transkei, Basutoland (Corpl. W. Clark. C. M. Yeoy), <i>last letter of unit double-struck, very fine</i> | £240-280 |
| x164 | Egypt and Sudan 1882-89, undated reverse, 1 clasp, The Nile 1884-85 (2061 Drumr. J. H. Ward. 1/Rl. Ir: Regt.), <i>pitting and worn, fair</i> | £100-140 |
| x165 | Egypt and Sudan 1882-89, dated reverse, 2 clasps, Suakin 1885, Tofrek (63. Pte. J. Smith. 1/Berks: R.), <i>pitting from Star, nearly very fine</i> | £140-180 |
| | The Berkshire Regiment were the only British Regiment present at the Battle of Tofrek on 22 March 1885. It earned them the 'Royal' prefix to their name. | |
| x166 | India General Service 1895-1908, 1 clasp, Punjab Frontier 1897-98 (4090 Pte. W. Taylor. 1st Bn. Ryl. W. Surr Regt.), <i>traces of lacquer, very fine</i> | £80-120 |
| x167 | Ashanti 1896 (1825 L. Sgt. S. Leach 2 W. Yorks R.), reverse engraved in the usual style, <i>good very fine</i> | £200-240 |



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| x168 | Queen's Mediterranean 1899-1902 (7764 Pte. A. Sidebottom. Yorks. L.I.), <i>very fine</i> | £160-200 |
| x169 | Queen's South Africa 1899-1902, no clasp (1345 Sgt. A. C. M. Gould. N.S.W. Bushmen.), officially impressed naming, <i>very fine</i>
Albert Clarence Montrose Gould served with the New South Wales Imperial Bushmen during the Boer War.
For the Medals of his father, Bugler A. Gould, 60th Foot, please see Lot 180. | £60-80 |
| x170 | Queen's South Africa 1899-1902, no clasp (T. L. Morris. No. 84. Mt. Rifles. N.S.W.), local engraved naming, <i>very fine</i>
Thomas Loyd Morris served with the 1st New South Wales Mounted Rifles during the Boer War. | £60-80 |
| x171 | Tibet 1903-04, 1 clasp, Gyantse (5581 Pte. S. Dare 1st. Bn. Ryl. Fuslrs.), <i>nearly very fine</i> | £300-400 |
| x172 | India General Service 1908-35, 1 clasp, North West Frontier 1935 (3309309 Pte. J. Cooke, H.L.I.), <i>traces of lacquer, very fine</i>
John Cooke , a native of Londonderry, was born in 1910 and served on the North West Frontier with the Highland Light Infantry (City of Glasgow Regiment). He died at home on 14 June 1940 and is buried in the Londonderry City Cemetery. | £50-70 |
| x173 | 1914 Star (5527 Pte. W. Ambrose. 18/Hrs.), <i>cleaned, very fine</i> | £40-60 |

x174 Four: Commander J. Townsend, Royal Navy



Naval General Service 1793-1840, 1 clasp, Syria (John Townsend, Mate.); Crimea 1854-56, 1 clasp, Sebastopol, unnamed as issued to Royal Navy; St Jean d'Acre 1840, silver issue, fitted with lunettes and silver band around rim; Turkish Crimea 1855, Sardinian die, all fitted with later ornate suspensions, riband buckles and top riband bars, obverse lunette cracked on third, very fine (4)

£800-1,000

John Townsend was born on Quebec Street, London on 10 March 1815 and was educated at Dr Burney's School, Greenwich. He entered the Royal Navy on 17 July 1829 as a Volunteer 1st Class. He served as a Midshipman aboard *Druid* from 1831-33 in the South Atlantic and was present during the insurrections at Montevideo and Rio de Janeiro. In 1834 he transferred to *North Star* and completed his cadetship on the Pacific station in 1836. By all accounts the ship suffered great hardships, on account of exceptionally severe weather when rounding Cape Horn.

He thence served in several ships in the North Atlantic and Mediterranean, being present aboard the *Revenge* for the operations off Syria (Medal & clasp).

Having passed his Lieutenants Exam in 1837, he was not actually promoted until February 1844 and his first appointment as First Lieutenant was aboard *Plover*, which was engaged on the Chinese Coastal Survey until 1846. In 1848 he was appointed First Lieutenant on *Pantaloön*, which was involved in the suppression of the slave trade off the west coast of Africa. Following this he moved to Ascension Island as second in command of the Naval Station and remained there until 1853. His last appointment in the Royal Navy was as First Lieutenant of the *Himalaya* in 1855 during the Crimea operations (Medal & clasp). *Victoria on British Stamps* contains a postal cover sent to him by his brother, The Rev. Aubrey Townsend in June 1855 when the *Himalaya* was moored in the harbour at Balaklava.

For some years he and his wife lived at 11 Burlington Street, Bath, before they moved to Lona, Ellenborough Park, Weston-Super-Mare in 1861, having bought the property for £800. Townsend was made Commissioner of Public Works in Weston-Super-Mare from 1860-73 and during this time he was responsible for a great many improvements to the town. In January 1867 he was promoted to Commander (Retired) and was appointed a Nautical Assessor for the County of Somerset on 23 August 1872 (*London Gazette*, refers).

In about 1873 John was appointed Financial Manager to the Parliamentary Solicitors, Messrs Baxter & Co of 5 Victoria Street, London and he and Marianne took a lease on a house at 12 Macaulay Road, Clapham. Five years later they moved to 3 Spencer Park, Wandsworth where they remained

until John had to resign in 1879 through ill health. The subsequent loss of income and the failure of their rental income from Ireland, forced John and Marianne to move to Langdon House, St Ann's Hill, Wandsworth. Townsend died on 11 February 1884 and is buried in the West Norwood Cemetery.

See <http://www.astro.wisc.edu/~townsend/tree/record.php?ref=622> for further details.

x175 Four: **Chief Gunner T. Cocker, Royal Navy**

East and West Africa 1887-1900, for Mwele 1895, 2 clasps, Brass River 1895, Benin 1897 (T. Cocker, Lg. Sean., H.M.S. Barrosa. M'Wele 1895); 1914-15 Star (Gnr. T. Cocker. R.N.); British War and Victory Medals (Ch. Gnr. T. Cocker. R.N.), *good very fine* (4)

£300-400

Thomas Cocker was born on 26 February 1871 and having seen much service in Africa was commissioned Acting Gunner on 7 October 1902, being confirmed in rank on 2 February 1904. Upon the outbreak of the Great War he served aboard the *Orotava*. She was a commercial liner converted for use as an Armed Merchant Cruiser in the Royal Navy. She was armed with five 6-inch guns and two 6-pounder H.A. guns. She was commissioned on 17 December 1914 and was decommissioned on 1st January 1919. The *Orotava* was converted to a Seaplane Tender about November 1916. Before that she was part of the 10th Cruiser Squadron, from December 1914-October 1916 with the Northern Patrol. The most prominent employment of Armed Merchant Cruisers was in the creation of the 10th Cruiser Squadron, used to maintain the blockade of the North Sea, its patrol area extending from the Norwegian coast far into the Atlantic and covering all approaches to the European continent from a northerly direction. In so doing, they relieved twenty or more regular Navy cruisers for other duties. Forty-one different converted passenger ships served with the Squadron for some length of time, each armed with guns up to 6-inch calibre. The 10th Cruiser Squadron was finally paid off on 7 December 1917, Cocker having been made Chief Gunner on 7 October 1917. After being converted, she saw further service off West Africa and in the Southern Atlantic. Cocker died in October 1921.

x176 Pair: **Private E. Exley, 53rd Regiment**

Sutlej 1845-46, for Aliwal, 1 clasp, Sobraon (Enoch Exley 53rd Regt.); Punjab 1848-49, 1 clasp, Goojerat (Enoch Exley, 53rd Foot.), *contact marks, very fine* (2)

£400-500

x177 Pair: **Private C. Moore, 31st & 80th Regiment**



Sutlej 1845-46, for Moodkee, 3 clasps, Ferozeshuhur, Aliwal, Sobraon (Charles Moore 31st Regt.); India General Service 1854-95, 1 clasp, Pegu (Chas. Moore. 80th Regt.), *edge bruising and a little contact wear, very fine* (2)

£500-600

- x178 **Pair: Private M. Wilcock, 60th Foot (Rifles)**
 Punjab 1848-49, 2 clasps, Mooltan, Goojerat (M. Wilcock, 1st Bn. 60th R. Rifles.); Indian Mutiny 1857-59, 1 clasp, Delhi (Michl. Wilcock 1st Battn. 60th Regt.), *polished overall, nearly very fine* (2) £300-400
- x179 **Pair: 2nd Class Sergeant Instructor of Gym A. Dunbar, Scottish Rifles, late Colour-Sergeant, 42nd Highlanders**
 Ashantee 1873-74, 1 clasp, Coomassie (1419. Cr. Serjt. A. Dunbar, 42nd. Highrs. 1873-4); Army L.S. & G.C., V.R. (253. 2nd. Cl: Sergt. I of Gym: A. Dunbar. Sco: Rif:), *edge bruising and wear, very fine* (2) £240-280
- x180 **Pair: Bugler A. Gould, 60th Foot**
 Afghanistan 1878-80, 2 clasps, Ahmed Khel, Kandahar (1932. Pte. A. Gould, 2/60th Foot.); Kabul to Kandahar Star 1880 (1932 Bugler Alfd. Gould 2/60 Foot), *a little contact wear to edges of first, very fine* (2) £260-300
 For the Medal awarded to his son, please see Lot 169.
- x181 **Three: Private T. Bowmar, North Staffordshire Regiment and 5th Lancers**
 Queen's Sudan 1896-98 (4647. Pte. T. Bowman [*sic*] 1/N. Staff: R.); King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (4780 Pte. T. Bowmar. 5th Lancers.); Khedive's Sudan 1896-1908, 1 clasp, Hafir (No. 4647 Pte. T. Bowmar. 1. N. Staff. R.), *very fine* (3) £200-240
T. H. Bowman served initially in Sudan with the North Staffordshire Regiment and the Roll confirms his transfer to the 5th Lancers. Further entitled to the Queen's Medal & clasps 'Belmont', 'Elandslaagte' and 'Defence of Ladysmith'.
- x182 **Three: Colour-Sergeant Instructor H. T. Lloyd, West Riding Regiment, North West Railway Volunteer Rifles and Royal Welsh Fusiliers**



China 1900, 1 clasp, Relief of Pekin (4068 L. Corpl: H. T. Lloyd, 2nd RI: Welsh Fus:); British War Medal 1914-20 (10626 C. Sjt. H. T. Lloyd. W. Rid. R.); Army L.S. & G.C., G.V.R. (Colour Serjt: Instr. H. T. Lloyd N. W. Ry. Vol. Rfls.), *good very fine* (3) £240-280

Hugh Thomas Lloyd earned the British War Medal as his sole entitlement for service with the 1st Battalion, West Riding Regiment. The Battalion were stationed at Lahore upon the outbreak of the Great War and remained there throughout.

x183 Pair: Major C. F. Thomson, Highland Light Infantry and 10th Princess Mary's Own Gurkha Rifles



General Service 1918-62, Malaya (Lt. C. F. Thomson 10 G.R.); Africa General Service 1902-56, 1 clasp, Kenya (Capt. C. F. Thomson. H.L.I.), *traces of lacquer, very fine (2)*

£400-500

Mentioned in *The Kukri*, No. 60, December 2008:

'Yet another distant relative, Major C F Thomson, a splendidly brave soldier, served in 1st/10th in Malaya and Borneo and now lives in Australia.'

He is identified in an image in the collection of the Imperial War Museum:

<https://www.iwm.org.uk/collections/item/object/205044846>

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- x184 Order of British India, 2nd Class, silver-gilt gold and enamel, *enamel chip, very fine*, with neck riband £800-1,000
Another example of this type can be observed via the National Army Museum:
<https://collection.nam.ac.uk/detail.php?acc=1962-09-35-29>
- x185 **A Great War M.M. awarded to Sergeant A. Sutherland, Seaforth Highlanders**
Military Medal, G.V.R. (241112 Sjt: A. Sutherland. 8/Sea: Hdrs.), *very fine* £180-220
M.M. *London Gazette* 18 October 1917.
Alexander Sutherland, a native of Edinburgh, served in France with the 8th Battalion, Seaforth Highlanders (Pair issued as per *MIC* with No. 241122).

THE IMPORTANT 'FIRST DAY OF THE BATTLE OF THE SOMME' V.C. GROUP OF TEN AWARDED TO DRUMMER W. RITCHIE, SEAFORTH HIGHLANDERS

x186 The exceptional and important 'First Day of the Battle of the Somme' V.C. group of ten awarded to Drummer W. Ritchie, 2nd Battalion Seaforth Highlanders, who was awarded his Victoria Cross as the 'Bugler of Beaumont Hamel' on 1 July 1916 when, under a hail of machine-gun and bomb attacks, he selflessly mounted the parapet of an enemy trench and continually sounded the 'Charge' on his bugle to rally his comrades and inspire them into action on a day which saw a third of those same comrades fail to answer the Roll Call by the close of play

Ritchie was a career soldier who joined the Scottish Rifles whilst underage in 1908; he was no stranger to the crucible of action, having landed in France in August 1914 and had shared in the Battle for Mons - by the end of the Great War he had been wounded in action on no less than five occasions and also added the Croix de Guerre to his laurels



Victoria Cross, the reverse of the suspension officially engraved 'No. 68 Dmr. W. Ritchie. 2nd. Bn. Sea. Highrs.' and the reverse centre dated '1. July 1916.'; 1914 Star, with *copy slide* clasp (Dmr: W. Ritchie. 2/Sea: Highrs.); British War and Victory Medals, with M.I.D. oak leaves (68 Pte. W. Ritchie. Sea. Highrs.); 1939-45 Star (2809134 S/Sergt. W. Ritchie. R.A.O.C.), contemporarily engraved naming; War Medal 1939-45 (2809134 S/Sergt. W. Ritchie. R.A.O.C.), contemporarily engraved naming; Jubilee 1935; Coronation 1937; Coronation 1953, the Coronation and Jubilee Medals all contemporarily engraved 'W. Ritchie, V.C. Seaforth Hrs.'; France, Republic, Croix de Guerre, with Palme upon riband, reverse dated '1914-1916', mounted half-court style by *Spink & Son, St James's, London, contact wear overall, nearly very fine* (10) £240,000-280,000

PROVENANCE:

Sotheby's, 30 September 1970 - purchased by Spink.
Christie's, 4 July 1978.

The Seaforth Highlanders was formed in 1881 by the amalgamation of the 72nd (Duke of Albany's Own Highlanders) Regiment of Foot and the 78th (Highlanders) (Ross-shire Buffs) Regiment of Foot. The 78th Highlanders won eight Victoria Crosses during the Indian Mutiny. The 72nd Highlanders won two Victoria Crosses, one for the Indian Mutiny and one for Afghanistan. The Seaforth Highlanders (1881-1961) won eight Victoria Crosses, seven of which were awarded for the Great War.

This award is their sole award for 1 July 1916 and of the 18 Victoria Crosses earned by the Seaforth Highlanders and its antecedent units, the Victoria Cross of Drummer Ritchie is the only such award which does not reside in a Museum or the Lord Ashcroft Collection.

A total of nine Victoria Crosses were awarded for bravery on 1 July 1916, the First Day of the Battle of the Somme, with only three of the recipients surviving the war, including Walter Ritchie. Seven of the nine Victoria Crosses awarded for 1 July 1916 are known to reside in museums.



V.C. *London Gazette* 8 September 1916:

'For most conspicuous bravery and resource, when on his own initiative, he stood on the parapet of an enemy trench, and, under heavy machine-gun fire and bomb attacks, repeatedly sounded the "Charge" thereby rallying many men of various units who, having lost their leaders were wavering and beginning to retire. This action showed the highest type of courage and personal initiative. Throughout the day Drummer Ritchie carried messages over fire-swept ground, showing the greatest devotion to duty.'

French Croix de Guerre *London Gazette* 6 December 1916.





Walter Ritchie was born on 27 March 1892 at 81 Hopefield Road, Glasgow, Scotland and found himself very much lost at school. Briefly apprenticed to a blacksmith, Ritchie was an ‘ardent member’ of the Episcopal Church at Troon. Not keen on his prospects as a civilian, he enlisted underage as a Drummer in the 8th Scottish Rifles, being transferred to the Seaforth Highlanders in August 1908, having reached the age of 16.

Into action - first wound

With the outbreak of the Great War, Ritchie remained a Drummer and was twenty-two years of age. The 2nd Battalion were stationed at Shorncliffe as part of the 10th Brigade of the 4th Division and swiftly moved to Harrow. He proceeded to France with his unit in this rank, landing at Boulogne on 23 August 1914. Ritchie was thrown into the crucible of Battle soon after at the Battle for Mons in October 1914, being wounded for the first time outside Armentieres. His unit was one of those which took part in the famed Christmas Truce of 1914.

1 July 1916 - V.C. action

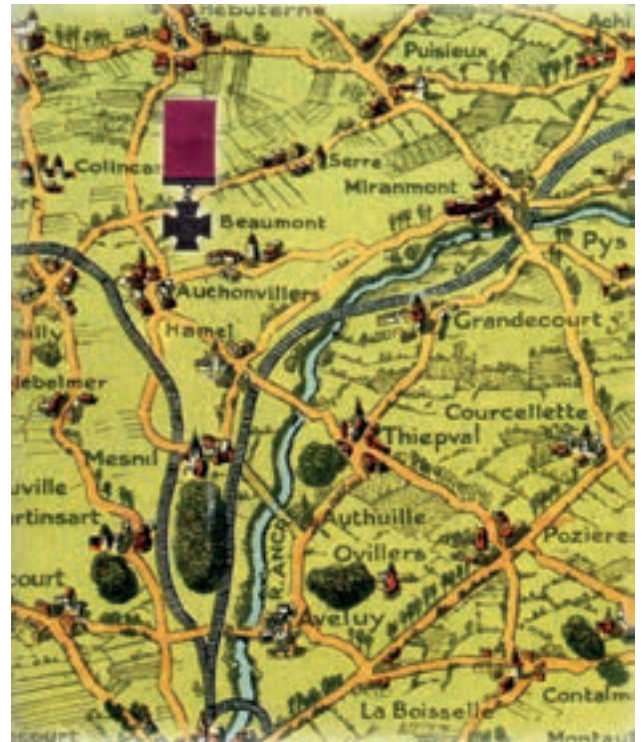
In the following period, the 2nd Battalion shared in the actions of the Second Battle of Ypres during 1915 and thence toward the Somme region, often finding themselves at Mailly Mailet. *Victoria Cross Heroes of World War One* takes up the story of how his V.C. was won with the 4th Division during the attack on the Y Ravine and the southern sector of Beaumont Hamel:

‘Ritchie’s Battalion was to be in the second wave. It was part of a Division whose point of attack was near the village of Beaumont Hamel, including a German stronghold called Redan Ridge. Once the advance Brigade had secured its objectives, the 2nd Seaforths would surge forward, leapfrogging them and making deeper inroads into enemy territory. That, at least, was the plan. As the clock ticked past 9.00am - 90 minutes on from zero hour - Ritchie and the others made their move. There was no word that all was well up ahead, and the reason soon became apparent. They came under withering machine-gun and artillery fire from positions still very firmly in enemy hands.

The first wave had been cut to pieces, and the second threatened to be similarly decimated. As the day wore on some of the attackers did make it to the third German line, albeit at heavy cost. Officer casualties compounded the problem, an air of rudderlessness adding to the chaos and confusion. Some of those still on their feet were following a natural instinct to fall back.

It was at this point that Drummer Ritchie brought a semblance of calm and cohesion to the scene by the simple expedient of mounting an enemy parapet and sounding the charge repeatedly on his bugle. That clarion call, and the example set by a bugler who made himself a clear target in rallying the troops, had a steady effect.’





The action itself had been a costly one for the Battalion. When the Roll Call was made - a scene which was captured by photographer Lieutenant Ernest Brooks (IWM Q 746) - in the afternoon of 1 July 1916, a third of their comrades did not answer. Captain J. Laurie (Adjutant) and Lieutenant-Colonel J. O. Hopkinson (C.O.) observed his actions; they formed half of the officers to survive the Battle - the other two that came out were walking wounded. The battle remains the most deadly single day of action in British military history.

What makes the award of further interest is the fact that the practice of carrying musical instruments into battle had long ceased, thus Ritchie felt himself fortunate not to be reprimanded for his actions. Instead, he went up to Buckingham Palace on 25 November 1916 to have his Victoria Cross presented by H.M. The King. Rather shy and retiring, upon his return to Glasgow the following evening, he was met by a group of friends keen to hear all about his exploits. He simply brushed them off stating: 'If you were to drop a Jack Johnson [a German 15cm artillery shell] at ma' feet, you couldna' mak' me speak!'

Further service - further laurels

His Croix de Guerre was presented by Lieutenant-General Sir Aylmer Hunter-Weston in December 1916 during a well-earned period of leave. On 4 December he was also presented with a gold watch by the Lord Mayor of London at the Mansion House on behalf of the Worshipful Company of Musicians, who decided in 1914 that they would recognise all professional musicians that had received the Victoria Cross.

Ritchie was returned to the Trenches in 1917 and was wounded in action once again. The unit saw themselves present in the actions around Arras and at the Battle of Passchendaele and they shared in the Battle of the Lys and the fighting along the Hindenburg Line the following year. Ritchie, who continued to carry his bugle into action - by now he could not care less about regulations - closed out the Great War having been wounded on no less than five occasions (two of these from the effects of gas) whilst his 'mention' remains unconfirmed. He was also part of the one-hundred-strong party of living holders of the V.C. who formed the Guard of Honour at the interment of the Unknown Soldier at Westminster Abbey on 11 November 1920.

Transferred to the 1st Battalion at Belfast in 1921, Ritchie rose to Sergeant and thence Drum-Major, at which rank he retired in 1929. He latterly served as a Recruiting Officer in Glasgow, before serving with the Royal Army Ordnance Corps on the Home Front. He was discharged on account of ill health in 1941. Having been employed as a Hallkeeper with the Royal Arch Chapter, Queen Street, Edinburgh, Ritchie died at West Saville Terrace, Edinburgh on 17 March 1965.

On the centenary of his action, 1 July 2016, the City of Glasgow unveiled a paving stone in his honour. His grandson, also Walter, said:

'It is nice that my grandfather is being remembered with this paving stone all these years later.

It is befitting that it is so for a brave man, who was willing to sacrifice himself to rally his fellow soldiers in the face of enemy machine gun and cannon fire. My grandfather always felt he was just doing his duty.'

The act of his winning the Victoria Cross was depicted - with one of a handful of colour plates - in *Deeds That Thrill the Empire* by Howard K. Elcock. The artist, clearly taking his rank literally, showed Ritchie playing the drum rather than his trusty bugle. The famous bugle is on public display at the Queen's Own Highlanders Museum at Inverness.

AWARDS FOR GALLANT OR DISTINGUISHED SERVICE

x187 A scarce Crete 1897 Royal Humane Society Bronze Medal group of five awarded to Sergeant J. Ferguson, Seaforth Highlanders

Queen’s Sudan 1896-98 (3073 [sic] Sgt. J. Ferguson. 1/Sea. Hrs.); Queen’s South Africa 1899-1902, 3 clasps, Cape Colony, Orange Free State, Transvaal (3075 Sejt. J. Ferguson. 2: Sea: Highrs:); King’s South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (3075 Serjt: J. Ferguson. Seaforth Highrs.); Khedive’s Sudan 1896-1908, 2 clasps, The Atbara, Khartoum (3075 Sergt. J. Ferguson. Seath. Highrs.); Royal Humane Society Bronze Medal (Successful) (Sergt. John Ferguson, 11th. July, 1897.), *good very fine* (5)

£400-500

R.H.S. Bronze Medal Case No. 29,071:

‘Sergeants John Evans and John Ferguson, 1st Battalion, Seaforth Highlanders, at great personal risk, rescued Sergeant A. McLeod from drowning at Candia, Crete, on the 11th July 1897.’

John Ferguson was born during 1871 and earned his R.H.S. Bronze Medal during the Cretan Intervention. Although one Company of the Seaforths landed at Canea on the 24 March 1897, the bulk of the Battalion proceeded to Candia, landing on 26 March. In Canea the Seaforths initially shared accommodation with the French 8th Regiment Marine Infantry in the Nazimen Barracks, but eventually moved out to tented accommodation in Halepa. In Candia, the Battalion was supposed to be housed in barracks but because of the unexpected arrival of Italian troops and ‘objections to the various sanitary features in the proposed quarters’, they moved to tents and then huts on the town walls.

Whilst returning from the Island of Standici in an open boat, McLeod went overboard into some 60-70 fathoms of open, windy, rough sea. Ferguson and Evans sprang after him and held him afloat until a boat came to rescue the party. Their case was reported to the Officer Commanding Troops at Malta. The Medals were sent to the War Office in November 1897.

x188 A fine Great War D.S.M. group of seven awarded to Major, late Colour Sergeant T. Boffey, Royal Marines



Distinguished Service Medal, G.V.R. (Ply. 9579. Col. Sergt. T. Boffey. R.M.L.I., H.M.S. Eskimo); 1914-15 Star (Ply. 9579 Sgt. T. Boffey. R.M.L.I.); British War and Victory Medals (R.M. Gnr. T. Boffey. R.M.), *the BWM without unit*; Defence and War Medals 1939-45; Hong Kong Coronation 1902, sometime silvered (Ply. 9579 Cpl. T. Boffey. H.M.S. Tamar 1902), *this last fitted with straight-bar suspension and with engraved naming*, mounted court-style as worn, *very fine* (7)

£1,000-1,200

D.S.M. *London Gazette* 6 August 1915.

‘For service on *Eskimo* with the 10th Cruiser Squadron, 1914-15. Served since the outbreak of the war and carried out most valuable work and whose services are deserving of recognition.’ (ADM137/185/487 refers)

Thomas Boffey was born on 27 March 1879 at Knutsford, Cheshire, the second of the five children of Philip and Emma Boffey. In the 1881 census his father's trade is recorded as hay and straw dealer; ten years later, he was a greengrocer. His religion was Wesleyan, and he was originally a painter by trade.

In February 1899 Boffey enlisted as a Private in the Royal Marine Light Infantry (Plymouth Division) at Liverpool. For some reason he took a year off his age, giving his date of birth as 22 April 1880. After training at the RM Depot at Deal, he was posted to *Vivid*, the Plymouth Depot, where he quickly obtained promotion to Lance Corporal and then Corporal in July 1901. In November 1901 he began a two year tour of duty in *Tamar*, the depot ship in Hong Kong. During this period he participated in the ceremonies to mark the Coronation of King Edward VII in 1902, and was promoted to Lance-Sergeant.

On his return from the Far East he returned to Plymouth, where he served as a Drill Instructor. In 1902 and 1904 his character was rated only "Good" and this was sufficient to render him ineligible for the L.S. & G.C. Medal. In January 1905 he married his wife Edith at the Wesleyan Chapel, Saltash. In October 1905 he was awarded the Bronze Medallion of the Royal Life Saving Society for demonstrating proficiency in life-saving techniques and artificial respiration. He was promoted to Sergeant in 1906, and from then until the outbreak of the Great War he saw service in *Blake*, *Arrogant*, *Hannibal* and *Gloucester*.

In December 1914 Boffey was posted to *Eskimo*, attached to the 10th Cruiser Squadron. *Eskimo* was built in 1910 as a small passenger ship of 3,326 tons and was operated by the Wilson line between the British and Scandinavian ports. This was not her first service with the Royal Navy; in 1911 she had been chartered by the Admiralty for carrying official guests at the Coronation Naval Review at Spithead. In November 1914 she was requisitioned by the Admiralty, fitted out as an Armed Merchant Cruiser at Liverpool and allocated to the 10th Cruiser Squadron. The Squadron was engaged in enforcing the blockade of Germany in the seas between Scotland and Norway. The primary duty of the ships was to intercept ships and examine their passengers and cargo, to prevent Germans of military age returning to Germany, and to confiscate contraband.

The officers and ratings of the ships in the squadron came from a variety of sources; for this reason the squadron was often referred to as 'Fred Karno's Navy.' The Captain, Executive Officer and Gunner were officers on the Active or Retired lists of the Royal Navy; the remainder of the ship's company were from the Royal Fleet Reserve (former members of the regular Navy, often pensioners), the Royal Naval Reserve (merchant marine), Royal Marines, members of the Newfoundland Division of the R.N.R. and merchant navy volunteers. Depending on size each ship carried between twenty-five and forty-five Marines, who were often used as boarding crew and the Newfoundlanders, famed for their skills at small boat handling in heavy seas, manned the boats carrying the boarding crews to the ships they had intercepted.

Before taking up her duties on the blockade, *Eskimo* was sent on a mission to Russia. She sailed from Peterhead on 9 January 1915 and arrived at Alexandrovsk, near Murmansk, on 17 January. She began her return passage on 25 January and arrived at Scapa Flow six days later.

The ships were deployed on patrol lines; the *Eskimo* was on line 'D', running north-west from the Hebrides. The ships patrolled about twenty miles apart, each with lookouts high in the crow's nest scanning the horizon. Sometimes they had prior information of the approach of a neutral vessel, obtained from radio intercepts or intelligence sources. When a suspicious ship was observed, the patrol cruiser signalled to her to stop; not all complied, and some attempted to outrun them. The cruiser would then fire a shot across her bow. The patrol cruiser could not come too close to a suspicious vessel as she would risk being torpedoed if she were a German raider in disguise. One of the ship's boats would then have to row across a couple of miles of sea to the ship, where the boarding officer (a midshipman or sub-lieutenant) and boarding crew would have to scale the side of a strange ship. The crew might well be hostile and uncooperative. The officer would first conduct a quick check of the deck to verify that there were no concealed guns or torpedo tubes, which would then be signalled to the cruiser. He would then interview the skipper, check the ship's papers and, perhaps, check the cargo, although this could be dangerous and impractical at sea. If the ship were considered suspicious, a prize crew would be put aboard to bring her to a British port for a thorough examination. Boarding the vessels at sea was frequently very dangerous but, as Admiral de Chair, commander of the squadron noted in his despatch, "on the whole, very few accidents have occurred". Considerable tact and patience were required.

Winter in those northern waters was an arduous ordeal, with a succession of gales, freezing temperatures and mountainous seas. The ships were continuously at sea for three to six weeks, depending on their fuel capacity. Officers and men had to keep their watches and look-outs in blizzards of snow and hail and, when off watch, the violent movement of the ship often made it difficult to rest. *Eskimo* was one of the smallest ships in the squadron and the fact that she survived the winter of 1914-15 was regarded as remarkable. Some extracts from her Log:

'6 Feb (in Scapa Flow) Fore signal yard broken by force of wind. On the same day, she observed a destroyer that had been driven ashore.

17 Feb. at 00.30 hrs, a heavy sea struck the poop, carried away the shot rack and washed overboard nine 6-inch projectiles. At 03.00 the ship was labouring heavily and shipping large quantities of water.'

Despite this, she continued to patrol and send her boats away to check suspicious vessels. On 18 February there was an accident when hoisting in the boat and all the boat's gear was lost, but there was no mention of injuries.

That same month another of the squadron's ships, *Clan McNaughton*, was lost with all hands. The cause of her loss was unknown but many believed that she had foundered in a gale. The Navy then recognised that small ships were unsuitable for patrolling the exposed waters north of the Hebrides and the two smallest ships of the squadron, *Eskimo* and *Calyx*, were decommissioned and returned to the Wilson Line. In 1916 *Eskimo* was captured by the *Moewe*, and taken to Germany.



The blockade was successful. Between 24 December 1914-11 May 1915, some 926 ships were boarded and examined; 258 of these were found to be carrying contraband and were sent with prize crews to ports in the Shetland or Orkney Islands. In his despatch of 11 May 1915 Admiral de Chair noted that the men under his command had carried out their trying duties with unfailing cheerfulness and devotion, and displayed very high qualities of seamanship. He recommended forty-one men for decorations; this was later whittled down to twenty-four. According to *Britain's Sea Soldiers* his award was for '...services in patrol cruisers, where (he was) engaged in the hard and dangerous work of boarding and armed guards of the suspected ships.'

By this time Boffey had been promoted to Colour-Sergeant and posted back to Plymouth. In December 1915 he was sent to *Excellent*, the gunnery school at Whale Island and, in June 1916, was promoted to Royal Marine Gunner (a Warrant Officer rank). In September 1916 he was appointed to the battleship *Temeraire*, deployed in the Grand Fleet at Scapa Flow. Towards the end of 1918 she was transferred to the East Mediterranean Squadron. Following the surrender of Turkey, she was sent to Russia to protect British interests in the civil war, and entered Sevastopol on 26 November 1918. Boffey left the ship in May 1919, then served briefly in the battleship *Colossus* and battle-cruiser *Glorious*.

In his confidential reports of this time his conduct was described as satisfactory, while his ability was rated average or above average. He was described as zealous, capable and reliable, but at times lacking in tact. He was a crack shot with rifles and revolvers and a skilful instructor. He was recommended for further advancement '...in due course'. In June 1926, while serving in *Valiant*, he was commissioned. He retired with the rank of Lieutenant in April 1930.

Despite being 60 years old Boffey was recalled for further service on the outbreak of hostilities in 1939. He was promoted to Captain and appointed a Company Commander in the 19th Battalion, Royal Marines. Few of those who served at Scapa Flow recalled the place with any pleasure - the foul weather, rough seas, almost constant darkness in winter, boredom and the total lack of amenities and shore facilities. At the end of the Great War Boffey probably experienced a feeling of relief that he would never have to see the place again, and must have been dismayed when the 19th Battalion was employed throughout the war in the Orkneys and Shetlands. He was commended for good service by the Vice Admiral Commanding. He was released in 1945 with the rank of Captain, Acting Major. The Major died in December 1969, aged 90; sold together with his engraved Royal Life Saving Society Medal.

x189 **A Great War ‘Caspian Sea’ D.S.M. group of four awarded to Able Seaman H. G. Clark, Royal Navy**

Distinguished Service Medal, G.V.R. (J.11321 H. G. Clark. A.B. Caspian Sea 1918-1919); 1914-15 Star (J.11321 H. G. Clark. A.B. R.N.); British War and Victory Medals (J.11321 H. G. Clark. A.B. R.N.), together with his identity disc, *very fine* (4)

£1,600-2,000

D.S.M. *London Gazette* 11 November 1919:

‘The following awards have been approved for services in the Caspian Sea 1918, 1919.’

Recommendation states:

‘*Venture* Caspian Sea 1918-19. Brought to notice for the work done on behalf of the expedition.’

Harry George Clark was born at Leyton, Essex, on 18 May 1895, and worked as a gardener. He joined the Royal Navy as a Boy 2nd Class on 31 January 1911 and trained in the *Impregnable* at Devonport. Having been advanced Boy 1st Class on 15 September, he joined the armoured cruiser *Leviathan* for service with the Home Fleet. Clark’s home depot was Pembroke, the RN barracks at Chatham, and he returned there between his drafts at sea. He was posted to *Pembroke* on 15 January 1912; two weeks later he joined the battleship *Duncan*. He was rated as Ordinary Seaman on his eighteenth birthday in 1913, and enlisted for twelve years’ service. When he joined her, *Duncan* was part of the Mediterranean Fleet; in 1913 she was transferred to the 6th Battle Squadron at Portsmouth, where she was employed for gunnery training.

On 16 September 1913 Clark was drafted to the *Lancaster*, a *Monmouth*-class armoured cruiser which was recommissioned from the reserve. She was assigned to the 4th Cruiser Squadron on the North America and West Indies station, and she sailed for Bermuda a week or two afterwards. Over the following months she visited the British colonies in the Caribbean - St Kitts, Antigua, Barbados, Jamaica and Belize - and also Martinique and Haiti.

Mexico was in a state of serious unrest in 1914 with revolutions and coups d’etat. In April there was a confrontation between the Mexicans and the Americans, known as the Tampico Affair, and on 21 April US Marines and sailors seized control of the port of Vera Cruz. This provoked attacks on Americans in other parts of Mexico. *Lancaster* arrived at the port on the 24th; two days later she left for the nearby city of Coatzacoalcos, where she remained until 9 May. Her Log records the arrival of American refugees, including a train with 380 from Mexico City; some were taken aboard for a few days. A Mexican General was honoured with an eleven-gun salute. The cruiser then proceeded back to Vera Cruz and Tampico before returning to Bermuda.

Lancaster was still at Bermuda when War was declared on 4 August. A few days later she made a passage to St Johns, Newfoundland, and then carried out patrols off New York and in the western Atlantic, searching for German raiders. In mid-January 1915 she sailed for Plymouth, where she arrived on the 30th; she proceeded first to Queenstown, Ireland, then to Scapa Flow and Cromarty, from where she carried out patrols in the North Sea. She docked at Chatham in July 1915 and Clark (who had been rated Able Seaman on 1 October 1914) left the ship on 30 July. He was drafted to *Pembroke* and gained his qualification as a seaman gunner.

King Edward VII

In November 1915 Clark joined the ship’s company of *King Edward VII*, flagship of the 3rd Battle Squadron. She was the name-ship of a class of eight, and had been laid down at Devonport in 1902, launched on 23 July 1903, and completed in 1905. She measured 425 feet long and had a displacement of 16,350 tons. As with all pre-Dreadnoughts she had a mixed armament, including four 12-inch guns, four 9.2 inch guns and ten 6-inch guns. She had a speed of eighteen and a half knots, and her complement numbered 777. She and her sisters were looked upon as being perfectly proportioned:

‘The height of masts and funnels and their relative positions...were all calculated carefully to give an ensemble of balance and symmetry unique among the profiles of armoured ships.’ (Parkes, *British Battleships*, refers)

On the outbreak of the Great War the 3rd Battle Squadron formed part of the Grand Fleet at Scapa Flow. The presence of the “Wobbly Eight”, as they were known, greatly complicated the deployment of the Grand Fleet as their speed was three knots less than that of the rest of the Fleet. When the Fleet carried out sweeps, she and her sisters often steamed at the heads of divisions of the more valuable dreadnoughts where they could protect the latter by watching for mines - or by being the first to strike them. In November 1914, in response to German attacks on the east coast of the United Kingdom, they were transferred to Portland, where they would be better placed to respond to German raids or an invasion attempt. The 3rd Battle Squadron put to sea several times over 1914 and 1915 in response to German raids but on each occasion failed to make contact with the enemy.



In fact, the “Wobbly Eight” had the sad distinction of never once having the opportunity of firing at the enemy throughout the war. Battleships from the squadron were sometimes deployed off Scotland to support the Northern Patrol.

On 16 January 1916 *King Edward VII* was on passage from Rosyth to Belfast for dockyard maintenance. At 07.00hrs, when off Cape Wrath at the northern tip of Scotland, she struck a mine, part of a very scattered field laid by the surface raider *Möwe*. The explosion occurred under the starboard engine room, and *King Edward VII* listed to starboard. There were no casualties. She was taken in tow but she settled deeper in the water and in a rising sea and strong winds she proved unmanageable. With darkness coming on, Captain Maclachlan ordered ‘Abandon Ship’; he was the last man off, transferring to a destroyer at 16:10hrs. The King Edwards were remarkably stable ships and even after being abandoned she remained afloat for another four hours before capsizing.

Royal Oak

King Edward VII's company remained intact and on 1 May 1916 it was transferred to the *Royal Oak* at the beginning of her maiden commission. She was one of the five Revenge class battleships ordered under the 1913 Programme. She was constructed at Devonport Dockyard; laid down in January 1914, launched on 17 November 1915 and completed in May 1916. She had a standard displacement of 27,500 tons, a speed of 22 knots and a main armament of eight 15-inch guns and fourteen 6-inch guns. Her wartime complement was 997. There were only three boiler rooms which made it possible to combine their uptakes into one large funnel, giving the class a most distinctive and impressive profile. *Royal Oak* was assigned to the 4th Battle Squadron of the Grand Fleet at Scapa Flow. This squadron also included the fleet flagship, *Iron Duke*.

Royal Oak joined the fleet just in time to take part in the Battle of Jutland on 31 May. When the Battle Fleet deployed into one long line, she was fourteenth in line, immediately astern of *Iron Duke*. As the fleet deployed, it passed by the crippled light cruiser *Wiesbaden* and many of the battleships fired at her - it is estimated that between 18.20-45hrs at least 300 large calibre shells were expended on her, but only about ten hit and none caused fatal damage. At 18.29hrs *Royal Oak* fired five salvos at the hapless vessel and claimed one hit. Seven minutes later more suitable targets were observed and *Royal Oak* opened fire on the German battleships. Jellicoe succeeded in the classic manoeuvre of ‘crossing the enemy’s T’ and nearly all the British ships were able to fire on the enemy, whilst the Germans could bring only a few of their guns to bear. None of the British ships were hit although *Royal Oak* was straddled at 18.33hrs. After being battered for about ten minutes the Germans skillfully executed a simultaneous 180 degree turn away and vanished into the mist. However, for reasons which have never been adequately explained, at 18.55hrs Scheer ordered another turn and led his fleet back towards the Grand Fleet. Within minutes, fire from the whole of the British line was sweeping the length of the German line at ranges of 10,000-14,000 yards. Under this torrent of heavy shells the German fleet faced imminent destruction. Scheer ordered his battleships to execute another battle turn away, covered by the battlecruisers and destroyers which charged the Grand Fleet.



At 19.15hrs *Royal Oak* observed three battlecruisers on her starboard beam and fired on one of them, the *Derfflinger*. Two of the shells struck her funnel and passed through without exploding. The target was then lost in the mist. *Royal Oak* shifted her fire to *Seydlitz* and at 19.27hrs one of her 15-inch shells hit one of the battlecruiser's guns, about eight feet from the turret. The gun was badly flattened and thrown violently to one side, distorting the cradle. The whole turret turning gear was disabled and there was significant splinter damage to a nearby rangefinder and a 5.9-inch gun. Fourteen enemy destroyers then charged the fleet at thirty knots; one flotilla managed to come within 8,000 meters and discharged a total of thirty-one torpedoes. They were met with a wall of fire from the 4-inch and 6-inch secondary batteries of the battleships - *Royal Oak* fired eighty rounds of her 6-inch ammunition. One destroyer was sunk and a number of others damaged but they achieved Scheer's purpose by forcing the cautious Jellicoe to turn the fleet away from the fleeing Germans rather than pursuing them. As night fell the Grand Fleet did not succeed in re-establishing contact and the German fleet was saved from annihilation. *Royal Oak* fired thirty-eight of her 15-inch shells. Although straddled by shellfire on one occasion, she was not hit herself and suffered no casualties. After the battle she was reassigned to the First Battle Squadron.

It appears that Clark then volunteered for the submarine service, for on 13 December 1916, only six months after joining the *Royal Oak*, he was transferred to *Dolphin*, the submarine training school at Gosport. However, he lasted only five days there and there is a note "medically unfit" on his record, indicating that he probably suffered from claustrophobia or some other condition which rendered him unfit for service in "the Trade". Clark returned to *Pembroke*. He was promoted Leading Seaman and had further training, qualifying as a gun-layer 2nd class in April 1917.

Clark returned to active service in June 1917 with a draft to *Europa*, a destroyer depot ship based in Mudros near the Gallipoli peninsular. This was soon followed by a transfer to *Europa II*, the depot ship for monitors. These were shallow-draft vessels equipped with heavy guns, deployed in shallow coastal water for bombardment of targets ashore. From August 1917-February 1919 he was assigned to the *M22*, a ship of 540 tons with a complement of sixty-nine officers and men. She was armed with one 9.2-inch gun (from the old cruiser Gibraltar), one 12-pounder and one 6-pounder anti-aircraft gun. She was deployed in the eastern Mediterranean and supported the operations in Egypt and Palestine. Clark committed some misdemeanour and in May 1918 was disgraced to Able Seaman. On 2 February 1919 Clark was drafted to the depot ship *Theseus II* at Batum, on the eastern shore of the Black Sea. He then volunteered to join the small RN detachment in the Caspian Sea.

Caspian Sea Campaign - D.S.M.

The Caspian Sea measures about 1,000 km from north to south, and about 250 km from west to east. This brief description uses the place names as at 1919, with the modern names in brackets.

The Volga River empties into the sea at its north-western end; Astrakhan lies in the Volga delta. On the western side is the Caucasus with a population of Azerbaijani Moslems (often referred to as Tartars), Armenians, Georgians and Russians. Baku was an important city and port, with extensive oil facilities. North of Baku was Petrovsk (Makhachkala) and, further north again was Chechen Island, at the northern tip of the Lopatin peninsular. The eastern side of the sea constituted Russian Turkestan. There was a port, Krasnovodsk (Turkmenbashi) roughly opposite Baku; this was the western terminus of a strategic railway which ran through Central Asia to the Afghan frontier. Further north was Alexandrovsk (Fort Shevchenko).

The southern shores of the Caspian lay within Persia (Iran). However, these provinces were in revolt and the Persian government exercised little control there. In 1918, the British established a small base at Enzali (Bandar-i Anzali) at the south-western corner of the sea. From this base there was a very rough, tortuous and mountainous road of some 650 miles to Baghdad, headquarters of the British forces in Mesopotamia.



British involvement in the area began in the summer of 1918. Following the Russian revolution, there was concern that the Germans and their Turkish allies would advance to the Caspian, capture Baku with its oil-fields and refineries, and Krasnovodsk with its huge stock-piles of cotton. Enemy forces might then advance along the Transcaspian Railway to threaten India. The British despatched a small expedition under Major General Dunsterville to assist the provisional government in Baku to defend itself against the Turks. Dunsterforce, as it was known, held off a Turkish attack on Baku. However, the local forces proved to be cowardly, undisciplined and unmotivated, and Dunsterville withdrew his forces to Enzeli.

The new regime also had a small navy, known as the Centro-Caspian flotilla, and Dunsterville's command included a small naval contingent under Commodore David Norris to provide support for the mission. Norris chartered some merchant ships and armed them with field guns. They flew the Russian ensign and most of the crew was Russian; Norris's men manned the guns and operated the army radio sets.

The situation changed after the surrender of Germany and the Ottoman Empire. Although the Turkish threat disappeared, the British government still wanted to see stable, friendly states on the borders of India and decided to support the White Russian forces against the Bolsheviks. As at the beginning of 1919, Bolshevik forces held most of the territory around the northern part of the Caspian Sea including Astrakhan, which had a naval base containing a dozen destroyers and a pair of submarines. There were anti-Bolshevik regimes in Baku and Krasnovodsk.

Radio intercepts proved that elements of the Centro-Caspian flotilla were in secret communication with the Bolsheviks and the flotilla was disbanded in March 1918. Norris took over the best ships and set up a Royal Navy flotilla, flying the white ensign. Most of the ships were coastal freighters, armed with 4-inch or 6-inch guns; these included the *Kruger* (Norris's flagship), *Ventuir* (anglicised to *Venture*), *Emile Nobel*, *Windsor Castle*, *Dublin Castle*, and a couple of others. There were two sea-plane carriers and two Coastal Motor Boat carriers, with a total of twelve coastal motor boats. However, the sea-planes and the motor boats could operate only when weather conditions were favourable. More officers and ratings of the Royal Navy made the long journey across the mountains to join the formation, including Clark, who joined the *Venture* on 1 April 1919. In July 1919, at about peak strength, the Naval contingent in the Caspian numbered 47 officers and 1,063 ratings. In addition, there were 307 locally enlisted personnel - Russians, Tartars, Armenians.

A number of shore installations were set up. An old paddle-steamer was moved to Baku as an accommodation ship but proved to be too small; a block of flats was then taken over as "RN Barracks Baku", complete with sick bay, dental surgery and cells. The RAF set up their sea-plane base nearby. As the main area of operations was in the north, a forward operating base was established at Petrovsk. There was also an anchorage off Chechen Island much used by the ships, and the RAF established an airfield on the island, from which they operated forty DH9 and DH9A aircraft.

By mid-April 1919 the northern Caspian was free of ice, though there was often heavy fog, and both sides began naval patrols. The RAF mounted air raids on the Bolshevik naval bases near Astrakhan.

In May Norris received intelligence that the Bolsheviks had either captured, or were just about to capture, Alexandrovsk, a large harbour on the eastern side of the sea, and were also planning an attack on Petrovsk or Baku to obtain oil. On 14 May the flotilla sailed from Chechen with the intention of carrying out a reconnaissance with the motor boats or sea-planes. The wind making this plan unfeasible, Norris then steered directly for Alexandrovsk. Soon after dawn on the 15th they sighted a small convoy of three steamers towing two barges, escorted by a destroyer. When the British ships opened fire the steamers abandoned the two barges, which were sunk, and made off. The British ships gave chase at a rather ponderous nine knots until the quarry disappeared into the fog, then returned to Chechen. Prisoners from the barges confirmed that the Bolsheviks had occupied Alexandrovsk and that most of their fleet had been concentrated there preparatory to an attack on Petrovsk.

On 18 May a sea-plane from *Petrovsk* carried out a very daring reconnaissance of Alexandrovsk and reported the presence there of eight destroyers, five armed ships, fourteen armed motorboats and two gunboats. (In addition, there were two submarines, a minelayer and two small depot ships). Norris decided to attack and arrived off the port in the early hours of 20 May 1919. His squadron consisted of eight ships, including the *Venture*. Despite the marginal weather conditions, a sea-plane was launched to carry out reconnaissance and bombing but was unsuccessful in both tasks.

The next day dawned bright and clear and Norris approached the harbour with his entire squadron. Two or three destroyers were observed just outside the harbour, close to the land and heading north. Norris attempted to intercept them but they returned to the harbour at high speed. Norris still hoped to intercept them and pursued them into the harbour, which was 'V'-shaped, with its mouth at the north, and about six miles long. *Emile Nobel* and *Venture* took the lead and soon came under fire from the Bolshevik ships; *Venture* was straddled at 12:13 hrs. The general signal 'Open fire' was made. *Venture* hit a destroyer, inflicting such damage that she ran ashore among the fishing boats. *Emile Nobel* hit a large barge, which caught fire and was abandoned, but was herself hit in the engine room; she suffered casualties and damage but remained in action. The other enemy ships retired to the southern end of the harbour and sheltered behind barges and smaller craft. Their fire was still accurate and heavy, and a shore battery joined in. Norris wished to close the range, accepting that his slow and unhandy ships would have less room for manoeuvre as the harbour narrowed, and at 13.03hrs the British ships steamed further into the harbour in single line. Many of the enemy ships were on fire and spotting became increasingly difficult due to smoke. *Emile Nobel* reported that she would be unable to remain in action for much longer. At 13.30hrs the order to withdraw came. As the squadron proceeded out to sea, the volume of smoke from Alexandrovsk seemed to increase and loud explosions were heard. *Emile Nobel* and a ship which had broken down were sent back to Petrovsk under escort, leaving *Kruger*, *Venture* and the three carriers.

On the 22nd Norris ordered the motor boats to mount an attack but was frustrated by a breakdown of the radio sets. Instead, the one sea-plane still in service carried out five air raids on Alexandrovsk and sank a destroyer. That evening, most of the surviving Bolshevik ships left port and returned to Astrakhan; the night was very foggy, and their escape was unobserved.

On the morning of the 23rd, *Kruger* and *Venture* were suddenly confronted by two large Bolshevik destroyers and there was an exchange of fire. Although the latter had the advantage of range and speed, they failed to destroy the two British ships and soon made off to the north. A sea-plane was launched to attack the destroyers; the pilot could not locate them and carried out another raid on Alexandrovsk instead. Whilst returning from this raid the plane ran into fog and crashed into the sea. The pilot and observer were extremely fortunate to be rescued after spending thirty-two hours in the water.

Norris returned to Petrovsk with two ships on the 24th, leaving the remaining ships to patrol between Alexandrovsk and Chechen. On 28 May the squadron returned to Alexandrovsk for a close reconnaissance. *Venture* and other ships took up defensive positions inside the mouth of the harbour whilst the motor boats proceeded south, torpedoing a large barge on their way. On their arrival, a white flag was hoisted and a deputation came out and surrendered. It was confirmed that nine larger enemy vessels had been destroyed, together with a number of barges. There were no further encounters with the enemy and, for the remainder of their time in the Caspian, the sailors saw out their time carrying out patrols from their Chechen anchorage in very hot weather. The British ships were unable to pursue the Bolshevik ships into their refuge in the Volga delta due to the very shallow water there, but assisted their White Russian allies to outfit motor gunboats for this purpose. The British then handed over their ships and the British Caspian Flotilla ceased to exist.

The record of the Caspian Flotilla was a creditable one. Although the Bolshevik ships had great superiority in speed and fire-power, the British ships sunk several of them and drove the rest from the Caspian Sea. Awards were approximately as follows:

Commodore Norris was appointed to be a Companion of the Order of St Michael and St George.
 7 D.S.O.'s and 2 Bars.
 8 O.B.E.'s.
 3 M.B.E.'s.
 5 D.S.C.'s.
 18 D.S.M.'s and 2 Bars.
 8 Royal Navy M.S.M.'s.
 Around 32 M.I.D.'s.

Clark was probably awarded his D.S.M. for his work as a gunlayer. He had recovered his rate of Leading Seaman on 7 May 1919, was drafted back to Chatham in August 1919. On 15 January 1920 he was drafted to the *Dragon*, a light cruiser of the First Light Cruiser Squadron deployed with the Atlantic Fleet and was promoted Petty Officer on 1 October 1920.

Despite having completed only nine years of his twelve years' engagement, Clark was released from the Royal Navy on 18 June 1922 as part of the great retrenchment exercise referred to as the 'Geddes Axe'. He was awarded a gratuity of £191 to ease his transition back into civilian life.

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A rare Shore Wireless Service Royal Navy M.S.M. group of three awarded to Petty Officer H. C. Wills, Royal Naval Volunteer Reserve, a Marconi Wireless employee at the Experimental Department

British War Medal 1914-20 (S.W.S. H. C. Wills. P.O. R.N.V.R.); Mercantile Marine War Medal 1914-18 (Henry C. Wills); Royal Navy Meritorious Service Medal, G.V.R. (H. C. Wills, P.O.1Cl. R.N.V.R. Shore Wireless Service 1915/18.), *good very fine* (3)

£400-500

Approximately 14 M.S.M. awards to the Shore Wireless Service.

M.S.M. *London Gazette* 16 September 1919.

Henry Charles Wills was born on 3 June 1889 at Stockwell, London and was educated at the Woodland Road School, Lambeth from 1893. By 1913 Wills was working in Brussels for La Compagnie de Telegraphie Sans Fils, which was associated with the British Marconi Company. Wills joined Marconi as a Certified Wireless Operator from 18 May 1913 and was present when all their works and staff were taken over by the Government for War Service upon the outbreak of the Great War.

Wills is noted as having been on 'Special Duty' with Captain H. J. Round as a Wireless Operator. Round is notable as he spotted the German radio patterns which showed the movement of the German High Seas Fleet being put to sea. This was passed to the Admiralty who were able to order the Grand Fleet to 'steam ahead' - thus the result was the Battle of Jutland.

The staff at Marconi were originally not considered to be on military service, only serving seconded but after various appeals, they were admitted to the 'Wavy Navy'. Given the work of Wills, it is no surprise he was awarded the M.S.M. but the presence of the Mercantile Marine War Medal remains a mystery. Approximately 466 single British War Medals were issued to the Shore Wireless Service for their contribution to the Great War. His was sent to him C/O W. T. Ditchman at the Experimental Department at the Marconi Works.

x191 A rare Second World War D.S.M. and Bar group of seven awarded to Chief Stoker H. A. Brooks, Royal Navy, who was twice decorated for his gallant deeds of the destroyer *Zulu* who served at the 2nd Battle of Sirte and during “Operation Agreement”, the disastrous raid on Tobruk in September 1942 - on the latter occasion *Zulu* took severe punishment from the enemy’s shore batteries and was ultimately sunk as a result of sustained and accurate air attack: but Brooks was no stranger to experiencing heavy enemy fire, having emerged unscathed from three broadsides that straddled the *Zulu* in May 1941 - the whole via the guns of the mighty Bismarck



Distinguished Service Medal, G.V.I.R, with Second Award Bar (K.64576 H. A, Brooks. Ch. Sto.); 1939-45 Star; Atlantic Star; Africa Star, clasp, North Africa 1942-43; Italy Star; War Medal 1939-45; Royal Navy L.S. & G.C., G.V.I.R. (K.64576 H. A. Brooks. S.P.O. H.M.S. Mallard.), the campaign awards with their box of issue addressed to ‘Mr. H. A. Brooks, 104 Jersey Ave., St Annes, Bristol 4’, *good very fine* (7)

£4,000-5,000

D.S.M. *London Gazette* 11 June 1942. The original recommendation - which notes ‘Bismarck operation 30/5/41’ - states:

‘A man of inexhaustible energy and outstanding devotion to duty at all times. He has been of the utmost assistance in every emergency. Cool and resolute under fire.’

Second Award Bar to D.S.M. *London Gazette* 8 September 1942:

‘For gallantry, skill and seamanship in H.M. Ships in a brilliant action against strong enemy forces, which were driven off and severely damaged. This action resulted in the safe passage to Malta of an important convoy.’



Henry Alexander Brooks was born at Bristol on 29 June 1904 and was a marble polisher at the family firm, Brooks' Marble Works, Upper Maudlin Street, Bristol, upon his joining the Royal Navy as Stoker 2nd Class on 26 August 1924. Brooks saw time in China from 1929-31, as referenced by his photograph albums and membership to the 'Yangtse Strong Tops Union', the latter to which he was admitted to whilst aboard the *Widgeon* at Hankow in February 1930. He served aboard the *Mallard* from 23 November 1937-1 December 1939, in that time gaining advancement to Chief Stoker on 1 September 1939 an earning his L.S. & G.C. Medal on 30 September 1939. He joined the books of *Zulu* on 5 March 1940.

A close encounter with the "Bismarck"

As it transpired, Brooks' wartime career was rarely without incident, for *Zulu* was present at a number of memorable actions, not least the famous *Bismarck* incident of May 1941, when she attracted the full wrath of the mighty German battleship's armament - so, too, her fellow consorts from the 4th Destroyer Flotilla, namely *Cossack* (Captain P. L. Vian, D.S.O., Flotilla C.O.), *Maori* and *Sikh*, all of whom had been called away at short notice from escorting convoy WS-8B. As described by Ludovic Kennedy in his definitive history *Pursuit*, Commander H. R. Graham, D.S.O., *Zulu's* captain, and his crew, were on the receiving end of at least three *Bismarck* broadsides:

'A few minutes later it was the turn of Commander Graham in *Zulu*. He too saw the white flashes of *Bismarck's* guns stabbing the night, heard their thunder, sensed upheavals in the sea all round, as though a cluster of underwater geysers had suddenly erupted. To Sub.-Lieutenant James Galbraith in the gunnery control tower the *Bismarck* looked enormous, almost as though they were on top of her; and as well as the roar of her main armament he heard the sharp vicious cracks of the 15 cm. anti-personnel shells as they burst alongside in a shower of splinters. Another salvo followed, the glare from the enemy's gun flashes lit up the long, white columns of the proceeding salvo, already collapsing in the wind, vast white miasmatic ghosts. This salvo and a third straddled: splinters tore into the gunnery control tower, severed Galbraith's wrist, wounded two ratings. Graham turned away ...

Notwithstanding the ferocity of this opening encounter, *Zulu* and her crew returned to the fray to deliver a torpedo attack a little over an hour later. Ludovic Kennedy continues:

'Commander Graham in *Zulu* was not far away, still looking for *Bismarck*, when the flashes of her salvoes at *Maori* lit her up. Like Armstrong he raced up to her port quarter, and when he was abeam fired starshell to light the target: as it burst over her at 1.37 a.m. he fired two torpedoes at two miles, and she at once opened fire. Graham had hoped to cross her bows to attack from the other side, but the fire was too hot. As *Zulu* withdrew, those on her bridge and upper deck looked hard at the enemy to see if they could observe a hit. At the time expected they were rewarded, first by 'a bright glow that illuminated the water line of the ship from end to end', seconds later by 'a very vivid glare between the bridge and stem', which was claimed as a second hit - though neither was indicative of a successful torpedo attack ...'

Whatever the true outcome of this gallantly delivered attack, *Zulu* returned home with convincing evidence of her recent brush with near annihilation, namely a nose-cap from one of *Bismarck's* 15-inch shells - it had been found squashed flat on the fo'c'sle, looked like the head of a large fish and was duly placed on display in the wardroom and christened "The Bismarck Herring".

More close encounters at the 2nd Battle of Sirte

Ordered to the Mediterranean, *Zulu* was present in Malta convoy "Operation Halberd" in September 1941, prior to adding "Sirte 1942" to her battle honours, on which latter occasion, as part of the supply convoy MW. 10 bound from Alexandria to Malta, she was called away to assist in repelling a vastly superior enemy force of one battleship, two heavy cruisers, four light cruisers and a flotilla of destroyers. A brilliant defensive action ensued - *Zulu* was lucky to emerge from several close salvoes and had her W./T. aerials shot away - prompting Winston Churchill to signal Admiral Sir Andrew Cunningham, Commander in Chief, Mediterranean Fleet:

'I shall be glad if you will convey to Admiral Vian and all who sailed with him the admiration which I feel at this resolute and brilliant action by which the Malta convoy was saved. That one of the most powerful modern battleships afloat attended by two heavy and four light cruisers and a flotilla of destroyers should have been routed and put to flight with severe torpedo and gunfire injury, in broad daylight, by a force of five British light cruisers and destroyers, constitutes a naval episode of the highest distinction and entitles all ranks and ratings concerned and above all their commander to the compliments of the British nation.'

Next present in Malta convoy "Operation Vigorous", and at the destruction of the *U-372* while on another Malta run in August of the same year, *Zulu* - now under Commander R. T. White, D.S.O. - was ordered to join the flotilla assembling for a daring strike against Tobruk - "Operation Agreement".



Disaster at Tobruk

The objective of the raid was to gain control of the harbour and to demolish the installations of a port which saved the Germans 260 miles of road transport. Prepared in the greatest secrecy - and timed to coincide with land operations undertaken by the L.R.D.G. - the main thrust of the assault fell to the men of the 11th Battalion, R.M., all of whom were embarked in *Zulu* and her fellow Tribal-class consort *Sikh* at Haifa, the former carrying 'A' and 'C' Companies, with a brace of machine-gun sections, in addition to attached elements from the R.A. and R.E. - both ships had Italian red and white diagonal identification stripes painted on their funnels, in addition to other minor modifications to try and confuse the enemy, but in the event such alterations proved utterly ineffective.

Having received a good luck signal from Winston Churchill, the Tribals, escorted by the cruiser *Coventry* - also sunk in the raid - and two Hunt-class destroyers (*Croome* and *Hursley*), made their way towards Tobruk for "zero hour" on the night of the 13-14 September 1942 and, on nearing their destination, broke away from their escort and steamed due west at top speed until, at midnight, they altered course and turned south for the final run-in. At this moment 60 R.A.F. Wellingtons began a three hours' bombardment of the town and at 2 a.m. the code word "Nigger" was received, indicating that the L.R.D.G. had taken a coastal battery at the mouth of the harbour, thereby setting in motion the lowering of the first wave of assault craft from *Zulu* and *Sikh*. As it transpired, these were the only Marines disembarked, for the ferocity of the enemy's response by shore battery and smaller arms was immense - in fact fewer than 100 Marines survived the terrible passage from ship to shore where, after numerous acts of gallantry, the survivors were taken prisoner.

Meanwhile, in their attempt to close the shore and try and rescue assorted men in heavily damaged assault craft, the *Zulu* and *Sikh* were caught in enemy searchlights and swept by a heavy fire, so much so that the latter was eventually stopped dead in the water, her guns and engines out of action. *Zulu* fared little better, taking three or four hits, but nonetheless made a bold attempt to get the seriously damaged *Sikh* in tow - owing to the scale of the enemy's fire, however, Commander White was compelled to abandon the task and sheer off for Alexandria, but not before closing the shore to lay a smokescreen: not long afterwards the *Sikh* went down with a loss of 115 officers and ratings.

It was about this time that one of the Tribals' escorts, the *Coventry*, came under sustained attack from 14 enemy dive-bombers, and as a result of four direct hits and the resultant carnage, she had to be abandoned, Commander White in the *Zulu* being ordered by a signal from Alexandria to make a rendezvous and finish-off the stricken cruiser by torpedo, which duty he subsequently performed, though his own ship was also under attack. In fact, what followed was 'a calculated and determined attempt to destroy the *Zulu*', and it worked, three formations of Ju. 87s and 88s coming in from separate directions. White later recalled (for the full story, see *Massacre at Tobruk*, by Peter C. Smith):

'At about 1600, a concentrated attack by about six Ju. 88s and 12 Ju. 87s was delivered on *Zulu* and the ship was surrounded by a hail of falling bombs. The last bomb to fall hit the ship's side, entered the engine room and burst. The engine room, No. 3 boiler room and gear room were flooded and the ship settled down about two feet. I went aft and shut off the emergency steam valves to the engine room and when it had cooled down a little later, looked down in the engine room. There was no sign of any bodies and the place was a mass of wrecked machinery ...'

With her only surviving escorts on the scene, the *Croome* and the *Hursley*, attempts were made to take the *Zulu* in tow, but further attacks delivered by Me. 109s, Ju. 87s and 88s throughout the afternoon made the process an extremely slow one. And when, at length, a tow was finally in place, and most of *Zulu's* crew had transferred to the *Croome*, the former very suddenly turned over and went down. Luckily no-one was lost on this occasion, her skeleton crew - including Brooks - taking to the water and being picked-up, but as a result of numerous hits received during the raid and afterwards, White reported:

'Three officers and 24 men missing in the boats off Tobruk, and the Engineer Officer and 10 men killed in the ship'.

His Service Record shows Brooks as having 'transferred' from the downed *Zulu* to the *Whitehaven* on 15 September, but he recalled the incident in a local newspaper:

'I was picked up after being in the water for only a few hours, and then for three months roamed the desert until I contacted some other fellows, and we managed to make our way to a Naval HQ. I joined another ship and we took part in the Eight Armys sweep along the coast from El Alamein. Maybe this latest award have been given for the part we played in conveying merchant ships to Malta.'

He was discharged ashore on 1 November 1946.

Sold together with the following original archive:

- (i)
Certificate of Service.
- (ii)
Bristol Education Committee silver and bronze attendance Medals, both in cases of issue.
- (iii)
A series of qualification and official documents and certificates.
- (iv)
Yangtse Strong Tops Union Membership Card.
- (v)
Two large-format photograph albums of his time and travels, with lacquered covers featuring ornate decoration.
- (vi)
Photographs and newspaper cuttings.

x192

A 1940 D.S.M. group of five awarded to Petty Officer T. M. McMahon, Royal Naval Volunteer Reserve, who was decorated for gallantry aboard H.M.S. *Whitley*

Distinguished Service Medal, G.VI.R., swivel suspension (BD/X. 785 T. M. McMahon. P.O. H.M.S. Whitley.); 1939-45 Star; Atlantic Star; War Medal 1939-45; Royal Naval Volunteer Reserve L.S. & G.C., G.VI.R. (BD/X.785 T. M. McMahon. P.O. R.N.V.R.), mounted as worn, *good very fine* (5)

£800-1,200

D.S.M. *London Gazette* 27 August 1940. The original recommendation - for the period of 12-19 May 1940, when *Whitley* was sunk - states:

‘Showed great ability, coolness and devotion to duty in controlling the fire of No. 1 gun, after bombs had been dropped which separated his from higher control.’

Thomas Martin McMahon earned his D.S.M. whilst serving in the 1,100 tonne *Whitley*, which was originally intended to be named *Whitby*, but a spelling error put paid to that. She began the Second World War escorting convoys in the North Sea along the east coast of Great Britain, which she continued through April 1940. While escorting Convoy *FN 12* from the Thames Estuary to the Forth Estuary on 12 January 1940, she assisted in driving off a German air attack.

In May 1940, *Whitley* was transferred to Dover Command and placed at the disposal of the French Navy for operations in support of Allied ground operations in France and Belgium. She was thus engaged on 19 May 1940 when a German dive-bomber attack badly damaged her two nautical miles (3.8 km) off Nieuwpoort, Belgium, forcing her to beach herself on the Belgian coast between Nieuwpoort and Ostend to avoid sinking. To prevent her capture by advancing German ground forces, the British destroyer *Keith* destroyed her with gunfire, leaving her wreck on the bottom in a little over 16 feet of water.

McMahon went up to Buckingham Palace on 7 November 1941 to receive his Medal. His Skipper, Lieutenant-Commander G. N. Rolfe, R.N., won the D.S.C., whilst three other comrades earned the D.S.M., besides three other ‘mentions’.

x193

A fine *Scharnhorst* action D.S.M. group of nine awarded to Chief Engine Room Artificer F. F. C. Nelmes, Royal Navy, who had earlier won a 'mention' for his part in the Battle of Barents Sea

Distinguished Service Medal, G.V.I.R. (C.E.R.A. F. F. C. Nelmes, D./M. 6281); British War and Victory Medals (M. 6281 F. F. C. Nelmes Act. E.R.A. 4, R.N.); 1939-45 Star; Atlantic Star, clasp, France and Germany; Africa Star; War Medal 1939-45, with M.I.D. oak leaf; Coronation 1937; Royal Navy L.S. & G.C., G.V.R., 2nd issue, fixed suspension (M. 6281 F. F. C. Nelmes E.R.A. 1, H.M.S. Rodney), *the Pair with contact marks and polished, very fine, the remainder better* (9)

£2,400-2,800

D.S.M. *London Gazette* 7 March 1944. The recommendation states:

'This rating was in the after engine room during the action. When No. 3 dynamo was damaged by shock Nelmes carried out all possible repairs in a quick and efficient manner and set an example of steadiness and keenness to the junior ratings.'

M.I.D. *London Gazette* 23 February 1943. The recommendation states:

'He carried out his duty as Chief Engine Room Artificer of the after engine room with calmness and courage when in action with the enemy.'



Francis Frederick Claud Nelmes was born in Devonport on 12 October 1897, the son of Frederick and Mathilde Nelmes. He enlisted in the Royal Navy as a Boy Artificer on 25 July 1913 and trained at *Indus*, *Fisgard* and *Vivid II*. He joined the Royal Navy on his eighteenth birthday.

In August 1917 Nelmes was drafted to the battleship *Malaya*, in the 5th Battle Squadron of the Grand Fleet at Scapa Flow. In April 1919 she was at Cherbourg for the peace celebrations. He left the *Malaya* in October 1919 and was drafted to the destroyer depot ships *Greenwich* and *Columbine*, and served in 'V' and 'W' class destroyers for the next five years. In September 1923 he married Stella Gwendoline, née Cook.

From March-November 1925 he was drafted to the light cruiser *Chatham*. Throughout these years his Ability was graded "Superior" and in May 1925 he was rated E.R.A. 2nd Class. He then returned to Devonport depot and in August 1926 agreed to re-engage until he qualified for a pension. From 1926-29 Nelmes served in three battleships of the Mediterranean Fleet; first, he returned to the *Malaya*, then he transferred to her sister ship *Queen Elizabeth*, then another vessel of the same class, the *Valiant*. In March 1929 the *Valiant* returned to the UK for refit and Nelmes returned to Devonport.

Nelmes' next ship was the *Rodney*, which he joined in January 1930. She was a battleship of 35,000 tons, armed with nine 16-inch guns, and was part of the Atlantic Fleet. Nelmes' character had always been assessed as "Very Good" and in October 1930 was awarded his L.S. & G.C. Medal. Nelmes was still serving in the *Rodney* in September 1931, when her company took part in the mutiny at Invergordon. In response to the Depression, the Government promulgated pay cuts to members of the civil service and armed forces; the cuts were not applied equally, and would have reduced the

income of many ratings and petty officers by 25%. *Rodney* was regarded as the “reddest” ship and some of her men were ring-leaders, including two with the code-names “Trotsky” and “Gandhi.” When she was ordered to sea, only 75 men from her company of 1200 reported for duty, and the remainder jeered sailors from other ships who were still working.

In April 1932 Nelmes was drafted to the *Warwick*, a ‘W’ class destroyer then in the Reserve Fleet. In September that year he was transferred to the cruiser *Norfolk*, deployed on the America and West Indies station. Whilst serving in this ship he was rated Chief Engine Room Artificer. Nelmes was transferred to *Drake* in January 1935 and remained ashore until December 1936, when he joined the battleship *Royal Sovereign* in the Atlantic Fleet. Having attained the age of forty and completed his period of engagement, Nelmes retired in October 1937.

As war approached, Nelmes was recalled to the Navy on 31 July 1939 and drafted to another ‘W’ class destroyer, the *Witch*. Launched in 1919, she was not completed until 1924 and was soon decommissioned and assigned to the reserve. She was recommissioned in 1939 and assigned to the 15th Destroyer Flotilla at Rosyth. The flotilla was then redeployed to the Western Approaches command for duty in the western approaches and North Atlantic. The *Witch* was deployed in Operation Sickle, the transport of troops from Rosyth to Norway, and was then employed on convoy operations in the North Sea.

From July 1940 to February 1942 Nelmes was at *Nemo*, an Auxiliary Patrol base at Brightlingsea, in northern Essex. The Auxiliary Patrol consisted of small vessels such as motor launches, motor torpedo boats and air-sea rescue craft. Their duties included the protection of East Coast convoys which were regularly attacked by aircraft and E-boats, and also menaced by mines. In April 1942 Nelmes was loaned to the *Caradoc*, a ‘C’ class light cruiser, for passage from Portsmouth (where she had undergone a refit) to Scapa, to join the fleet. He then returned to Plymouth.

On 20 May 1942 Nelmes was drafted to the *Jamaica*, a Mauritius-class light cruiser built at Barrow. She had been laid down in 1939, launched on 16 November 1940 and was completed in June 1942. She had twelve 6-inch guns, mounted in four turrets of three guns each, and was designed for 33 knots. With twin funnels and masts she looked the part of a fast, modern cruiser.

She arrived at Scapa Flow on 1 July 1942 and began to “work-up” with ships of the Home Fleet. Her first tasks included escort of the Howe from Rosyth to Scapa, providing cover for a mine-laying operation in the North Sea and, from 8-24 September, providing distant cover to convoy *PQ-18* to northern Russia, with a diversion to Spitsbergen to support the garrison there.

On 27 October the *Jamaica* began a passage to Gibraltar, having been nominated to take part in Operation Torch, the Allied landings in North Africa. On 8 November she supported the landing of American forces at Oran and, the following day, she was in action for the first time, repelling a counter-attack by Vichy French destroyers. On the 10th she bombarded coastal batteries. On 14 November she was released from the operation and returned to Scapa Flow.

Battle of the Barents Sea

Towards the end of 1942 the Admiralty adopted the tactic of breaking convoys to Russia into smaller groups. Thus *JW51A* was the first half of a convoy which reached Kola Inlet on Christmas Day 1942; it was quickly followed by the other half, *JW51B*. The awful severity of the Arctic weather in winter, it was hoped, would reduce the danger of attacks by U-boats and aircraft.

The convoy, consisting of fourteen merchant ships, was escorted by six destroyers and five smaller warships under the command of Captain R. St V. Sherbrooke in the *Onslow*. On 27 December the cruisers *Sheffield* (flying the flag of Rear-Admiral R.L. Burnett) and *Jamaica* sailed from Kola to meet the convoy. That same day a severe gale struck and partly scattered the ships, although most succeeded in re-joining the convoy.

On 30 December *U-354* sighted the convoy to the south of Bear Island and reported its presence. A powerful German squadron sailed from Alten Fjord in Norway to intercept; it consisted of the heavy cruiser *Admiral Hipper* (flying the flag of Vice Admiral Kummetz), the pocket battleship *Lützow* and six destroyers. The *Hipper* was a ship of 12,500 tons, armed with eight 8-inch guns; the *Lützow* was slightly larger, at 12,750 tons, with a similar armament and the two ships were far more powerful than the two British cruisers.

The German force divided in two to attack the convoy, *Hipper* from the north and *Lützow* from the south. Burnett’s cruisers had not yet established contact and a day of utter confusion developed in atrocious weather conditions.

At 08:30hrs on the 31st *Obdurate* reported the presence of strange destroyers to the rear of the convoy. Sherbrooke sent her to investigate, at the same time he sent his own ship’s company to breakfast and ordered them to change into clean underclothing. It must have been one of the very few occasions during the Second World War when that traditional order was given. At 09:39hrs *Onslow* sighted *Hipper* to the north of the convoy. Over the following hour *Onslow* and another

destroyer skirmished with the cruiser, slipping in and out of the smoke screens and threatening her with their torpedoes. To begin with *Hipper's* gunnery was uncertain but at around 10:20hrs *Onslow* was hit several times by 8 inch shells. Within a few minutes the ship was in a critical condition; A and B guns were out of action, the ship was holed in the engine room, serious fires were raging, and more than forty of her company were dead or wounded. The casualties included Captain Sherbrooke who was hit in the face by a shell splinter and nearly blinded; he refused to leave the bridge until satisfied that the commander of *Obedient* had taken over from him.

While this battle was in progress *Lützow* approached the convoy from the south; only the snow squalls which shielded the ships and the timidity of the battleship's captain saved the convoy from annihilation. Again, at around 11:00hrs both the *Hipper* and *Lützow* approached the convoy and were held off only by the threat of torpedoes from the hard-pressed destroyers. The destroyer *Achates* was crippled but continued to fight for another two hours before sinking.

At 11:36hrs the cruisers *Sheffield* and *Jamaica* arrived on the scene and opened fire on *Hipper*, inflicting considerable damage. Two German destroyers, which had been detached to sink the minesweeper *Bramble*, misidentified the British cruisers for German ships and attempted to form up on them. *Sheffield* opened fire on the leading ship, the *Friedrich Eckholdt*, at a range of 4,000 yards; the German commander sent a message to *Hipper*:

'You are firing on me.'

Astern, the awful truth dawned and the *Richard Beitzen* sent a hurried message to her flotilla leader:

'No. It is an English cruiser.'

It was too late however, and the *Sheffield* fired on her with everything from her main 6-inch guns down to her anti-aircraft pom-poms. A Midshipman recalled:

A number of us were permitted to leave the turret and go out on deck to see this dark grey wreck of a vessel a short distance away, some 2-300 yards at most, listing over with her hull exposed and with fires burning at various points along her deck, so slowly passing down our ship's side. The upper deck short-range weapons raked the burning deck with gunfire as she drifted astern of us into the darkness and oblivion. I cannot remember seeing any movement nor signs of life aboard ... It was an eerie and to my mind ghostly vision, unreal, as though in a black-and-white film, but the flames already dying as they were, seemed to illustrate the ... finality of a gallant foe.'

The *Jamaica* fired on the *Richard Beitzen*, which turned away at speed and made her escape undamaged. After further manoeuvring the *Hipper* and *Lutzow* gave up and returned to their base. All the merchant ships of the convoy reached port safely; their cargo included 2,046 vehicles, 202 tanks, 87 fighters, 33 bombers, 24,000 tons of fuel and more than 54,000 tons of miscellaneous supplies.

At the beginning of the action, the young commander of *U-354* sent a report concluding with the stirring words;

'Watching from this locality the battle has reached its climax. I can see only red!'

In his far-away bunker in East Prussia, Hitler was in the highest state of anticipation, expecting the annihilation of the convoy. Due to a series of mishaps, the German Admiral's report was delayed and, despite a series of increasingly strident demands, Hitler first heard the results of the action from the BBC. Hitler was enraged, stated that the surface fleet was 'utterly useless' and ordered it to be scrapped; in the end he relented, but Admiral Raeder had to resign from command of the German Navy.

For its part, the Admiralty was delighted; As Admiral Sir John Tovey remarked;

'...that an enemy force of at least one pocket battleship, one heavy cruiser and six destroyers with all the advantages of surprise and concentration, should be held off for four hours by five destroyers, and driven from the area by two 6-inch cruisers is most creditable and satisfactory.'

Captain Sherbrooke, who survived his wounds, was awarded the Victoria Cross. Among other decorations, Captain J. L. Storey of the *Jamaica* was awarded the DSO and seven members of his ship's company, including Nelmes, were 'mentioned'. When submitting the recommendations to the Admiralty, Admiral Tovey noted:

'It is particularly important that the enemy should not get to know the composition of Force 'R', and it is therefore requested that when awards as a result of these recommendations are gazetted, the date or location of the action should not be specified.'

Nelmes was still serving in the *Jamaica* when, almost a year later, she was again in action against a German battleship which was attacking a Russia-bound convoy. On 20 December 1943 convoy *JW55B* comprising 19 ships sailed from Loch Ewe in northern Scotland for Russia, via Norway's North Cape. Two days later convoy *RA55A* of 22 ships left Kola Inlet in northern Russia homeward-

bound. Both convoys had close escorts of destroyers. The 10th Cruiser Squadron, the *Belfast*, *Norfolk* and *Sheffield*, under the command of Rear Admiral Bob Burnett, formed a covering force, while distant cover was provided by the battleship *Duke of York* (35,000 tons, ten 14-inch guns) and the *Jamaica*, with four destroyers. Admiral Sir Bruce Fraser in *Duke of York* was in over-all command.

At 4 am on Boxing Day the battle-cruiser *Scharnhorst* (31,800 tons, nine 11-inch guns and 33 knots) and five destroyers sailed from Alten Fjord in bitter weather and atrocious sea conditions to attack the convoy, which was about 100 miles to her north-west. Burnett's cruiser squadron was 150 miles east of the enemy and Fraser's battle group was about 220 miles south-west of the convoy.

That morning Burnett picked up the *Scharnhorst* by radar, closed at full speed and opened fire at 13,500 yards. The first salvos struck home and, among other damage, destroyed the battle-cruiser's forward radar installation. *Scharnhorst* was taken completely by surprise, turned away and escaped in the Arctic darkness. So severe were the conditions that Admiral Bey, the German commander, detached his destroyers and sent them back to base. By contrast, not only did the British destroyers remain at sea, but they also participated fully in the battle that followed.

Burdett guessed that Bey would work around and head for the convoy and acted accordingly. Sure enough, when the *Scharnhorst* spotted the convoy it was Burnett's cruisers which emerged from the gloom and engaged her for twenty minutes, inflicting more damage. Bey broke off the action and headed south-east - directly towards Fraser's battle group.

The *Duke of York*'s radar picked up the *Scharnhorst* four hours later at the extreme range of 44,000 yards. She and *Jamaica* closed the range to 12,000 yards before illuminating their target with starshell. The flares descended slowly, throwing the beautiful ship into a brief, haunting silhouette '...like a great silver ghost of enormous length ... it was a gunnery officer's dream come true.'

Her gun turrets, aligned fore and aft, betrayed the extent of her surprise. Broadships from the two ships ripped into the battle-cruiser inflicting severe damage before she turned away and made off at full speed. The *Duke of York* and *Jamaica* pursued but gradually fell behind and despondency set in as it appeared that the *Scharnhorst* would escape. The destroyers then launched an attack, hitting the battle-cruiser with two torpedoes which reduced her speed to ten knots. The *Duke of York* and *Jamaica* caught up and *Scharnhorst*'s doom was sealed. On fire from stem to stern and almost on her beam ends, she finally foundered at about 19:45hrs. With her, unseen in the freezing, spray-sodden night, went Admiral Bey and all but 36 of the ship's company of 1,968 officers and ratings.

The pursuit of the *Scharnhorst* had required a good deal of steaming at full speed and the utmost exertions of the engine room staff, who were not overlooked in the distribution of decorations after the victory, Nelmes duly adding the D.S.M. to his laurels.

After repairs to battle damage, the *Jamaica* provided cover to Russian convoys *JW57* and *JW58* to Russia and the corresponding return convoys. In April 1944 she was part of the escort for the *Victorious* when her aircraft carried out air strikes against the *Tirpitz* in Norway (Operation Tungsten). In June she was deployed with the Home Fleet at Scapa to provide distant cover, if required, for the landings in Normandy. The following month she took part in Operation Mascot, in which aircraft from three carriers again attacked the *Tirpitz*. *Jamaica* returned to Russia in August 1944 when she escorted *JW59*. The convoy was also escorted by the Soviet battleship *Archangelsk*, which Nelmes would have recognised as his old ship the *Royal Sovereign* (on loan to the Soviets). The cruiser then took part in an operation to resupply the Allied garrison in Spitsbergen.

Nelmes left the *Jamaica* in September 1944 and served ashore at *Drake*, *Raleigh* and *Adventure* until the end of the war. He was released from the Navy on 27 September 1945 and died at St Budeaux, Plymouth, on 30 August 1960; sold together with copied research including a portrait photograph of the recipient.



x194 *'When the next alarm-to-arms sounded I went up to my guns to find them deserted; no target officer and no crews. A nasty suspicion that they had become casualties was confirmed by one of the nearby pom-pom crew who said that the target officer was dead and that all the seamen were wounded.*

When one considers the appearance of the deck immediately after the incident our casualties seemed comparatively light. Two officers and six men were killed and six officers and forty-one men wounded.

One Avenger – its pilot and the petty officer directing it – died of their wounds later – blew up with the Kamikaze and seven other aircraft on deck were completely burnt out. Other aircraft on deck were damaged. All the small tractors were destroyed and aircraft thereafter had to be moved by man – and jeep-power.

The fact that the Japanese pilot coldly decided his aim was not good enough and went round again points to a high standard of training among suicide pilots. This fellow dealt with himself very thoroughly too, for he scattered his pieces all over the place. The wrist-watch found far away on one of his hands had stopped and the gunnery officer was at one stage seen poking pieces of him off the funnel with a long stick.'

A survivor of the Kamikaze attack of 4 May 1945 in *A FORMIDABLE COMMISSION* refers

An outstanding immediate D.S.M. group of five awarded to Able Seaman R. H. J. Bird, Royal Navy, who was decorated for gallantly remaining on his gun - in spite of being burned - during the fateful Kamikaze attack on *Formidable* in May 1945



Distinguished Service Medal, G.V.R. (A.B. R. H. J. Bird. P/JX 234934), officially engraved naming; 1939-45 Star; Atlantic Star; Burma Star, clasp, Pacific, War Medal 1939-45, *good very fine* (5)

£2,600-3,000

D.S.M. *London Gazette* 23 October 1945:

'For gallantry, skill and great devotion to duty whilst serving in H.M.S. Formidable...during operations performed in collaboration with the United States Navy Pacific Fleet in the capture of Okinawa and the Nansei Shoto area over a period from 26 March to 20 April 1945.'

The original recommendation states:

'For fortitude and devotion to duty in continuing to man his gun despite bad burns until all fear of further kamikaze attacks had disappeared.'

Richard Herbert James Bird was born at Stevenage, Hertfordshire on 22 March 1918 and was a compositor by trade. On 18 November 1940 he enlisted in the Royal Navy as a Hostilities Only rating. Completing training at Collingwood and Victory on 12 February 1941, he was duly drafted to *Revenge*.

When Bird joined the *Revenge*, she was based at Halifax, Canada, for convoy defence duties. She returned to the United Kingdom in March for refit on the Clyde; on her return passage to Halifax, she carried General Sikorski of the Free Polish Government, who went to Washington for a conference with Roosevelt.

In August 1941 the Admiralty considered what response it should make to threatening Japanese actions in the Far East, in particular the occupation of French Indo-China, and consideration was given to sending the four *Revenge* class battleships to Singapore. Churchill vetoed this plan, describing them as “coffin ships,” but the *Revenge* and *Royal Sovereign* were sent to the Indian Ocean for convoy escort duties. *Revenge* arrived at Freetown on 31 August and at Cape Town on 11 September. During the voyage she was rammed by the troopship *Orion* but did not suffer serious damage.

At Cape Town, Bird came ashore for a fortnight and was on the strength of *Afrikaner*, the Simonstown base, from 24 October-7 November 1941. The *Revenge* sailed from Durban on 29 October, escorting a convoy. Bird then embarked in the *Repulse*, which sailed from Durban on 8 November, escorting Convoy WS12; the *Revenge* made a rendezvous with the convoy at sea on 13 November and Bird returned to his own ship. Bird saw the *Repulse* again, when the *Revenge* encountered the ships of Force ‘Z’ at Trincomalee on 28 November; less than two weeks later the *Repulse*, together with most of her crew, were at the bottom of the South China Sea.

Revenge was in the Arabian Sea, escorting a convoy near Aden, when the Japanese attacked Pearl Harbour and Malaya. She proceeded to Trincomalee and remained there throughout December and January 1942. Bird was rated Able Seaman in December 1941. *Revenge* returned to Durban to have an improved radar fitted, then sailed for Addu Atoll, a secret base near the Maldives, to join the newly formed Eastern Fleet. This period saw the surrender of Singapore and the Battle of the Java Sea, when nearly all the Royal Navy ships remaining in the Far East were annihilated.

Once the Japanese had secured Malaya, the Philippines and the Dutch East Indies, the most obvious target for their next move was Ceylon. The capture of Ceylon would seriously endanger two vital imperial arteries, the route from the United Kingdom to the Middle East, and to Australia. Accordingly, the British hurriedly assembled a new fleet, designated the Eastern Fleet and commanded by Admiral James Somerville, flying his flag in *Warspite*. Other ships in the fleet included the four old battleships of the *Revenge* class, two modern aircraft carriers and one small obsolete one, the *Hermes*, four old cruisers and a handful of obsolescent destroyers.

The fleet assembled on 31 March and, in response to vague intelligence that a Japanese attack on Ceylon was imminent, began to patrol to the south of Ceylon. By 3 April the ‘R’ class battleships were running out of fuel and water and the fleet withdrew to Addu Atoll. The cruisers *Cornwall* and *Dorsetshire* were detached and sent back to Colombo, and *Hermes* was sent to Trincomalee.

Admiral Nagumo was indeed approaching Ceylon with a powerful task force consisting of four modern, fast battleships and four fleet aircraft carriers, with more than 300 aircraft. At 0800hrs on 5 April (Easter Sunday) his aircraft bombed Colombo; a few hours later, *Cornwall* and *Dorsetshire* were attacked by more than fifty dive-bombers and sunk within a few minutes. On 9 April it was the turn of *Hermes* and her escort, while other Japanese warships swept the Bay of Bengal, sinking or damaging twenty-nine merchant ships. After the war, Churchill stated that for him, this was the most alarming and distressing moment of the war.

Fortunately, after this raid the Japanese withdrew and, although their submarines ravaged shipping in the Indian Ocean and as far away as Madagascar and Aden, after Midway they were no longer in a position to invade Ceylon. The British recognised that the Eastern Fleet would have stood no chance had it encountered the Japanese and the ‘R’ class battleships were withdrawn to Kilindini near Mombasa in East Africa and deployed on convoy escort. Over the following months the *Revenge* completed voyages between Kilindini, Durban and Bombay, and in February 1943 she formed part of a powerful escort for a troop convoy which included the *Queen Mary* and four other giant liners, carrying the 9th Australian Division from the Middle East back to Australia.

Despite a refit in Durban, the *Revenge* was nearly worn out and in September 1943 she returned to the United Kingdom. The *Revenge* and her sister-ship *Resolution* were deployed as a training establishment for stokers and engine room personnel at Southampton; collectively, they were designated *Shrapnel II*. In December 1943 Bird left the *Revenge* and was on the strength of *Victory*.

Bird attended the *Excellent*, the gunnery training establishment on Whale Island, near Portsmouth, from January to March 1944 and trained as an anti-aircraft gunner.



Bird was drafted to the aircraft carrier *Formidable* on 18 May 1944 when she was recommissioned after a six-month refit. She was an Illustrious-class aircraft carrier, built by Harland & Wolff of Belfast. She was laid down on 17 June 1937, launched on 17 August 1939 (in fact she “launched herself” half an hour before the due time) and commissioned on 24 November 1940. Her displacement was 28,661 tons at full load; she had a speed of 30.5 knots and a complement of 1,200. Her armament consisted of eight 4.5 inch QF Mark III guns, and forty-eight 2 pounders. In 1945 she carried fifty-four Corsair and Avenger aircraft.

The Illustrious class differed from all previous carriers by being armoured to withstand 500-pound bombs and six-inch shells; this meant an armoured flight deck, and the vertical armour extended upwards to meet it. In the first four years of the war *Formidable* was deployed mostly in the Mediterranean. She participated in the Battle of Matapan, Crete, the Malta convoys (on 26 May 1941 she suffered serious damage from German bombers while transporting aircraft to Malta), the Allied landings in North Africa in 1942 (Operation Torch), and the landings in Sicily and Salerno in 1943. She was refitted between January and May 1944.

On 16 May 1944 *Formidable* began her second commission at Belfast. The next few weeks were spent working up in the Irish Sea: on 26 June her aircraft were embarked: eighteen Corsairs and twenty-four Barracudas.

Attacks on the Tirpitz

On 14 July 1944 *Formidable* sailed, in company with two other carriers, the battleship *Duke of York* and escort vessels, to attack the battleship *Tirpitz* at her anchorage in Kaafjord, Norway. On the 17 July the aircraft made their first raid but a U-boat had alerted the base and by the time the aircraft arrived over their target everything was shrouded in dense smoke. Bombing was carried out but, with only a vague indication of where the battleship lay, no hits were obtained. One aircraft from *Formidable* was lost.

The existence of *Tirpitz* continued to pose a threat to the Arctic convoys and in August the Home Fleet mounted another attack on her (Operation Goodwood). The Fleet included the battleship *Duke of York*, *Formidable* and two other Fleet carriers, two cruisers and fourteen destroyers. The first attack was launched on the morning of the 22 July; when the strike aircraft reached the coast they found the hills surrounding the fjord shrouded in dense cloud and the torpedo bombers were forced to return. The next day the weather was so bad that no flying was possible but, on the afternoon of the following day, a combined attack from all three carriers was launched. Hellcats from one of the other carriers arrived over the target before she was concealed by smoke: a 1600 pound armour-piercing bomb struck the battleship and penetrated eight decks, but failed to explode. Three Corsairs from *Formidable* failed to return; one, on fire, crashed into the sea near the carrier, and three Barracudas crashed on landing.

After several days of alternating gale and fog, the carrier aircraft tried again on 29 July but could not achieve surprise; the smoke screen was denser, and the AA gunfire heavier than ever, and no hits were obtained. One of *Formidable's* aircraft failed to return; of the sixteen that did, eleven were badly damaged by flak. The Fleet returned to Scapa on 1 September, ‘...and so ended a series of operations whose results can only be classed as intensely disappointing.’

Formidable was then nominated for service with the British Pacific Fleet. On 2 September 1944 she sailed from Scapa to Rosyth, where she embarked twenty-two Avenger torpedo-bombers (848 Squadron) and thirty Corsair dive-bombers (1841 and 1842 Squadrons). On 17 September she sailed for the Far East but, on 11 October, when departing from Gibraltar, she stripped a gear-wheel. This required a major repair and she could not proceed with her voyage until 15 January 1945. She



sailed via Alexandria, Colombo and Fremantle to Sydney, where her company enjoyed overwhelming hospitality from the Australians, and then to Leyte in the Philippines. She finally joined the British Pacific Fleet at sea on 14 April 1945.

The previous month the British Pacific Fleet (also known as Task Force 57) had been operating with the U.S. Pacific Fleet under Admiral Nimitz for the assault on Okinawa. This attack, known as Operation Iceberg, was on a gigantic scale, involving 1200 warships of different types and four divisions (two each from the U.S. Marines and Army), a total of more than 300,000 servicemen. The role of the British Pacific fleet was to neutralize Japanese airfields on the Sakashima Gunto, a group of islands lying midway between Formosa (Taiwan) and Okinawa. The BPF consisted of two battleships, four carriers, five cruisers and eleven destroyers.

The first strikes took place on 26 and 27 March. Despite being met by heavy anti-aircraft fire, the carrier aircraft tore up the runways of the Japanese airfields with their bombs and inflicted a great deal of damage on the base facilities. The first landings on Okinawa took place on 1 April; on that day the Japanese launched a ferocious air attack on the Allied armada, using kamikaze aircraft on an unprecedented scale. One of them hit *Indefatigable*, crashing on the flight-deck near the island superstructure and killing or wounding thirty men. Despite this, the carrier was taking on aircraft less than an hour later. With its own experience of the devastation caused by kamikazes, the United States Navy was profoundly impressed by this demonstration of the efficacy of the armoured flight decks on British carriers. As one USN Liaison Officer put it:

‘When a Kamikaze hits a U.S. carrier, it’s six months repair at Pearl. In a Limey carrier it’s a case of ‘Sweepers, man your brooms!’

Formidable’s first day of operations against Japan was on 16 April 1945. Flying operations began at 6am when some of her Corsairs began a Combat Air Patrol (CAP), a protective screen above the fleet; these would continue without a break until after dark. The Avengers dropped 500 lb bombs on Ishigaki airfield, and other Corsairs dropped bombs on targets of opportunity; buildings, flak positions and aircraft on the ground. A second day of air-strikes followed, then the Fleet retired to refuel.

After a visit to Leyte, the Fleet resumed its operations off the Sakashima Gunto on 2 May and carried out further strikes against the Ishigaki airfield and other targets. The battleships and cruisers were then detached to bombard targets on Miyako Island, leaving only one cruiser and six destroyers to escort the carriers. On 4 May, while they were still away, the Fleet was attacked by about twenty kamikazes and both *Formidable* and *Indomitable* were hit.

Operations, both CAPs and bombing missions, were in progress as normal when, at about 0950hrs, radar detected the approach of enemy aircraft. An officer who was on deck at the time left an account of the incident in *A Formidable Commission*:

‘Suddenly, without any warning, there was the fierce whoosh of an aircraft passing very fast and low overhead, and I looked up in time to see a fighter plane climbing away on the starboard bow, having crossed the deck from port... the starboard bow Oerlikons opened up with a stream of tracer. The plane banked steeply. I saw the red blobs of its Japanese markings. Pom-poms joined the Oerlikons and it flew down the starboard side of the ship, the focus of a huge cone of converging tracer.... He passed behind the island... Then the Jap came into sight again from behind the island, banking hard to close the ship over the starboard quarter. He was still apparently unharmed and now, out astern, the target of fewer guns; for fewer could be brought to bear at that angle, a fact he probably knew. His silhouette changed to a thin line with a bulge in the middle and he seemed to hang in the air as he dived on the ship. I had waited long enough and ran about fifteen yards forward to a hatch, down



which I dived...an immense crash hit the ship. I gave it a second or two to subside during which the light from above changed to bright orange, and ran up again. It was a grim sight. A fire was blazing among wreckage close under the bridge, flames reached up the side of the island and clouds of black smoke billowed far above the ship. Much of the smoke came from the fires on deck but as much seemed to be issuing from the funnel and this for the moment gave the impression of damage deep below decks. The bridge windows seemed to gape like eye-sockets and much of the superstructure was blackened. The deck was littered with debris, much of it on fire, and there was not a soul to be seen...'

The Japanese pilot had succeeded in penetrating the fighter screen above the Fleet then, coldly deciding that his aim was not good enough, he went round again and hit the flight deck very close to the island. Just before he struck he released a 500 lb bomb. A fragment of the bomb penetrated an emergency steam pipe which filled the centre boiler rooms with steam, and this was responsible for the volumes of black smoke and the thin white streamer of white steam from the funnel.

Two officers and six men were killed, and six officers and forty-one men wounded. One Avenger on deck blew up, killing the pilot and the petty officer directing it; seven other aircraft on deck were burnt out, and others were damaged. Despite being badly burnt, Bird remained gallantly at his gun until all danger of further attacks had passed. Repair work was put in hand immediately and, within a couple of hours, *Formidable* was again fully operational. It did however require a Gunnery Officer to use a stick to poke some scattered pieces of the Pilot's body that had become lodged to the funnel. One hand was also found with the wristwatch still attached some distance away.

During the action a famous exchange of signal occurred. Captain Ruck-Keene, Skipper of the *Formidable* signalled to the flagship:

'Little yellow bastard.'

Admiral Vian swiftly signalled back:

'Are you referring to me?'

The first aid post in the island had been put out of action and so emergency first aid had to be given without its assistance. From the deck, casualties were moved through the medical distributing stations to the operating theatre in the laundry. From there they moved to beds placed in the wardroom anteroom and the warrant officers' mess. The following day, thirty-two of the wounded were transferred to the destroyer *Wessex*, in wooden stretchers slung from a wire between the two ships. A volunteer team of swimmers stood-by on the destroyer's quarterdeck but, fortunately, were not called on to effect a rescue. The casualties - Bird included - were transferred to the carrier *Striker*, then to the New Zealand hospital ship *Maunganui* whose senior medical officer sent a welcome signal a few days later:

'All cases have been removed from the dangerous and serious case lists.'

On 9 May *Formidable* was hit by a second kamikaze. Like the first, it approached the ship from her starboard quarter and hit the deck about ten yards further aft than his predecessor. A further eight aircraft on deck were destroyed but the aircraft did not penetrate the flight deck. Casualties on this occasion were only one killed and four wounded. The fatal casualty was the Petty Officer gunlayer of the pom-pom mounting on flight deck level who had gallantly kept his gun in action until the suicide plane struck only a few feet away from him. His head was taken off by an aircraft wheel.

Formidable continued to take part in Operation Iceberg until 22 May, when she left the Fleet and sailed for Sydney where Bird rejoined the ship on 15 June 1945. By the time the *Formidable* rejoined the Fleet on 16 July, Okinawa had fallen and Japan itself had become the target. The carrier



aircraft flew numerous missions against targets in the Japanese home islands, concentrating on airfields and railways.

On 9 August aircraft from *Formidable* attacked targets around Shiogama, about 100km north of Tokyo. They damaged six small coasters, destroyed nine aircraft in the air and seventeen on the ground, to which they added an unfortunate locomotive. In one attack, Lieutenant (P) R.H. Gray, R.C.N.V.R, led his section of Corsairs in a low-level attack on a destroyer in Onegawa Bay, despite heavy flak from ships and shore batteries. Although his own aircraft was hit and set on fire, he carried on and obtained a hit on the destroyer before crashing into the sea. Gray was awarded a posthumous Victoria Cross.

Aircraft from *Formidable* flew one more mission on 10 August but found no worth-while targets. This proved to be their last operational mission of the Second World War; Japan surrender on the 14th. *Formidable* then made two voyages repatriating liberated prisoners of war to Australia and India respectively.

Bird left the ship on 24 October 1945 and returned to the United Kingdom the following month. He was released from the Royal Navy on 3 April 1946 and returned to his pre-war occupation. He died in Hitchin, Hertfordshire in December 1960, aged just 42; sold together with copied research which includes his Service Record.

x195

A Second World War ‘Operation Husky’ O.B.E., Italy operations Bronze Star group of eight awarded to Colonel P. R. Hyde, Royal Signals

The Most Excellent Order of the British Empire, Military Division, 2nd Type Officer’s breast Badge, silver-gilt; India General Service 1908-35, 1 clasp, North West Frontier 1930-31 (Lieut. P. R. Hyde. R. Signals.); 1939-45 Star; Africa Star, clasp, 8th Army; Italy Star; Defence and War Medals 1939-45; United States of America, Bronze Star, with Star upon riband, mounted as worn by *Hawkes & Co. Ltd., very fine* (8)

£300-500

O.B.E. *London Gazette* 23 March 1944. The recommendation states:

‘This Officer was G.I. Signals Planning throughout the entire period of planning for ‘Husky’. His very thorough and detailed work over this very wide subject and his unflagging zeal and attention to the smallest details, I feel, a great deal to do with such success as Signals can claim to have had in the operations culminating in the complete occupation of Sicily.’

American Bronze Star *London Gazette* 17 September 1948. The citation, for work with the Royal Corps of Signals, British Increment, Headquarters United States Fifth Army, covers his fine work in the period of 24 August 1944-6 May 1945 in Italy.

Patrick Rolleston Hyde was confirmed as Colonel in November 1950.

x195A **The Indian Order of Merit awarded to Sepoy Awi Singh, 4th Kashmir Rifles, for gallantry at the firing of the Gun Tower during the Defence of Chitral 1895**

Indian Order of Merit, 3rd Class, the reverse officially engraved '3rd Class Order of Merit' and additionally named 'Sepoy Awi Singh, 4th Kashmir Rifles, Chitral 1895', fitted with silver ribbon buckle, *two chips to blue enamel, otherwise very fine*

£1,000-1,400

Awi Singh was awarded a 3rd Class Indian Order of Merit with effect from 7 April 1895. (*G.G.O. No. 744* of 1895).

Captain C.V.F. Townsend, Commandant of the Fort during the siege, notes in his official despatch:

'Subadar Badri Nar Singh, 4th Kashmir Rifles, has shown great bravery in the tower, going into the Machicoulis gallery when it was being ripped up with bullets; as did also Sepoy Awi Singh, of the 4th Kashmir Rifles, who was badly wounded - Snider bullet through the thigh. The British Agent asked me to recommend these two men for the Order of Merit, and also Sepoy Bola Singh, of the 14th Sikhs, also wounded in the tower.'

x196 **A 1938 C.B., Great War C.M.G. group of eight awarded to Major-General G. A. D. Harvey, Royal Army Medical Corps, who earned 5 caps as a Rugby international for Ireland, who had the misfortune to be taken Prisoner of War with the British Expeditionary Force in 1940; he was repatriated in 1943, by that time aged 61**

The Most Honourable Order of the Bath, Military Division, Companion's C.B. neck Badge, silver-gilt and enamel; The Most Distinguished Order of St Michael and St George, Companion's C.M.G. neck Badge, silver-gilt and enamel; British War and Victory Medals, with M.I.D. oak leaves (Lt. Col. G. A. D. Harvey.); 1939-45 Star; War Medal 1939-45; Jubilee 1935; Coronation 1937, *good very fine* (8)

£1,400-1,800

C.B. *London Gazette* 9 June 1938.

C.M.G. *London Gazette* 4 June 1917.



George Alfred Duncan Harvey was born at Kentstown, County Meath, Ireland on 27 October 1882. Having qualified, he played rugby for Ireland five times as a centre between 1903-05, playing twice against England and Scotland and once against Wales. Harvey made his debut against England at Lansdowne Road on Valentine's Day 1903, when Ireland ran out 6-0 winners. His two brothers also earned Caps for the Ireland XV - one played in his debut - whilst his younger brother Frederick won the Victoria Cross.

George was commissioned Lieutenant in the Royal Army Medical Corps on 30 July 1904 and was posted to the Straits Settlements for two years from 1905, being invalided. He was made Captain on 30 January 1908 and thence went out to Egypt, being seconded to the Egyptian Army from June-November 1914.



During the Great War he served as a Lieutenant-Colonel from 11 July-8 December whilst CO of a Field Ambulance Unit, having served in France from 20 March 1918. Further appointments followed after the War, being made Major-General by October 1935. Retired on 28 March 1939, he was recalled for service and was re-employed as a Colonel from 20 February 1940. Harvey proceeded to France and was taken a Prisoner of War. He was fortunate to be repatriated during Wartime and landed home in October 1943, seeing further service, at home, with the HQ Supreme Allied Command in the Civil Affairs Division. The General reverted to Retired pay on 12 May 1944 and died on 22 September 1957; sold together with a quantity of copied research. His inter-war service saw him rise through the upper echelons of the military medical service until his retirement in 1939 with the rank of Major General. He was appointed Honorary Physician to the King on March 1937. He relinquished his rank in April when he re-joined with the rank of Colonel with effect from 20th February 1940. He went to France with the B.E.F. and was taken prisoner when France fell, he remained a prisoner of war until 1943 when he read repatriated, by which time he was age 61. He was invested as C.B. on 9th June 1938.

197 **A most unusual Great War O.B.E. group of five awarded to Colonel M. W. P. Block, Royal Artillery and Corps of British Interpreters, who died on 5 March 1919**

The Most Excellent Order of the British Empire, Military Division, 1st Type Officer's breast Badge, silver-gilt, in fitted case of issue; 1914 Star (Bt: Col: M. W. P. Block.); British War and Victory Medals (Bt. Col. M. W. P. Block.); Great War Bronze Memorial Plaque (Maurice William Palmer Block), *good very fine* (5)

£500-700

O.B.E. *London Gazette* 1 January 1919.

Maurice William Palmer Block was born on 3 September 1857 and was educated at Clifton College and the Royal Military Academy Woolwich, being commissioned Lieutenant in the Royal Artillery on 25 January 1877. He retired as Colonel in December 1908. Re-employed on the outbreak of the Great War, he proceeded to France with the Corps of British Interpreters on 27 September 1914. He died in France on 5 March 1919 and is buried in the Dijon (Les Pejoces) Communal Cemetery.

x198 **A North Russia 1919 operations D.S.O., Great War M.C. group of nine awarded to Major W. O. 'Snapper' White, Royal Canadian Regiment, late 2nd (Eastern Ontario Regiment) Battalion, Canadian Infantry**

Distinguished Service Order, G.V.R., silver-gilt and enamel; Military Cross, G.V.R., unnamed as issued; 1914-15 Star (8592 R.S. Mjr. W. O. White, 2/Can. Inf.); British War and Victory Medals, with M.I.D. oak leaves (Maj. W. O. White), re-impressed naming in large capitals; Coronation 1911; Russia, Order of St. Anne, 2nd Class neck Badge, with Swords, silver-gilt and enamel; Russia, Order of St. Anne, 3rd Class breast Badge, with Swords, silver-gilt and enamel; Russia, Order of St. Stanislaus, 2nd Class neck Badge, with Swords, silver-gilt and enamel, his embroidered Staff cap badge on red band, the D.S.O. obverse centre depressed, the Orders with a little enamel chipping, very fine (9)

£1,400-1,800

D.S.O. *London Gazette* 3 February 1920:

'For distinguished service in connection with military operations in Archangel, North Russia, dated 11 November 1919.'

M.C. *London Gazette* 14 November 1916:

'For conspicuous gallantry during operations. He set a fine example throughout a very heavy bombardment, dressed the wounds of several men, and dug-out others who had been buried by shell fire. As Adjutant, he has always been of the greatest assistance to his C.O. and has displayed great coolness and courage.'



Wilfred Ormonde White was born in Milton, Ontario, on 13 December 1887, and enlisted in the Royal Canadian Regiment July 1905, in which capacity, as a Sergeant, he accompanied the regiment's Coronation Contingent to England in 1911.

Mobilised on the outbreak of hostilities, he enlisted in the Canadian Overseas Expeditionary Force at Valcartier in September 1914 and was appointed the first Regimental Sergeant-Major in the 2nd Battalion, Canadian Infantry.

Embarked for France in February 1915, he was commissioned as a Lieutenant that September, and was advanced to Captain and appointed Adjutant of the Battalion in June 1916, shortly after which, on 29 July, he was slightly wounded in the left leg and won the M.C.

Having then served back in England, he returned to France as a Staff Officer in 5th Canadian Division in early 1917, and was appointed Brigade Major to the 14th Canadian Infantry Brigade that March. Once more, however, he returned to England, in order to attend a Staff College Course at Cambridge, following which he went back to France as a Staff Captain in the 10th Infantry Brigade in September 1918 and was similarly employed at the War's end.

But further active service beckoned, for in March 1919 he was seconded to the North Russian Expeditionary Force, in which capacity he added the D.S.O. to his accolades, in addition to the 2nd Class of the Russian Orders of St. Anne and St. Stanislaus (Russian Army (Northern Region) Command Orders of September 1919 refer), these following his award of the 3rd Class of the St. Anne.

Latterly appointed to the Royal Canadian Regiment, White was finally discharged from the C.E.F. in May 1920, and later settled in South Africa, though he was able to attend the Fourth United Russian Dinner in London in June 1936; sold together with his embroidered Staff cap badge on red band.

- x199 **A Great War ‘Kut-al-Amara’ D.S.O. group of four awarded to Major E. T. Martin, Royal Artillery, who was wounded, twice ‘mentioned’, and decorated, for his work during the famous Siege and subsequent Fall of Kut**
- Distinguished Service Order, G.V.R., silver-gilt and enamel, with top riband bar, *this last adapted for mounting*; 1914-15 Star (Lieut. E. T. Martin. R.F.A.); British War and Victory Medals, with M.I.D. oak leaves (Capt. E. T. Martin.), *very fine* (4) £1,400-1,800
- D.S.O. *London Gazette* 23 October 1919 (Defence of Kut).
M.I.D. *London Gazette* 13 July (Service at Kut) & 19 October (Defence of Kut) 1916.
- Erskine Thackery Martin** was born on 31 January 1888, the only son of Lieutenant-General G. W. Martin of 8 Petersham Terrace, London. Educated at Rugby and the Royal Military Academy Woolwich, Martin was commissioned 2nd Lieutenant in the Royal Field Artillery on 18 December 1908. By the outbreak of the Great War he was a Lieutenant and served in the Asiatic theatre from 17 November 1914 and was promoted Captain on 18 December 1914. During 1915 he was Commanding the 6th Divisional Ammunition Column and was present during the Siege and Fall of Kut-al-Amara. Wounded in March 1916, he was taken Prisoner of War at the Fall on 29 April 1916 but was repatriated in November 1916 by the Turks.
- Post-War, Martin found himself as Officer Commanding, 15th Heavy Battery in Sierra Leone from 1925-27 and Commanded the Royal Artillery at that place in 1927-28. He retired as Major on 1 August 1935 and acquired a 43ft ketch sailing boat in 1942 which he named the *Maya*, a vessel which remains today; sold together with an original edition of the *London Gazette* and a studio portrait of him, besides copied research.
- Sold by Order of a Direct Descendant*
- 200 **The Great War M.C. group of five awarded to Captain R. P. Loyd, 3rd Battalion, Coldstream Guards, who was killed in action at the Battle of Cambrai on 1 December 1917 - he had previously twice been wounded in action with the 1/1st Battalion, Hertfordshire Regiment**
- Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2. Lieut. R. P. Loyd. Herts. R.); British War and Victory Medals (Capt. R. P. Loyd.); Great War Bronze Memorial Plaque (Reginald Percy Loyd), *traces of adhesive to reverse of M.C., otherwise nearly extremely fine*, housed in an old frame with Buckingham Palace Scroll in the name of ‘Capt. Reginald Percy Loyd ‘M.C.’ Coldstream Guards’ and forwarding letter (Lot) £1,400-1,800
- M.C. *London Gazette* 17 December 1917. The citation followed on 23 April 1918:
‘For conspicuous gallantry and devotion to duty in leading his men through a very heavy barrage. When the enemy counter-attacked, he displayed great initiative, and formed a defensive flank under most difficult conditions.’
- Reginald Percy Loyd** was born at Chelsea on 20 June 1895, youngest son of Mr. E. Henry Loyd and the Hon. Mrs. E. Henry Loyd, of Langleybury, King’s Langley, Hertfordshire and a grandson of the 2nd Lord Lurgan.
- Loyd was educated at Eton and served in France with the 1/1st Hertfordshire Regiment (Territorial Force) from 18 March 1915. Wounded in action during the Battle of Festubert on 18-19 May 1915, he returned to the Front and was again wounded in action on 19 July 1916, this time being wounded in the left arm.
- Recovered once again, Loyd joined the 3rd Battalion, Coldstream Guards, a regiment in which his

elder brother Henry was also serving. Loyd was commanding a Company when taken into action at Bourlon Wood in late November 1917. Without any assistance from tanks or the artillery, the 3rd Battalion re-took Gouzeaucourt near Cambrai. He would be killed in action on 1 December 1917 near Gonnellieu and never lived to see the richly-deserved M.C. that he had earned. His death was reported in the *Abbots Langley Parish Magazine*:

‘The news of the death of Captain Percy Loyd on December 1st was received with the greatest regret by all in the Parish, and deep sympathy is felt with Mr and Hon. Ms Loyd. At the beginning of the War he joined the Herts Regiment, and later was transferred to the Coldstream Guards, the officers of which speak in the highest terms of his capabilities and bravery. He died a noble death, leading his company against a hail of bullets, to drive the Germans back after they had broken through at Gouzeaucourt. The Guards had been in it at Bourlon Wood, and were on their way to rest when the catastrophe occurred, and they were hurled into another part of the line at half an hour’s notice. He was hit high in the thigh and died in a few seconds.’

A large memorial service was held at Langleybury Parish Church, which was entirely decorated with white flowers. Loyd is buried in the Metz-en-Couture Communal Cemetery British Extension, a large memorial at St Paul’s Church, Langleybury and at Eton College, St Mary’s, Reigate and on the Borough of Reigate Memorial.



- x201 **A ‘1918 1st Tank Brigade’ M.C. group of five awarded to Captain E. F. Spears, Royal Engineers (1st Tank Brigade Signal Company), who was commissioned from the ranks on 22 May 1916**
- Military Cross, G.V.R. (Capt. E. F. Spears. R.E.); 1914-15 Star (1648 Sgt. E. F. Spears. R.E.); British War and Victory Medals (Lieut. E. F. Spears.); Territorial Force Efficiency Medal, G.V.R. (1049 Sjt: E. F. Spears. 8/Lond: Regt.), mounted as worn *contact mark to fifth, overall good very fine* (5) £800-1,000
- M.C. *London Gazette* 3 June 1919.
- Edgar Ford Spears** served with the 8th Battalion, London Regiment prior to the Great War, receiving his Territorial Force Efficiency Medal on 1 July 1914 as a Sergeant. Entering the war in France with the Royal Engineers on 17 March 1915 and proceeded to serve with them until 22 May 1916 when he was Commissioned 2nd Lieutenant. Promoted Lieutenant on 23 November 1917 he saw service with the Royal Engineers and notably later in the war with the 1st Tank Brigade Signal Company. Appointed Acting Captain on 17 January 1919 he returned to Lieutenant on 18 June of that year. Gazetted Captain officially on 4 November 1920.
- 202 **A Great War M.C. group of four awarded to Captain A. S. Russell, Royal Artillery attached 3rd Field Survey Company, Royal Engineers**
- Russell was ‘mentioned’, wounded, and earned an M.C. for his part in Sound Ranging work during the Great War - he latterly became a prominent nuclear scientist**
- Military Cross, G.V.R, the reverse engraved ‘Capt. A. S. Russell Feuchy 1918.’, on its original pin and in case of issue; 1914-15 Star (Lieut. A. S. Russell. R.G.A.); British War and Victory Medals (Capt. A. S. Russell.), *good very fine* (4) £800-1,000
- M.C. *London Gazette* 3 June 1918.
- Alexander Smith Russell** was born on 31 May 1888 at Musselburgh and was educated at Glasgow High School and the Universities of Glasgow, Berlin and Manchester and was a University Lecturer upon his joining the Royal Artillery. He landed in France on 26 June 1915, joined the Field Survey Company, Royal Engineers in March 1916 and suffered gunshot wounds to the foot and arm on 27 April 1916. Evacuated to England (making it there on 5 May), he was examined at Guy’s Hospital on 11 May and granted two months sick leave to recover. Returned to the front Russell was soon back to work and earned a ‘mention’ (*London Gazette* 18 May 1917, refers) and a M.C. before war’s end, together with leaving his unit ‘sick’ on 3 August 1918. He was released on 5 June 1919.
- Appointed to command the Sheffield University O.T.C. from October 1919, he was soon forced to resign in order to go up to Christ Church, Oxford. Whilst there he was:
- ‘...the first man to see the connection between atomic number and atomic properties. His hurriedly published paper in the *Chemical News*, in which he predicted that Uranium X would be found to be two substances in radioactive equilibrium, and made the first announcement of the displacement rule, is one of the classical papers in radio-chemistry.’
- Russell died in 1972 and had risen to be Senior Censor of Christ Church.

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‘...the earth heaved and flashed, a tremendous and magnificent column rose up into the sky. There was an ear-splitting roar, drowning all the guns, flinging the machine sideways in the repercussing air. The earthy column rose, higher and higher to almost four thousand feet. There it hung, or seemed to hang, for a moment in the air, like the silhouette of some great cypress tree, then fell away in a widening cone of dust and debris. A moment later came the second mine. Again the roar, the upflung machine, the strange gaunt silhouette invading the sky. Then the dust cleared and we saw the two white eyes of the craters.’

A Pilot of the Royal Flying Corps recalls being over the Lochnagar Mine on 1 July 1916, when it was blown by Lieutenant McKay.

An impressive Great War ‘Tunnellers’ M.C. group of five awarded to Lieutenant A. M. McKay, 179 Tunnelling Company, Royal Engineers, late Private, Royal Scots - McKay latterly died of wounds on 18 May 1918, before he could learn of his richly-deserved M.C.

Military Cross, G.V.R., unnamed as issued, in its case of issue; 1914-15 Star (2321 Pte. A. M. McKay. R. Scots.); British War and Victory Medals (Lieut. A. M. McKay.); Great War Bronze Memorial Plaque (Alexander Matheson McKay), in its card envelope, *good very fine* (5)

£2,400-2,800

M.C. *London Gazette* 3 June 1918. An original typed - *if torn* - citation states:

‘For consistent good work and devotion to duty during October and November 1917. His men were employed cleaning out German Pillboxes in Poelcappelle, North of Ypres; it was mainly due to his energy and coolness under severe and almost continuous gas and high-explosive shell fire that the work was satisfactorily accomplished. He was present at the Battles of the Somme, Arras, Messines and the last Battle of Ypres and has at all times displayed great coolness and courage and set a splendid example to his men.’

Alexander Matheson McKay enlisted on 12 September 1914 into the Royal Scots and served in France with the 1/9th Battalion from 24 February 1915. Applying for a commission in September 1915, he was attached to the Brigade Mining Section from 24 September 1915 and joined the 184th Tunnelling Company, Royal Engineers from 7 December 1915. Commissioned 2nd Lieutenant on 20 February 1916, he joined the 179th Tunnelling Company the following day.

It was with the 179th Company that McKay carved his name into the history of the Great War, one can only imagine the conditions they worked in but historian Simon Jones gives detail to his part in the blowing of the Lochnagar Mine:

‘Both charges at Lochnagar required twelve detonators, connected in series, each inserted into a guncotton primer, which were placed inside charge bags and buried evenly throughout the explosives, plus a complete back-up system of another twelve detonators in case the first failed. It was the most dangerous part of the work, carried out by the officers in the chambers, surrounded by hundreds of stacked bags of explosives...

Bullock and McKay had all the detonators in, the leads connected and the two chambers about three-quarters charged when Young came up that afternoon to take over. He expected to check that the detonators were in correctly and the leads properly connected, but Bullock and McKay had worked much faster than he anticipated - one senses rivalry between the shifts and the officers - and Young had no choice but to report to Hance that everything was in order. By the following morning they had completed the charging and begun backfilling, or tamping, the tunnel. They had stored hundreds of sandbags of chalk along the gallery in readiness and used them to block the tunnel solidly for 350 feet from the branch...

At 7.28 a.m. Stanley Bullock rammed down the handle of his exploder to fire the first of the Inch Street mines. After the merest pause, he felt the ground beneath him shudder, a few seconds later another shake of the ground told him that Young had successfully fired Lochnagar: In the suspense which ensued before I felt the next mine explode, there was no thought for the destruction of life and waste of material when thousands of tons of explosives disappeared into space, only that orders should be faithfully obeyed...

McKay then pressed his plunger home; they did not notice the Y Sap mine go up but Kerr fired it successfully. On the ground, the shockwaves of the mines were felt far more than heard, there was no bang, either on the Somme or in England as was claimed much later but 8,000 feet above the battlefield the sound waves reached a pilot who had been warned to keep clear of La Boisselle but turned his machine to observe the detonations of Lochnagar and Y Sap:

‘... the earth heaved and flashed, a tremendous and magnificent column rose up into the sky. There was an ear-splitting roar, drowning all the guns, flinging the machine sideways in the repercussing air. The earthy column rose, higher and higher to almost four thousand feet. There it hung, or seemed to hang, for a moment in the air, like the silhouette of some great cypress tree, then fell away



in a widening cone of dust and debris. A moment later came the second mine. Again the roar, the upflung machine, the strange gaunt silhouette invading the sky. Then the dust cleared and we saw the two white eyes of the craters.”

Having completed the work on 1 July 1916, McKay was latterly thrown into the actions at Poelcapelle, for which he earned the Military Cross. He would be mortally wounded by gas on 11 May 1918 when Fonquevillers was hit by a heavy barrage of mustard gas. His mother had got news and made haste to be beside her son. He landed in France on 17 May whilst McKay died of those wounds on 18 May at No. 2 Red Cross Hospital, Rouen. It remains unknown if his mother was able to make it to his side, but she was present for his burial in the St Sever Cemetery, Rouen; sold together with the aforementioned typed citation and lid for the 1914-15 Star, besides much copied research.

For the Medals of his brothers, please see Lots 78 and .



- x204 **A Great War ‘trench raid Commander’s’ M.C. group of four awarded to 2nd Lieutenant G. A. Wilde, Manchester Regiment, late Highland Light Infantry, decorated for leading his Platoon to rush a machine-gun nest and putting three out of action in the process**
- Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (2. Lieut. G. A. Wilde.); Defence Medal 1939-45, *traces of lacquer, good very fine* (4) £700-900
- M.C. *London Gazette* 1 January 1919. The citation followed in the *Edinburgh Gazette* on 13 January 1919:
- ‘For conspicuous gallantry and devotion to duty in command of the right flank Platoon in an attack on a trench. When he found it impossible to get through the wire, and was under heavy machine-gun fire from the right flank, he made a detour, and together with some men from another Company organised a rush on the nest of machine guns, putting three out of action and capturing several prisoners. His prompt action saved the right of the Battalion from heavy losses from enfilade fire, and greatly assisted the advance.’
- George Allen Wilde** served initially in the ranks of the Highland Light Infantry, was commissioned into the Manchester Regiment, and served in France from 4 June 1916. He won his M.C. whilst serving attached to the 12th Battalion.
- x205 **The D.C.M., M.M. group of six awarded to Corporal W. M. Wallace, 18th Field Ambulance, Royal Army Medical Corps**
- Distinguished Conduct Medal, G.V.R. (20795 Pte. W. M. Wallace. 18/ F.A. R.A.M.C.); Military Medal, G.V.R. (20795 Cpl. W. H. Wallace. D.C.M. R.A.M.C.), note incorrect initial; 1914 Star (20795 Pte W. M. Wallace. R.A.M.C.); British War and Victory Medals (20795 Cpl. Wallace. R.A.M.C.); Territorial Force Efficiency Medal (1266 Cpl. W. M. Wallace. D.C.M. M.M. R.A.M.C.), *minor contact wear overall and a heavy contact mark to the sixth, overall very fine* (6) £700-900
- D.C.M. *London Gazette* 3 September 1918, the original citation states:
- ‘For conspicuous gallantry devotion to duty as a bearer. He went “over the top” with three other bearers to locate a wounded man lying in “No Man’s Land”. They found him and brought him in. Throughout his courage and endurance were of great help in evacuating wounded.’
- M.M. *London Gazette* 13 March 1919.
- Walter Morgan Wallace** was born in Manchester and entered the war in France as a Private with the Royal Army Medical Corps on 11 September 1914. Promoted Corporal between 1918 and 1919 Wallace joined the Territorial Force after the war and continued to serve there while living at Old Trafford, Lancashire.
- 206 **A ‘Holnon 1918’ D.C.M., ‘Havrincourt 1917’ M.M. group of four awarded to Serjeant W. Barker, 2nd/7th Battalion, West Yorkshire Regiment**
- Distinguished Conduct Medal, G.V.R. (266240 Sjt. W. W. Barker. M.M. 1/W. York: R.); Military Medal, G.V.R. (266240 Pte W. W. Barker. 2/7 W: York: R.); British War and Victory Medals (3628 Sjt. W. W. Barker. W. York. R.), *overall contact marks, nearly very fine* (4) £800-1,200
- D.C.M. *London Gazette* 10 January 1920, the original citation states:
- ‘For conspicuous gallantry and devotion to duty at Holnon on 19th September, 1918. He reorganised his men after they had suffered severely by machine-gun and shell fire. Later in the day he got two Vickers guns into position under very heavy fire. He showed coolness and resource during the day, exposing himself regardless of danger.’
- M.M. *London Gazette* 13 March 1918.
- Walter Wilson Barker** was born at Leeds, Yorkshire in 1897. Entering the war with the 2nd/7th Battalion, West Yorkshire Regiment, Barker was serving with this unit on 20 November 1917 when the Battalion was involved in a heavy attack to the east of Havrincourt. The objective was taken at little cost and on 15 December 1917 Barker was one of 16 N.C.O.s to be awarded the Military Medal as a result of the action.

The next year the Battalion was engaged in the capture of the village of Holnon on 19 September 1918. Facing heavy fire they managed to establish positions in the village and on the approaches to the secondary objective of Salency. It was here that Barker earned his D.C.M.; he was demobilised not long afterwards on 3 April 1919. Sold together with copied research including *M.I.C.*, medal rolls and extracts from the *London Gazette* as well as further extracts from *The West Yorkshire Regiment in the War*, the absent voters list for 1919 and the Battalion War Diary.

A family group of gallantry awards to two brothers from South Wales

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The ‘Somme Withdrawal’ Distinguished Conduct Medal group of three awarded to 2nd Lieutenant E. J. Grant, Machine Gun Corps, 10th Squadron, who was commissioned after leading his Company out of an encirclement, winning his D.C.M. in the process for his bravery by refusing to withdraw from his gun after being wounded

Distinguished Conduct Medal, G.V.R. (5249 Sjt: E. J. Grant. 10/ Sqn: M.G.C.); British War and Victory Medals (2-Lieut. E. J. Grant.), *minor contact wear overall, polishing, very fine* (3)

An M.M. group of four awarded to Private E. G. Grant, 10th Battalion, Rifle Brigade, one of the last awards made to this battalion before it was disbanded on 5 February 1918

Military Medal, G.V.R. (S-2389 Pte E. G. Grant. 10/Rif:Bde:); 1914-15 Star (S-2389 Pte E. G. Grant. Rif:Brig:); British and Victory Medals (S-2389 Pte. E. G. Grant. Rif. Brig.), *very fine* (4)

£800-1,000

D.C.M. *London Gazette* 3 September 1918, the original citation states:

‘For conspicuous gallantry and devotion to duty while in charge of a machine gun in the front line during an enemy attack. Though enfiladed by enemy machine-gun fire, he worked his gun for several hours with the greatest accuracy, killing and wounded large numbers of the enemy. He was eventually wounded, but refused to be evacuated, and remained at his post.’

Edwin John Grant was born at Barry, Glamorgan in 1894, the son of John and Anne Grant of 27 High Street, Barry. Working as a fireman in the locomotive department of the Barry Railway Company he lived at 36 Trinity Street, Barry. Enlisting on 11 January 1915 with the 10th Squadron, Machine Gun Corps (Cavalry) Grant was appointed Lance Corporal on 1 May and further promoted Corporal on 1 February 1916. Entering the war in France on 1 February 1917 he was advanced Sergeant on 17 July 1917. Grant had not served for long on the Western Front before his act of gallantry when British forces south of Gommecourt were forced back by the German Spring Offensive. The *Barry Dock News* 28 June 1918 takes up the story, stating:

‘Sergeant Edwin Grant M.G.C., who belong [sic] to 36. Trinity-street Barry, has been recommended for commission for services rendered on the Western front during the Somme retirement. His company was cut off, and the officer in charge having fallen, Sergeant Grant took command, and succeeded in getting them safely back to their own trenches.’

Appointed to a Temporary Commission on 13 May 1918 he was posted to Britain the next month on 17 June and saw Home Service for the rest of the War. He was demobilised on 18 October 1919. There is a reference made to his also being awarded the Military Medal, however there is no evidence that this was ever presented with his M.M. card stating ‘No Trace of M.M.’, suggesting it was either never issued or that its reference was a clerical error; his brother’s M.M. was issued earlier that same year. Sold together with a C.D. containing research and copied research including a photograph, *M.I.C.* and extracts from *Barry and the Great War 1914-1918* and the *Barry Dock News* as well as medal rolls, service records and commission documents.

M.M. *London Gazette* 19 March 1918.

Evan Gomer Grant was born at Barry, Glamorgan, in January 1896 the son of John and Anne Grant of 27 High Street, Barry. Entering the war in France on 22 July 1915 with the 10th Battalion, Rifle Brigade Grant served with them for the bulk of the conflict. He was awarded his M.M. the month after the Battalion was disbanded, likely at their final action during the Battle of Cambrai where they suffered such heavy losses that they were amalgamated. After the action Grant joined the 12th Battalion, Rifle Brigade and was demobilised on 11 January 1919; sold together with copied research including medal rolls, *M.I.C.* and census data as well as *London Gazette* extracts.

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A pre-War veteran's 'Cambrai 1917' D.C.M. awarded to Sergeant J. Kendall, 4th Battalion Worcestershire Regiment, late 1st Battalion, Worcestershire Regiment, whose bravery in leading his working party against a German breakthrough won him plaudits only for him to die of wounds on 25 October 1918 less than three weeks before the Armistice

Distinguished Conduct Medal, G.V.R. (11663 Cpl J. Kendall. 4/Worc:R.); 1914 Star (11663 Pte J. Kendall. 1/Worc:R.); British War and Victory Medals (11663 Sjt. J. Kendall. Worc. R.), *minor contact marks and edge pitting, overall very fine (4)*

£800-1,000

D.C.M. *London Gazette* 1 May 1918, the original citation states:

'For conspicuous gallantry and devotion to duty. He was working with a fatigue party behind the lines when the enemy broke through. Collecting a party of twenty men, he kept the enemy at bay with rifle fire, until reinforced some hours later. He then led his men forward in a counter-attack, drove the enemy out, dug and consolidated the position and held it until relieved. His skilful leadership and fine display of initiative undoubtedly saved a critical situation.'



Jabez Kendall was born in April 1888, the son of Hebert and Ellen Kendall of 26 York Road, Bromsgrove. The young Kendall enlisted at Bromsgrove at some stage prior to 1911 and was serving as a Private with the Worcestershire Regiment at the time of the 1911 Census. When the war began they were stationed in Egypt, but were swiftly transported back to Britain via Gibraltar and Kendall, along with the rest of the 1st Battalion, entered the war in France on 5 November 1914.

In France the Battalion faced an unpleasant introduction to the trenches at Neuve Chapelle. Heavy bombardment and freezing weather resulted in one in four soldiers suffering from frostbite and trench foot after just five nights in the trenches. The men then had to suffer the 'retreat from Moscow': a six-mile march from the front to La Gouge through the heavy snow and by mid-December a reported 440 men had experienced frostbite in that battalion alone. Faced with heavy action at Aubers Ridge in March 1915 they later went into action at Passchendaele in 1917.

Kendall was promoted Corporal and transferred to the 4th Battalion, Worcestershire Regiment. It was with them that he was to win his award in early 1917, when a German breakthrough reached his fatigue party behind the lines. It is likely this occurred on the night of 29-30 November when the regiment faced a heavy attack in the town of Marcoing. Later they moved into Flanders, where they were stationed in the vicinity of Lys from April-September 1918. By that point the 4th Battalion were

in a position to advance up the Lys Valley, which they did - though not without resistance; notably during the relief on 5 September they were gassed. Finally engaged in the last Battle of Ypres from 28 September-2 October 1918, the battalion faced a number of stern actions. At some stage in early October 1918, possibly 19 October, Kendall was wounded in the legs - he received treatment at 31 Ambulance train but the severity of the wounds resulted in his legs being amputated. Despite this last-ditch attempt to save him Kendall died on 25 October 1918 and is buried at Terlincthun British Cemetery, Boulogne; sold together with copied research including newspaper cuttings, census data and *M.I.C.* as well as medal rolls, *London Gazette* entries and Commonwealth War Graves data along with information on both 1st and 4th Battalions, Worcestershire Regiment.

209 **A 'Paive River 1918' D.C.M. group of four awarded to Lance-Serjeant W. Ireson, 11th Battalion, West Yorkshire Regiment, who single-handedly accounted for seven enemy machine guns between 27-29 October and - despite being seriously wounded - refused to leave the line until ordered to do so**

Distinguished Conduct Medal, G.V.R. (14001 L.Sjt W. Ireson 11/W. York. R.); 1914-15 Star (14001 Pte W. Ireson. W. York: R.); British War and Victory Medals (14001 Cpl. W. Ireson. W. York. R.), *polishing, minor contact marks, slight edge bruising, overall nearly very fine* (4)

£500-600

D.C.M. *London Gazette* 26 February 1920, the original citation states:

'Throughout the operations on the Piave on 27th, 28th and 29th October, 1918 he displayed most conspicuous gallantry and dash. On the 27th, with one other man, he worked his way along the Bund, and at close quarters captured three machine guns and their crews. On the 29th, after the Monticano was crossed, he captured single-handed four machine guns and crews, and, after being badly wounded, refused to leave the line until ordered to do so.'

William Ireson was born at Thurgarton, Nottinghamshire on 16 March 1886, the son of Samuel and Elizabeth Ireson of Thurgarton. Working as an Insurance Agent prior to the war, Ireson married Florance Holt at St. Peter's Church in Barnsley on 16 October 1909. Entering the war in France on 26 August 1915 with the rank of Private he was promoted Corporal at some stage before 1918 and faced heavy fighting at Loos - and later Contalmaison and Le Sars. Transferred to Italy in 1918 Ireson was promoted Lance-Sergeant.

Hospitalised with influenza in June 1918 Ireson was taken to No. 39 Casualty Clearing Station. Discharged to 70 Field Ambulance on 15 June, Ireson was lucky to survive the illness and return to his Battalion. The Offensive was planned for 27th October and the 11th Battalion began their attack at that point. The fighting was extremely heavy over three consecutive days of attacks but they managed to take every objective given to them. The Battalion war diary for 29 October provides details of the attack, stating:

'Attack proceeded according to plan, and a great number of prisoners were captured also Machine Guns. Objectives were gained before night time Later in the evening our line was withdrawn a little to conform with the flanks. H.Q. were [sic] established at C.Balla. An enemy counter attack appeared imminent just after dusk, but did not develop.'

The capture of large numbers of enemy machine guns was a theme for the attack and Ireson no doubt contributed heavily to this. Recovering from his wound he was discharged to the 'Z' Class Reserve on 27 January 1919. Returning to Barnsley he soon moved to Worsbrough - where he had originally enlisted - for work as a Coal Hearer. Ireson died at Bradford in July 1957; sold together with copied research including medal rolls, *M.I.C.* and army lists as well as extracts from the *London Gazette*, Battalion War Diary and *The West Yorkshire Regiment in the War*.

A pre-war veteran's 1915 'Deeds that Thrill the Empire' D.C.M. awarded to Private C. Button, whose act of gallantry appeared in that publication alongside a thrilling illustration



Distinguished Conduct Medal, G.V.R. (6099 Pte C. Button. 1/W. York. Regt.); India General Service 1908-35, 1 clasp North West Frontier 1908, unnamed; 1914 Star (6099 Pte C. Button. W. York. R.); British War and Victory Medals (6099 Pte. C. Button. W. York. R.), *good very fine* (5) D.C.M. *London Gazette* 30 June 1915, the original citation states:

£700-900

'For great gallantry displayed in going out to the rescue of a man who had been wounded on an open road, under heavy fire of the enemy 200 yards off, and carrying him to safety down a long ditch full of water.'

Charles Button was born at Hull, Yorkshire in 1879, son of George Button of Godwin Street, Hull. Enlisting with The West Yorkshire Regiment on 6 May 1910 he was posted to India with the 1st Battalion on 10 February 1902. While here in 1908 Button qualified for the I.G.S.M. for his services with 1st Battalion in the Burjina Pass; he left India the following year on 8 January 1909.

Transferred to the Army Reserve on 6 May 1909 he completed his service on 5 May 1913 and signed on as a Section 'D' Reservist. Still in this role on 5 August 1914 Button was mobilised for service in France. Entering the War in France on 24 September 1914 he was part of the first batch of reinforcements to the unit after the heavy casualties they had suffered in 1914.

He served admirably during the early months of 1915, earning a personal message from Major-General Kerr, commanding 6th Division, which stated:

'Your Commanding Officer and Brigade Commander have informed me that you distinguished yourself during January, February, March and April 1915. I have read their report with much pleasure.'

This is somewhat difficult to reconcile with his conduct during this time as Button was pronounced guilty of being found drunk in the trenches, being in possession of rum and 'urinating in guard room'. He was also, more seriously, found guilty of desertion on 8 March 1915 for which he forfeited his 1914 Star - though this was reinstated on 1 April 1921.

Returning to Britain on 22 May 1915 he was presented his award by Major-General Lawson at Fulford Barracks. Transferring to the Machine Gun Corps on 25 July 1916 he joined them in France on 12 November. He was later promoted Lance-Corporal with 145th Company on 15 October 1917 and at saw service in Italy in 1918; sold together with copied research including service papers, newspaper extracts and an extract from *Deeds that Thrill the Empire* as well as *M.I.C.*, Medal Rolls and a *London Gazette* extract.

- 211 A very fine 'Vaulx Vraucourt 1 September 1918' D.C.M. group of four awarded to Private W. Sidell, 6th Battalion, Tank Corps, a Whippet tank Gunner who saved the life of a severely wounded comrade when they were hit by a shell and 'brewed up', Siddel worked out in the open for several hours, dragging the wounded soldier over some 400 yards of open ground - he also tended the wounds of another comrade



Distinguished Conduct Medal, G.V.R. (93000 Pte. W. Sidell. 6/Tank Corps.); British War and Victory Medals (93000 Pte. W. Sidell. Tank Corps.); War Medal 1939-45, *good very fine* (4)

£2,500-3,000

D.C.M. *London Gazette* 15 November 1918:

'For conspicuous gallantry and devotion to duty. His tank became detached in the enemy front line and was hit by a shell, which set it on fire and wounded an officer and two men. He first dressed the wounds of one of the men, and with the officer's assistance carried him to safety. He then returned to the other man and dragged him back across the open a distance of 400 yards to our line, taking two hours to accomplish this, owing to intense fire from three sides. He undoubtedly saved the man's life by his courage and determination.'



Walter Sidell was a native of Swanton Abbott and served in the Whippet tanks of the 6th Battalion, Tank Corps. He was decorated for his part in the action on 1 September, when he was a Gunner. Having had his tank put out of action, he dragged out the wounded Second Gunner, who was hit in two places, and dressed his wounds, and assisted his officer to carry him back as far as one of our forward machine gun posts. Sidell then returned alone to attend the driver, Private Tacchi, who was severely hit in the body. He dressed his wounds under very heavy fire and, yard by yard, dragged him back in daylight across the open to our forward post.

Sidell acted in the fine spirit of the Tank Corps and it was at that same location the following day on which Lieutenant-Colonel West rode up on horseback to his tanks - winning a Victoria Cross in the process - and delivered the immortal words:

‘Stick it, men; show them fight, and for God’s sake put up a good fight.’

Sidell did just that and was presented with a Tank Corps Certificate, presented by Lieutenant-Colonel Jelles, for ‘...your pluck & soldierly conduct in action against the enemy.’

Sold together with the original certificate, *ink faded and touched up overall*, together with a lanyard.

212 **A good 1917 M.M. group of three awarded to Sergeant F. MacArthur, Liverpool Regiment, who was decorated when taking command of a fighting patrol which cost the life of his Officer when outnumbered 3 to 1 - he also received a brace of wounds during the Great War**

Military Medal, G.V.R. (201594 Cpl. F. MacArthur. 2/5 L’Pool: R. - T.F.); British War and Victory Medals (4025 Cpl. F. MacArthur L’Pool. R.), *good very fine* (3)

£300-500

M.M. *London Gazette* 21 August 1917. A citation which has been located states:

‘On the night of the 5/6 July 1917, for displaying fine soldierly spirit and resource against superior odds, McArthur was out on patrol with an Officer (2nd Lieutenant E. S. M. Harding) and 9 other ranks, when they encountered a party of the enemy about 30 strong. The enemy attacked our patrol vigorously killing the Officer and one man, wounding 2 others. McArthur immediately took charge he shot one of the enemy at close range and then withdrew his party, putting first the wounded men into a sap from which they reached our trenches. He assisted in carrying the Officer back.

On his arrival his NCO found 3 of his men missing so repeatedly went out in search of them and succeeded in bringing them all in. Although told that his duty was over he remained at the front line firing rifle grenades into the locality where the encounter took place. McArthur has been commended for fine patrol work on the previous night and his conduct on this occasion merits great praise.’

Frederick McArthur was born in 1893 and enlisted in the Liverpool Regiment in June 1916, living at Beckwith Street, Birkenhead. Joining the 2/5th Battalion, the unit went to France in February 1917, McArthur was swiftly in action as they went into the front line at La Boutillerie on 13 February 1917. He was very slightly (noted as ‘trivial’) wounded in the face on 2 April 1917, returning to the trenches at Bois Grenier on 13 April. He was duly promoted Corporal on 27 May 1917. McArthur showed his mettle just a few weeks later, when the unit were operating on the L’Epinette Sector on the night of 5 July. His action was specially reported and recalled by Brigadier-General R. N. Bray, Commanding 171st Infantry Brigade. McArthur took charge when the Officer was cut down and shot a man who was charging at them with bayonet fixed.

McArthur was severely wounded in the upper left arm on 21 July, the injury penetrating the muscles of his lower left shoulder. Returned home, McArthur served as a Bombing Instructor to the 7th and 9th Battalion, also being thrice reprimanded for minor offences. Returned to the front with the 9th Battalion, he was made Sergeant on 23 November 1918.

x213 **A Great War M.M. group of three awarded to Sergeant A. R. Fitzgerald, 1/21st (County of London) Battalion, London Regiment (First Surrey Rifles)**

Military Medal, G.V.R. (651361 Cpl. A. R. Fitzgerald. 1/21 Lond: R.); British War and Victory Medals (3720 Sgt. A. R. Fitzgerald. 21-Lond. R.), *good very fine* (3)

£240-280

M.M. *London Gazette* 13 March 1918.

Alfred Reginald Fitzgerald, a native of Brixton Hill, London, served in France with the 1/21st (County of London) Battalion, London Regiment (First Surrey Rifles) and was probably awarded the M.M. for service at the Battle of Cambrai in November 1917.

214 A 'Battle of Pilckem Ridge' 1917 M.M. group of four awarded to Private J. Morrison, Royal Scots Fusiliers and Scottish Rifles, who was killed in action on 10 September 1918

Military Medal, G.V.R. (41629 Pte. J. Morrison. 10/11 High: L.I.); British War and Victory Medals (8923 Pte. J. Morrison. R. S. Fus.); Great War Bronze Memorial Plaque (James Morrison), *good very fine* (4)

£400-500

M.M. *London Gazette* 18 October 1917.



James Morrison was born in 1895 at Kilmarnock and joined the Royal Scots Fusiliers before transferring to the 10/11th Battalion, Highland Light Infantry. Having gone off to France, he was thrown into the action in the summer of 1917, when his unit were in action on Pilckem Ridge, for which he earned his M.M.:

‘...for devotion to duty and gallantry under heavy shell firing on 31 July 1917.’ (*Kilmarnock Standard* September 1918, refers)

Their attack had been aimed at the capture of the Frezenburg Redoubt and earned the unit two M.C.’s and approximately 8 M.M.’s. Remaining at the front line, arrangements had been made for him to be presented with the Medal at the first opportunity. He would be tragically killed in action on 10 September 1918 whilst serving with the Scottish Rifles:

‘...was one of a working party which was passing along a trench when a shell burst on the parapet, killing instantaneously the above and three others and dangerously wounding a Corporal.’



He is buried in the Sucrerie Cemetery, Ablaine-St. Nazaire; sold together with copied research including a photograph of the recipient wearing the M.M. riband.

- 215 **A 'Pilckem 1916' Military Medal awarded to Serjeant F. Coles, 1st Battalion, West Yorkshire Regiment**
- Military Medal, G.V.R. (7179 A.Sjt: F. Coles. W. York: R.), *minor contact marks and edge wear, very fine* £160-200
- M.M. *London Gazette* 27 October 1916.
- Frederick Coles** entered the war in France on 8 September 1914 with the 1st Battalion, West Yorkshire Regiment. He served at Ypres and later into the summer with this unit. Being present for the attack on 3-4 June on a section of trenchline near Pilckem, during this attack Coles was wounded, *The West Yorkshire Regiment in the War* refers:
- 'The only resistance met with was in the right and left sectors, but the rifle and machine-gun fire throughout the night was most deadly, especially in the gap in the right sector. Here Second-Lieut. C. T. K. Newton, platoon commander, was immediately killed and No. 7197 Sergeant F. Coles, C Company's bombing Sergeant, was seriously wounded and there was slight confusion'
- Notably during the attack the losses amongst Sergeants was extremely high with 5 killed and 2 wounded. After this Coles was stationed at the Regimental Depot and it was here that he was awarded the M.M. on 4 November 1916; sold together with copied research including *M.I.C.*, as well as extracts from the *London Gazette*, *The West Yorkshire Regiment in the War* and the Battalion War Diary.
- Further entitled to the 1914 Star, British War and Victory Medals.
- 216 **A 1917 Albert M.M. awarded to Private T. O'Hara, 2nd Battalion, West Yorkshire Regiment, who saw action at the Somme and Passchendaele, being twice wounded in the latter sector**
- Military Medal, G.V.R. (36855 Pte T. O'Hara. 2/ W. York: R.), *good very fine* £200-240
- M.M. *London Gazette* 26 May 1917.
- Thomas O'Hara** enlisted on 2 August 1915 and entered the war in 1916 seeing service on the Somme. Awarded the Military Medal in March 1917 while he was serving as a Stretcher Bearer with the Battalion, O'Hara later served at Ypres. Here he was wounded twice - once on 26 June 1917 when hit in the back by shrapnel - and was treated at No. 31 Ambulance Train. Returning to his unit he was wounded again on 5 December 1917 during the Battle of Ypres. O'Hara was discharged on 30 August 1918; sold together with copied research including *M.I.C.* and extracts from the *London Gazette*, the *National Roll of the Great War* and the War Diary of the 2nd Battalion.
- Further entitled to the British War and Victory Medals.
- 217 **A 'December 1915' M.M. group of four awarded to Serjeant J. W. Richardson, 1st/5th Battalion, West Yorkshire Regiment,**
- Military Medal, G.V.R. (1441 Cpl J. Richardson. 1/5 W. York: R. - T.F.); 1914-15 Star (1441 L.Cpl J. Richardson. W. York: R.); British War and Victory Medals (1441 Sjt. J. Richardson. W. York: R.), *good very fine* (4) £200-240
- M.M. *London Gazette* 1 September 1916.
- James Richardson** was born in 1896 and grew up at his parents home of 66 Queen Victoria Street, South Bank, York. While working at York Corporation Electricity Offices on Clifford Street Richardson also signed up for service with the Territorial Force. As a result of this he was called up for service on the outbreak of hostilities, joining the war in France on 15 April 1915.
- Promoted Acting Sergeant briefly when his unit lost its office to enemy fire and its Sergeant to gas, Richardson served in this role for five months before reverting to the rank of Corporal. An extract from the *Yorkshire Herald* on 5 September 1916 provides information on the circumstances of his award, stating:
- 'I got the medal for keeping up communication during an attack. We were very heavily shelled, but came through all right'
- Continuing to serve, Richardson was promoted Sergeant and given the new Regimental Number of 200179. Transferring to the 7th Battalion he was wounded in action on 13 October 1918. Taken to Number 18 General Hospital Richardson was fortunate to recover from his injuries and was disembodied on 25 March 1919; sold together with copied research including extracts from the *London Gazette* and *Yorkshire Herald* as well as an *M.I.C.*

218 **The 'Holnon 1918' M.M. group of three awarded to Private L. Race, 1st Battalion, West Yorkshire Regiment, late 8th (Leeds Rifles) Battalion**

Military Medal, G.V.R. (307080 Pte L. Race.1/ W. York: R.); British War and Victory Medals (5270 Pte. L. Race. W. York. R.); *good very fine* (3)

£180-220

M.M. *London Gazette* 17 June 1919, the original recommendation states:

'For Gallant Conduct in the Field on September 17 1918 by carrying important messages through a heavy barrage'

Leonard Race was living at 8 Mafeking Grove, Cross Flatts, Leeds and working as a Miner when he enlisted on 29 March 1916. Posted to 8th (Leeds Rifles) Battalion he entered the war in France on 6 August 1916, later suffering a gunshot wound to the eye on 3 September 1916. After treatment at 134 Field Ambulance he was transferred to No. 13 General Hospital, Boulogne and from there to Britain on 5 September.

Returning to France on 16 December 1916 Race was wounded again on 27 July 1917 when he was gassed during an artillery barrage and again invalided to Britain. Returning to France for the final time on 6 August 1918, Race was posted to 1st Battalion and in September 1918 was sent to the Holnon section of the line. The Battalion was part of an assault by 1st Division upon the village of Holnon itself on 17 September which aimed at securing the exits to the position before seizing it. While the 1st Battalion was able to achieve its objectives it was dogged by communications difficulties and eventually withdrew west of Holnon Wood.

Race was posted to the Regimental depot not long after this (28 September) and the next month to 5th Reserve Battalion on 28 October. He was transferred to the Army Reserve on 6 December 1918 and discharged on 20 March 1919 as a result of his wounds; sold together with an original recommendation for gallantry and copied research including, medal rolls, *M.I.C.* and service papers as well as an extract from *The West Yorkshire Regiment in the War* and the *London Gazette*.

219 **The M.M. group of four awarded to Private H. Lyons, 2nd/5th Battalion, West Yorkshire Regiment, who was later killed in action on 20 July 1918**

Military Medal, G.V.R. (201566 Sjt. H. Lyons. 2/5 W. York: R.); British War and Victory Medals (3797 Sjt. H. Lyons. W. York. R.); Great War Bronze Memorial Plaque (Henry Lyons), *minor contact wear, very fine* (4)

£200-240

M.M. *London Gazette* 7 October 1918.

Henry Lyons was born at York, Yorkshire in 1893, the son of Harry and Mary Lyons of 13 Earl Street, York. Employed at Rowntree & Co. prior to enlistment, Lyons joined the army in 1915 but did not enter the war until 1916.

Awarded the M.M. in June 1918 Lyons was killed in action the next month at Tardenois during the Second Battle of the Marne. The unit moved off early on 20 July with the objective of Marfaux but, despite great gallantry, were held up just short of the position by heavy enemy resistance. Lyons was much missed by the men of his unit with one of his comrades writing to his parents:

'He was loved by everyone in the Company, from the Captain (who I am sorry to say was also killed) to the youngest recruits. Rest assured that those of us who are left will never forget him, for no one will be missed more than Harry'

Lyons is buried at Marfaux British Cemetery, Marne, and is remembered on the St. Cuthbert's Church War Memorial, Peasholme Green, York; sold together a picture of the recipient as well as copied research including *M.I.C.*, Commonwealth War Graves details and census data as well as extracts for publications including the *York Herald*, *Massacre on the Marne* and *London Gazette* along with *Not For Glory*, *The History of the 62nd (W.R.) Division* and the Battalion War Diary.

220

A 'Battle of Le Quesnel' 1918 M.M. group of three awarded to Private G. F. W. Veall, Tank Corps, late King's Own Yorkshire Light Infantry, who was latterly killed in action on 21 August 1918



Military Medal, G.V.R. (77402 Pte. G. F. Veall. 2/(L.) Bn: Tank Corps.); British War and Victory Medals (26428 Pte. G. F. Veall. K.O.Y.L.I.), *nearly extremely fine* (3)

£1,500-2,000

M.M. *London Gazette* 11 December 1918.



George Frederick Wright Veall was born in 1894 at Walkley, Sheffield and was a cutler by trade, working for Moseley's. He served initially with the King's Own Yorkshire Light Infantry and latterly joined the Tank Corps, distinguishing himself with the 2nd (Light) Battalion at the Battle of Le Quesnel on 8 August 1918:

'An hour before dawn on August 8, the attack began and surprise was total. More than 2,000 guns suddenly flashed out in barrage, while 420 tanks, closely followed by the infantry, surged forward over ground that was heavily shrouded in mist. German machine-gunners found few targets as the tanks, accompanied by determined men, crashed through their positions.

The enemy artillery, which might have been counted on to break up the attack despite the fog, had been effectively neutralized by counter-battery fire; batteries were quickly overrun, many of them without having fired a shot. In what was then open warfare, massed cavalry and light "whippet" tanks swept ahead to exploit success.

On that first victorious day, "The Black Day of the German Army", as the enemy termed it, the Canadians gained 13km, the Australians 11km, the French 8km and the British 3km. The Germans lost 27,000 men and 400 guns as well as hundreds of mortars and machine-guns. The Canadian Corps alone captured 5,033 prisoners and 161 guns. Against this, Fourth Army's casualties totalled 9,000 - about 4,000 for the Corps. The Battle of Amiens continued until August 11.'

Veall would be killed in action with the 3rd Battalion, Tank Corps on 21 August, aged 25. He did not live to see the M.M. he had duly earned and is buried in the Achiet-le-Grand Communal Cemetery.

Sold together with his Memorial Scroll, in its forwarding tube, his M.M. Certificate, in its forwarding tube, besides other original paperwork.

221 **A scarce Prisoner of War M.S.M. for Gallantry group of four awarded to Gunner E. Cooper, Royal Garrison Artillery, for his services after the Fall of Kut**

1914-15 Star (35669. Gnr. E. Cooper. R.G.A.); British War and Victory Medals (35669 Gnr. E. Cooper. R.A.); Army Meritorious Service Medal, G.V.R. (35669 Gnr: E. Cooper. R.G.A.), mounted as worn, *VM with replacement loop, contact marks, very fine* (4)

£300-400

M.S.M. *London Gazette* 29 August 1917. The award was duplicated in print in error on 30 January 1920 and the error rectified on 29 July 1921. His M.S.M. Card states:

'Mesopotamia. Gallantry, P. of. W. Turkey.'

Edward Cooper was born at Tottenham in 1889 and joined the Royal Garrison Artillery on 30 August 1911, serving in India from 28 October 1912-19 February 1915. He was thence posted to Mesopotamia with the 86th (Heavy) Battery, whose 5-inch guns had been recovered from the Rawalpindi Arsenal for service, despite having been consigned for scrap.

His unit served in the Siege of Kut-el-Amara which finally fell on 29 April 1916. Cooper went into the bag with some 2,592 British other ranks, around 70% of whom would lose their lives due to the brutal treatment at the hands of their captors. He was officially recorded as a Prisoner of War by the Ottoman Red Crescent on 24 October 1916, being held at several camps including Afion Kara-Hissar before being repatriated home via Salonika on 5 December 1918. He landed at Southampton on New Year's Day 1919. Unsurprisingly due to the nature of the conditions in which the captives were held, little documentary evidence remains as to the acts for which he earned his M.S.M. for Gallantry. It might be worth scanning the pages of *Four-Fifty Miles to Freedom: The Adventures of Eight British Officers in their Escape from the Turks*, written by Captain M. A. B. Johnson, R.G.A., and Captain K. D. Yearsley, R.E., for some possible examples of the type of work which Cooper might have been involved. Few of those held in such dreadful conditions could have wanted to sit on their laurels and perhaps Cooper played a role in assisting others to break free.

Either way, he was discharged on 6 June 1919 with various health issues - including malaria and neurasthenia - as a result of his privations.

x222

A very fine M.S.M. group of eleven awarded to Band Instructor A. Swann, Auxilliary Forces India, late Durham Light Infantry, Volunteer Artillery Battery and Simla Rifles



Queen's South Africa 1899-1902, 3 clasps, Tugela Heights, Relief of Ladysmith, Transvaal (5053 Pte. A. Swann. Durham Lt. Infy.), *unofficial rivets between top two clasps*; King's South Africa 1901-02, 2 clasps, South Africa 1901, South Africa 1902 (5053 Pte. A. Swann 1st Durham Light Infy.), *re-engraved naming*; 1914-15 Star (No. 1006 Sergt. A. Swann. Vol. Arty. Bty.); British War Medal 1914-20 (1006 Sgt. Albert Swann, Vol. Artly. Bty.); Victory Medal 1914-19 (1006 Sgt. A. Swann. Vol. Arty. Bty.); Defence Medal 1939-45; Delhi Durbar 1911; Jubilee 1935; Army L.S. & G.C., G.V.R. (Serjt. A. Swann. H.E. The Govrs. Band Bo.); Army Meritorious Service Medal, G.V.R. (B. Instr. - A. Swann, Lawrence R.M. School.); Volunteer Force Long Service (India & the Colonies), G.V.R. (Rfmn. A. Swann, Simla Rfls. A.F.I.), mounted as worn, *very fine and a superb combination of awards*, housed within an old leather pouch (11)

£500-700

Albert Swann served initially in the Boer War with the 1st Battalion, Durham Light Infantry (Queen's Medal and 3 clasps, King's Medal & 2 clasps). He thence went out to India to forge his life and was heavily involved in the Volunteer Forces, serving in the Simla Rifles and also seeing active service with the Volunteer Artillery Battery during the Great War. Numbering some 67 men they served in the Mesopotamia campaign with the Battery - soon after arrival from India - being divided into two sections, one preceding up the Euphrates and the other up the Tigris river. Of the total Battery strength of 67, 38 became casualties: 45 of the men were taken Prisoner of War at the Fall of Kut with 18 of them dying during captivity.

Swann returned to India and forged his musical career, serving in The Governor of Bombay's Band and earning his M.S.M. with the Lawrence R.M. (Royal Music?) School.



Lot 223

Sold by Order of a Direct Descendant

223

The North-West Frontier C.B., C.B.E., group of seven and R.M.A. Sandhurst Sword of Honour awarded to Brigadier-General C. R. Bradshaw, 9th Gurkha Rifles, who planned the Sheikh Said operation in 1914, was twice mentioned in despatches during the war and again in Waziristan 1920, and went on to command military districts on the North-West Frontier

The Most Honourable Order of the Bath, Military Division, Companion's neck Badge, silver-gilt and enamel, in its fitted *Garrard & Co.* case of issue; The Most Excellent Order of the British Empire, Military Division, Commander's neck Badge, silver-gilt and enamel, in its fitted *Garrard & Co.* case of issue; India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98 (Lieut. C. R. Bradshaw: 9th Bl. Infy.); 1914-15 Star (Maj. C. R. Bradshaw, 1/9 Gurkha Rfls.); British War and Victory Medals (Lt. Col. C. R. Bradshaw,) with M.I.D. oak leaves; India General Service 1908-35, 3 clasps, Afghanistan N.W.F. 1919, Waziristan 1919-21, Marsud 1919-20 (Brig. Genl. C. R. Bradshaw, I.A.), in *A. H. Baldwin & Sons* case, mounted as worn; R.M.A. Sandhurst Sword of Honour inscribed 'Royal Military College, December. 1892. Sword of Honour Under Officer C. R. Bradshaw.', Rifle Officer's pattern, by *Henry Wilkinson*, numbered '31947', in leather scabbard, *minor contact wear, overall very fine, the sword somewhat rusted and the handle tarnished, nearly very fine* (7)

£3,600-4,000

C.B. *London Gazette* 1 January 1926.

C.B.E. *London Gazette* 19 December 1922.

Charles Richard Bradshaw was born in Delhi on 18 January 1873 and baptised at Simla, Bengal on 21 March, the son of Lady Ellen and Surgeon Major-General Sir Alexander Frederick Bradshaw. His father had been serving in India for many years (having in fact been a defender of Lucknow during the Mutiny) and was, in time, to become a personal friend of Lord Roberts of Kandahar. Educated at the Royal Military College Sandhurst, Bradshaw excelled during the course and was awarded the much-coveted Sword of Honour. He was subsequently commissioned 2nd Lieutenant in the Queen's Own (Royal West Kent Regiment) on 18 July 1893.

Transferring to the Indian Establishment, Bradshaw was promoted Lieutenant on 8 January 1896 while serving with the 9th Bengal Infantry and further advanced Captain on 19 July 1902. Already performing a staff role, here he was promoted to Major as an Indian Army Staff Officer on 19 July 1911. Serving with the 9th Gurkha Rifles by 1914 the Army List for that year places Bradshaw as a Deputy Assistant Adjutant-General in India from 18 November 1912. He transferred to Aden just before the outbreak of war becoming General Staff Officer, Grade 2, with the Aden Brigade.

As a Staff Officer with the Aden Brigade Bradshaw was instrumental in planning the British attack upon Sheikh Said in November 1914. The 29th Indian Infantry Brigade was re-routed from their destination of Egypt to undertake the operation, along with the 23rd Sikh Pioneers. Their goal was Sheikh Said, opposite the British held Island of Perim which lay between Africa and Arabia on the route to the Suez. This vital island was threatened by Turkish troops stationed at Sheikh Said and their positions needed to be stormed as soon as possible. Bradshaw formulated a plan and sailed with the British force under Brigadier-General Cox to undertake it. However, it is possible he didn't take part in the action itself as a request was made to Delhi for a Political Officer to join Bradshaw in a mission to the Arabian tribes at Sheikh Said, the goal of which was to assure them that the attack was not directed at them but at their Ottoman overlords. No reply was forthcoming from Delhi and it is likely that Bradshaw conducted this vital and dangerous mission alone.

Continuing to serve throughout the war Bradshaw undertook exemplary service which resulted in being twice 'mentioned' - once on 4 July 1916 while serving in India and again on 27 August 1918 in Mesopotamia while serving as an Acting Lieutenant-Colonel. Confirmed in this rank he was again 'mentioned' after the war (during the 1919-20 Waziristan operations) while serving as an acting Brigadier-General with 1st Battalion, 9th Gurkha Rifles. Later promoted Colonel-Commandant of the 9th Gurkha Rifles, Bradshaw was appointed Area Commander of the Zhob Area in Baluchistan on 21 November 1923. He retired on 5 June 1928 and lived at 182 Etterick Road, Poole, Dorset, taking up a role in Civil Defence until 30 August 1940 when he died. Bradshaw's two brothers both served as well, with his elder brother Frederick reaching the rank of Lieutenant-General and winning the D.S.O. and his younger brother Arthur being killed in action whilst serving with the 14th Jat Lancers in Flanders, 1914.



224 **A 1929 M.B.E. group of five awarded to Reverend M. T. Dodds, Army Chaplains Department**

The Most Excellent Order of the British Empire, Military Division, Member's breast Badge, silver; 1914 Star, *copy* clasp (Rev: M. T. Dodds. A.C.D.); British War and Victory Medals (Rev. M. T. Dodds.); Efficiency Decoration, Territorial, G.V.R., silver-gilt and silver, mounted as worn, *very fine* (5)

£400-500

M.B.E. *London Gazette* 3 June 1929.

Maitland Theophilus Dodds was educated at Emmanuel College and Ridley College, Cambridge and was a Chaplain to the Forces (Territorial) from 1912. Upon the outbreak of the Great War he was a Curate at Croydon and landed in France on 9 November 1914 (1914 Star without clasp). He saw a number of further postings including as Curate in Charge at St Mary's, Sanderstead, 1921-25 and as Vicar of Amesbury, 1925-27. He was Sub-Warden of The Hostel, King's College, London, 1928-35 and then became Vicar at Blindley Heath, 1935-38. Curate at St Andrews, Wimbledon, 1938-41, he would have shared in the London Blitz and was then at Preston, Brighton, 1941-45. Rector and Vicar of Westbourne, 1943-54, he retired to Blackman House, Canon Lane, Chichester.

225 *'A feat of endurance which assuredly will rank high in the annals of warfare... It says much for the morale of this fine Battalion that it remained a formed and disciplined body till the end.'*

Lieutenant-General Percival on the 2/15th Punjab Regiment, it was men like Lance-Naik Singh which forged their repute.

A very fine 'clandestine Ops - Fall of Malaya 1942' M.M. awarded to Lance-Naik Beant Singh, 2/15th Punjab Regiment, who went deep behind the lines in disguise to Kuching in order to pass vital information on the enemy and also to investigate the disappearance of Captain Mataul-Mulk, a member of the Royal Family of Chitral



Military Medal, G.V.I.R. (10055 L. Naik. Beant Singh. Punjab R.), *very fine*

£1,400-1,800

PROVENANCE:

Glendining's, 19 September 1989, Lot 613, when sold as part of a Collection Commemorating the 50th Anniversary of the Second World War.

1 of just two awards of the M.M. to the unit for this campaign.

M.M. *London Gazette* 25 September 1947:

'In recognition of gallant and distinguished services in Malaya prior to the fall of Singapore in 1942.'

The original recommendation - for an I.D.S.M. - by Colonel C. M. Lane, OC Troops Sarawak and Brunei states:

'This Non-Commissioned Officer volunteered to proceed in disguise on an important mission from Dutch West Borneo to Sarawak, when in January 1942 the British forces were operating in Dutch West Borneo. Although after going a considerable distance he was forced to return, though no fault of his own, he was able to bring back valuable information.

Soon after at Siloeas, in Dutch West Borneo, he showed most marked devotion to duty by reporting by telephone to Force HQ the movements of the enemy and our own troops. This duty he carried out under fire at times and by extreme energy transmitted valuable information at a critical period in operations.'

Remarks by Lieutenant-Colonel F.G. Milligan:

'This NCO, who was one of the 2nd Battalion, 15th Punjab Regiment's Clerks, was one of the 2 men to volunteer for the extremely perilous task of going some 60 miles behind the Japanese lines back to Kuching to ascertain the enemy's activities and the strength of the forces with which he was advancing into Dutch West Borneo. He was also given the task of finding out what was happening to our men who became missing in Kuching on 26 Dec 1941, and particularly in connection with the disappearance of Captain Mata-ul-Mulk. No praise is too high for the courageous manner in which he attempted to carry out this task. He is strongly recommended for the above mentioned award (MM).'

Beant Singh was from Padhiana, Jullundur and served with the 2nd Battalion, 15th Punjab Regiment during the Second World War. The campaign they shared in is covered excellently via <http://www.kaiserscross.com/304501/521701.html> and the story of the party he went in search of is recalled:

'Next day, Christmas morning, after unsuccessfully requesting orders from Singapore Colonel Lane ordered a withdrawal into Dutch Borneo. A group of British women and children along with the hospital detachment were sent ahead during a lull in the firing, and 'A' Company went to secure the vital ferry crossing at Batu Kitak. As these movements were proceeding a large Japanese force attacked the 2/15th Punjabis rear-guard in strength.

After a stiff fight, particularly by the Khattacks who machine-gunned a considerable number of advancing Japanese, four British officers, six Indian Officers and 230 Sepoys were killed or taken prisoner, wounded prisoners being bayoneted by the Japanese. Captain J.H.C. 'Bruno' Brown, OC 'B' Company, was amongst the dead having killed two Japanese with his revolver before a third bayoneted him. Lieutenant D.A. 'Doggy' Hodges, OC 'C' Company, was amongst the prisoners, having surrendered his company when it was surrounded and only two platoons were still able to fight. Only a few sepoy's trickled back to re-join the Battalion. The Japanese casualty list for this rear-guard action was believed to have included 374 men killed, including the formation commander.'

As their movements took them onto Sanggau, they would stand firm to the last:

'Captain Fairburn's Sikh 'A' Company put in an attack that seized the first enemy trenches but which ultimately failed when the planned Dutch flanking movement fell apart in a Japanese ambush that killed the Dutch commander. Badly sited and poorly controlled Dutch heavy mortars wounded Dutch soldiers and Punjabis alike and killed Subedar Kartar Singh. The son of Kartar Singh was serving in the Battalion and he performed his father's funeral rites.

During the next day the Japanese tried to break through to Singkawang II airfield. Their progress was blocked by Subedar Faramurz Khan and two platoons of Punjabi Musalmans from 'B' Company. Faramurz Khan exhorted his men to fight to the end. After an all-day action the Punjabis were finally overrun in the early evening, having expended their ammunition. Faramurz Khan and many of his men were already dead but the Japanese were angry and vengeful because of the 400 or more casualties that they themselves had suffered. Only three Punjabis from these two platoons were seen again, and one of them, Lance-Naik Sher Khan, later reported that the Japanese wired together the prisoners taken, doused them in petrol and burned them to death.'

Having continued the Battle for as long as possible, concerned about the physical condition of the men Colonel Lane and Lieutenant-Colonel Ross-Thompson decided that further resistance would be futile and Sarfor surrendered to a Japanese Naval Brigade on 3 April 1942. Further note should be given to the dreadful conditions and privations that Singh would have endured assuming he was captured with his comrades:

'In captivity Sarfor was split up and placed in several camps in South-East Asia. All the British officers of the 2/15th Punjab Regiment survived captivity. Some were held in the Batu Lintang camp,

Kuching, and mention is made of them in Don Wall's book *Kill the Prisoners*. It was the Indian officers and soldiers who suffered the most from Japanese atrocities in the camps. Most men, led by their Indian officers, refused to join the Japanese-sponsored Indian National Army led by the collaborator Subhas Chandra Bose. This infuriated the Japanese, and in the Kuala Belait camp in Brunei Subedar Makhmad Anwar I.D.S.M. [later I.O.M. also] was flogged and hung by his heels until he was dead. Four jemadars in Kuala Belait camp (Akram Khan, Mohamed Anwar, Nazir Hussain and Lachman Singh) were made to dig their own graves before they were beheaded. It appears that fifty sepoy who had refused to collaborate were tied up and bayoneted or otherwise murdered.

One personal account of a sepoy in captivity can be found in Mark Felton's *The Final Betrayal. Mountbatten, MacArthur and the Tragedy of Japanese POWs*. Naik Changdi Ram, 2/15th Punjabis, gave formal evidence after his release from captivity by Australian troops; the evidence records beatings, tortures and acts of cannibalism by Japanese soldiers performed on Allied European and Indian troops.'

The sheer numerical losses are staggering for campaign deaths and those who perished while captive, these being British Officers 9, Indian Officers 8 and Indian other ranks 434.

For the awards of Subadar Anwar, please see Lot 226.

- 226 The superb and poignant 'Far East P.O.W.' posthumous Indian Order of Merit and 1935 Mohmand I.D.S.M. group of six awarded to Subedar Makhmad Anwar, 2nd Battalion, 15th Punjab Regiment, who was singled out and strung up by the Japanese in order to attempt to secure his defection to the Indian National Army - Anwar refused to yield despite savage twice-daily beatings, which resulted in maggot infested wounds, and was eventually executed



Indian Order of Merit, (1945-47 issue), 4th Type, Reward of Gallantry, silver, gold and enamel, reverse with central nut fitting, complete with top suspension brooch; Indian Distinguished Service Medal, G.VI.R. 2nd Type Crowned Head issue, with top suspension brooch (Jem. Makhmad Anwar, 2-15 Punjab R.); India General Service 1908-35, 3 clasps, Waziristan 1921-24, Burma 1930-32, North West Frontier 1935 (1336 L-Nk. Makhmad Anwar, 3-12 F.F); 1939-45 Star; Pacific Star; War Medal 1939-45, enamel chip to centre of the I.O.M. and some contact wear to the I.G.S., very fine and likely a unique combination of awards (6)

£7,000-9,000

Abbott and Tamplin suggest '...as few as 35 although the position is unclear' for this issue of the I.O.M.

I.O.M. (Posthumous) *London Gazette* 25 September 1947. The original recommendation - by His Excellency the Commander-in-Chief - states:

‘After capture by the Japanese Subedar Makhmad Anwar and other Viceroy’s Commissioned Officers were imprisoned in Kuching, where they were separated from their troops and locked in local cells. The treatment was very bad and they were beaten regularly as they refused to co-operate with the Japanese.

Subedar Makhmad Anwar, due to his seniority and persistent refusals to cooperate, received extra punishments, which in the end caused his death.

He was strung up by his feet and beaten twice daily. The wounds caused by these thrashings became septic and he finished up in such a bad state that when he died, during one of these thrashings, maggots had already infected his wounds.

The courage, fortitude and extreme devotion to duty displayed by this Viceroy’s Commissioned Officer was in keeping with the highest traditions of the Indian Army.’

Chhina states 98 such awards of the 2nd Type Crowned Head issue of the I.D.S.M.

I.D.S.M. awarded as per GGO No. 309 of 8 May 1936 for the Mohmand Operations.



Makhmad Anwar entered the Indian Army on 5 June 1918. Whilst in some editions of the *Indian Army* list suggest he served in Iraq before the end of the Great War, his entry date removes the possibility of any entitlement for that conflict. He also clearly is not observed wearing relevant Medal ribands in the photograph of the Officers of the 2/15th Punjab Regiment prior to the outbreak of the Second World War.

Anwar saw active service in Waziristan 1921-22, in Burma 1930-32 and on the North-West Frontier of India 1935, when he won the I.D.S.M. and was wounded. He was made Jemadar on 1 April 1930 and is listed as attached to the 10/15th Punjab Regiment from July 1936-January 1937, being returned to the 2/15th Punjab Regiment as Jemadar Adjutant in April 1938. He was made Subedar on 10 October 1939.

The campaign they shared in is covered excellently via <http://www.kaiserscross.com/304501/521701.html> and their story is recalled:

‘The 2nd Battalion of the 15th Punjab Regiment was a ‘class company’ battalion with one company each of Sikhs (‘A’ Company), Punjabi Musalmans (‘B’ Company), Khattacks (‘C’ Company) and Jats (‘D’ Company). The Battalion had come from Poona to Singapore as part of 6th Indian Infantry Brigade. In Singapore the Battalion worked on defence duties and counter-invasion measures until December 1940 when one company was tasked to go to Sarawak. ‘C’ Company, commanded by Major C.A.L. Davis, was selected and Davis, with 2nd Lieutenant J.E.S. Temple and 98 men, sailed to Miri whilst Lieutenant J.H.C. Brown and 52 men went to Kuching.

...In May 1941 Lieutenant-Colonel C.M. Lane MC brought the remainder of the Punjabis to Kuching and intensive reconnaissance of the Kuching area commenced; Colonel Lane being appointed Officer Commanding Troops Sarawak and Brunei. The training of the Sarawak State Forces was speeded up and Punjabi gun detachments were trained to man three elderly 18-pounder guns that were issued to the Battalion. As the Battalion had first-line and second-line reinforcements with it, plus an attached platoon of Jats from the 4/15th Punjabis, the Battalion strength was 1,075 all ranks. When the state forces of Sarawak and Brunei were added Sarfor numbered 2,565 all ranks.

...When war with Japan was declared on 8th December 1941, 2/15th Punjabis was commanded by Lieutenant-Colonel G. Ross-Thompson, Colonel Lane being the Commander of Sarfor. Major F.G. Milligan was the Sarfor staff officer, and Captain J.E.S. Temple was the Battalion Adjutant. Captain Mohd. Mataul Mulk, brother of the Prince of Chitral, was Liaison Officer to the local state forces. The Battalion contained fourteen or fifteen British officers, about half of them being attached from the Sarawak State Forces, and twenty Indian officers.

...The war arrived at Kuching on 19th December when sixteen Japanese bombers raided the town and the airfield, killing 25 civilians and wounding around 80 others whilst setting a petrol dump alight and causing other damage. Allied aircraft did not intervene. Four days later a Japanese naval convoy arrived off the coast, and Singapore ordered the immediate destruction of Kuching airfield. The sappers destroyed the airstrip and the direction-finding equipment that night, using 50 boreholes that had been drilled across the strip in preparation.

A Japanese force had sailed from Camranh Bay in French Indo-China and consisted of the Japanese 35th Infantry Brigade Headquarters and 124th Infantry Regiment augmented by the Yokosuka 2nd Special Naval Landing Force. The Japanese first landed at Miri and left one battalion to occupy North Borneo, Brunei and Labuan Island before sailing to Kuching. Japanese aircraft supplied vital support to the force by bombing the Dutch Singkawang II airfield that lay west of Kuching: the bombing of the runway prevented Dutch planes from taking off to attack the Japanese ships, and later that day the Dutch were authorised to remove their planes to Palembang in Sumatra. However two Dutch submarines engaged the enemy ships, sinking two and damaging two others; a Japanese submarine then stalked one of its Dutch adversaries and sank it. Five British Blenheim aircraft from Singapore, operating at almost the limit of their range, attacked the Japanese ships but did little damage.

The following morning, 24th December, twenty enemy landing craft approached the mouths of the Santubong and Muara Tebas rivers that led to Kuching. First to engage the Japanese were the Sarawak Coastal Marine Service and the Sarawak Rangers, firing from the swamps. A Punjab Regiment gunboat platoon, firing anti-tank rifles from its small craft, went into action for two hours but then moved up-river when it was out-gunned. As the landing craft approached Kuching the Punjabis' 18-pounder guns started scoring hits, supported by a 3-inch mortar detachment. Seven craft were sunk before the Japanese landed and overran the gun and mortar positions, seizing one gun before it could be withdrawn. Colonel Lane had been given Percival's permission to withdraw after holding up the invasion for as long as possible, and fighting between Captain P.Y. Fairburn's Sikh 'A' Company and the invaders continued until 16.30 hours when Kuching was in Japanese hands. To save the civilian population Kuching had been declared an 'open city' and there were no British defence activities within the town. 'A' Company then withdrew to join the Battalion at the airfield. On the way a platoon of 'A' Company under 2nd Lieutenant J.H. Farwell, having already been dive-bombed, was badly ambushed at the Kuching suspension bridge by an enemy group wearing Sarawak Constabulary uniforms. Those of the platoon not killed were captured including John Farwell. The Japanese wasted no time in deploying and by nightfall they were testing the airfield perimeter defences; these probes continued throughout the night.

Next day, Christmas morning, after unsuccessfully requesting orders from Singapore Colonel Lane ordered a withdrawal into Dutch Borneo. A group of British women and children along with the hospital detachment were sent ahead during a lull in the firing, and 'A' Company went to secure the vital ferry crossing at Batu Kitak. As these movements were proceeding a large Japanese force attacked the 2/15th Punjabis rear-guard in strength.

After a stiff fight, particularly by the Khattacks who machine-gunned a considerable number of advancing Japanese, four British officers, six Indian Officers and 230 Sepoys were killed or taken prisoner, wounded prisoners being bayoneted by the Japanese. Captain J.H.C. 'Bruno' Brown, OC 'B' Company, was amongst the dead having killed two Japanese with his revolver before a third bayoneted him. Lieutenant D.A. 'Doggy' Hodges, OC 'C' Company, was amongst the prisoners, having surrendered his company when it was surrounded and only two platoons were still able to fight. Only a few sepoy trickled back to re-join the Battalion. The Japanese casualty list for this rear-guard action was believed to have included 374 men killed, including the formation commander.'

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overrun in the early evening, having expended their ammunition. Faramurz Khan and many of his men were already dead but the Japanese were angry and vengeful because of the 400 or more casualties that they themselves had suffered. Only three Punjabis from these two platoons were seen again, and one of them, Lance-Naik Sher Khan, later reported that the Japanese wired together the prisoners taken, doused them in petrol and burned them to death.'

Having continued the Battle for as long as possible, concerned about the physical condition of the men Colonel Lane and Lieutenant-Colonel Ross-Thompson decided that further resistance would be futile and Sarfor surrendered to a Japanese Naval Brigade on 3 April 1942. Further note should be given to the dreadful conditions and privations forced upon Anwar after he was captured with his comrades:

'In captivity Sarfor was split up and placed in several camps in South-East Asia. All the British officers of the 2/15th Punjab Regiment survived captivity. Some were held in the Batu Lintang camp, Kuching, and mention is made of them in Don Wall's book *Kill the Prisoners*. It was the Indian officers and soldiers who suffered the most from Japanese atrocities in the camps. Most men, led by their Indian officers, refused to join the Japanese-sponsored Indian National Army led by the collaborator Subhas Chandra Bose. This infuriated the Japanese, and in the Kuala Belait camp in Brunei Subedar Makhmad Anwar I.D.S.M. was flogged and hung by his heels until he was dead. Four jemadars in Kuala Belait camp (Akram Khan, Mohamed Anwar, Nazir Hussain and Lachman Singh) were made to dig their own graves before they were beheaded. It appears that fifty sepoy who had refused to collaborate were tied up and bayoneted or otherwise murdered.

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David H. James in *The Rise and Fall of the Japanese Empire* explored the gallantry of Anwar further, after he refused to join the Japanese-sponsored Indian National Army:

'Then, what was left of the detachment were rounded up in Kuala Belait. The leaders of the resistance - Sub. Makhmad Anwar, Jemadars Mohd Anwar, Mohad Akram, Nazir Hussain and Lachman Singh - were placed in solitary confinement.

On 21st April 1945, Makhmad Anwar - still refusing to obey - was taken from his cell, strung up by his feet, head swinging clear of the ground was slowly beaten to death. Slowly beaten to death! His festering wounds, caused by the brutality, were septic and maggot infested - but he refused to be a traitor.'

Similar bravery was shown by scores of their countrymen and in all just 30,000 Prisoners defected to the I.N.A. - the last words of Subadar Framurz Khan are fitting:

'We are dying, but dying after doing duty to God, King and Country and to die such a death is the most sacred one of all.'

James singled out Anwar, Framurz and Kartar Singh as those whose ultimate sacrifice ensured the loyalty of the Indian troops who served in the British Indian Army under the most testing conditions.

Anwar is commemorated upon the Singapore Memorial; sold together with copied research which includes images of the recipient.

For the M.M. awarded to a Battalion comrade, please see Lot 225.

227

A superb 'Italy Operations September 1944' Immediate I.D.S.M. group of four awarded to Havildar Jagir Singh, 2nd Battalion, 11th Sikh Regiment, who led his Company in the Battle for Onferno Castle, being wounded in the action he displayed utter disregard for his own safety, screaming the unit battle-cry as he threw himself onto the enemy, accounting for at least 5 with his machine-gun and grenades



Indian Distinguished Service Medal, G.V.I.R. (13124 Hav. Jagir Singh, 11 R Sikh R); 1939-45 Star; Italy Star, the reverse engraved '2nd (Royal) Bn 11 Sikh R 4 Indian Dvi'; War Medal 1939-45, mounted for wear, *good very fine* (4)

£1,400-1,800

I.D.S.M. *London Gazette* 8 February 1945. The original recommendation states:

'On the night 12/13 September [1944] A Company formed part of a two-Company attack on the village of Onferno. The leading Company captured the preliminary objective after fierce fighting and A Company in order to secure the final objective had to pass through heavy enemy shell and mortar fire sustaining some 30 casualties.

Havildar Jagir Singh was Platoon Havildar of the leading Platoon. During the Platoon's advance close past the B Company position the enemy mortar fire was stopped and a counter-attack in the dark by an enemy party of 12-15 strong was launched against the flank of Havildar Jagir Singh's Platoon. The Platoon Commander was killed, and the 38 set which Havildar Jagir Singh was wearing

at the time, received a hit from a shell-splinter completely breaking the set, and wounding the Havildar in the chest.

Havildar Jagir Singh led his Platoon HQ in an attack straight onto the enemy, shouting the Regiment's battle-cry as he went, and with T.S.M.G. fire killed three of the enemy where they stood. He then broke up the rest of the enemy party's attack with hand grenades which he carried, and the enemy broke in disorder leaving 5 dead on the ground.

Heavy and accurate enemy mortaring and shell-fire continued for the next two hours, and the Company attack was finally brought to a standstill.

Havildar Jagir Singh, still under heavy enemy fire organised a Platoon Aid Post and, with great cheerfulness and calmness, encouraged the wounded and assisted the two S.B.s in their duties.

His personal bravery and complete calmness under heavy fire by night were an inspiration of the greatest value to his Platoon, and resulted in their being withdrawn, when ordered, with complete steadiness. Havildar Jagir Singh returned himself carrying a wounded comrade over 500 yards of difficult country under fire, and the rifles of two members of his HQ who had been wounded, though himself suffering from wounds sustained earlier in the night.'

227A A most unusual 1940 B.E.M. awarded Master Omer Jama, who was decorated for throwing overboard a number of Italian guards who had taken over his Arabian Dhow whilst on passage to Aden

British Empire Medal, G.VI.R., Civil Division (Master Omer Jama), officially engraved naming, *traces of verdigris, very fine*

£300-500

B.E.M. *London Gazette* 8 October 1940:

'Omer Jama, Master of an Arab Dhow, with his crew, threw overboard Italian armed guards who had been placed in charge of his vessel.

He and his crew showed great presence of mind and pluck in ridding themselves, during a sandstorm, of their Italian captors and bringing the Dhow safely to Aden.'

227B A 1962 B.E.M. awarded to Warrant Officer Class II Abdulla Yeslam Saidi, Federal Army

British Empire Medal, E.II.R., Military Division (6531 A/W/O.II. Abdulla Yeslam Saidi, Federal Army.), officially impressed naming on a pre-prepared ground, *very fine*

£160-200

B.E.M. *London Gazette* 2 June 1962. The full citation - which is rather blurred in parts - is available via *WO373/169* and includes the following:

'Jan 1957-Dec 1961.

Over a long period this NCO has displayed qualities of initiative, bravery and devotion to duty of a quite outstanding order. On many occasions he has had to take responsibility greatly above his rank and has always risen to the challenge in a most exemplary manner.

One example of his bravery is given. On the 12th January 1957 in the Ragd Al Kamed area he, then as a Corporal, was detailed with his section as escort to Flight Lieutenant Chorley RAF Regiment on a night reconnaissance patrol. During the night the patrol ran into a strong enemy party and heavy firing began. The enemy fire was of such intensity that the soldiers of the section withdrew but this NCO remained in position, returned fire, and by his sterling example and reactions was instantly able to rally his men into parties and to force the enemy to withdraw. During the engagement he was wounded, his arm being struck by a bullet, but notwithstanding he continued to command his section and give heart to his men until the engagement was broken off by the enemy's withdrawal...'

228 **The ‘Balloonatics’ D.S.O. group of five awarded to Lt. Colonel the Hon. A. S. Byng, Royal Air Force, late Royal Flying Corps, Royal Naval Air Service, the son of the 5th Earl of Stafford and nephew of Field-Marshal Byng who was an early Kite Balloon pioneer over the trenches of the Great War**

Distinguished Service Order, G.V.R., silver-gilt and enamel; 1914-15 Star, naming unofficially erased; British War and Victory Medals (Lt. Col. HON. A. S. Byng. R.A.F.); France, Republic, Legion of Honour, 4th Class, silver-gilt and enamel,

£1,400-1,800

D.S.O. *London Gazette* 1 January 1918, the official recommendation states:

‘Since the formation of 5th Balloon Wing in December 1916, Lieutenant Colonel Byng has commanded this unit with marked skill and ability. By his energy he has brought the Companies under his command to a high pitch of efficiency and has helped materially to improve the system of co-operation between artillery and balloons.’

Legion d’honneur *London Gazette* 17 December 1917.

Antony Schomberg Byng was born at Kensington, London on 31 March 1876, the son of the 5th Earl of Stratford, Earl Francis and Lady Emily Byng. Notably he was also a nephew of Field Marshal Viscount Byng of Vimy, Commander of the Third Army and Governor of Canada. The elder Byng did not expect his father to succeed to the title - which he did after his brother was killed by a train at Potter’s Bar. His son was educated at Radley and later entered the London Stock Exchange, being listed on the 1891 census as a Stockbroking Clerk.

Byng was by no means a natural soldier, being described as ‘of exceedingly gentle disposition’ (*The Times* 11 April 1934, refers) and more naturally inclined to scientific and economic pursuits. It was an encounter with the famed proponent of air power Air Commodore Edward Maitland which turned Byng’s mind towards flying. Maitland was an early adherent to the idea of using balloons for both scouting and, with the development of the airship, fighting. Byng meanwhile took a role as Chief Petty Officer with the Royal Navy on 8 October 1911; it was not until war broke out that he received a Commission as Flight Sub-Lieutenant on 29 April 1915 with the Royal Naval Air Service. When the Admiralty caved into Maitland’s pleading for a balloon training centre at Roehampton Byng joined him there as part of the Kite Balloons Section. Posted to No. 6 Kite Balloon Section, Royal Naval Air Service, he is listed as serving with this unit during the Battle of Loos.

Promoted Flight Lieutenant on 8 August 1915 and serving with this unit until the Army took over the Balloon Service, he transferred to the Royal Flying Corps on 26 May 1916. That same day, Byng was posted to 6th Kite Balloon Squadron, whilst listed as a Captain serving on the General List (Balloon Operations). Promoted Major he was given command of 5th Kite Balloon Squadron on 5 July 1916 - this unit was renamed 5th Balloon Wing on 5 December and Byng was promoted Lieutenant-Colonel. His unit was always kept at peak efficiency; this resulting in his receiving a ‘mention’ on 11 December 1917, and later that week the French Legion d’honneur. This may connect with the location of his unit at this time as they were positioned around the southern end of the British line in early 1918, at Morlancourt, near French positions.

Byng survived the war and died in London on 8 April 1934; sold together with an original leather photograph case containing photographs of the recipient and his wife, and copied research including extracts from *The Balloonatics*, *The Times*, *Who Was Who* and *The Distinguished Service Order* as well as service records, *M.I.C.* and medal rolls along with census data, copied photographs and an auction listing for the medals of Air Commodore E. Maitland.

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'Should you ever find yourself alone in a fight, turn straight at the nearest enemy and fly for a collision...and never give way!'

Stirring words of advice from Major 'Bunny' Vaucour to new Pilots joining his Squadron

The rare, emotive and well-documented Great War M.C. and Bar, D.F.C. group of seven awarded to Major A. M. 'Bunny' Vaucour, Royal Flying Corps and Royal Air Force, late Royal Field Artillery

'Bunny' notched up no less than 7 Aerial Victories as a Pilot and Squadron Commander and besides these three decorations he earned the Italian Al Valore Militare and the Italian Air League Gold Medal; he had the record of also being the first Victory of a *Jasta* unit in history when shot down by Leopold Reimann on 24 August 1916 and was tragically killed in a 'Blue-on-Blue' over the Italian Front on 16 July 1918



Military Cross, G.V.R., unnamed as issued, with Second Award Bar; Distinguished Flying Cross, G.V.R., unnamed as issued; 1914-15 Star (2 Lieut. A.M. Vaucour, R.F.A.); British War and Victory Medals, with M.I.D. oak leaves (Major A.M. Vaucour. R.A.F.); Italy, Kingdom, Al Valore Militare, silver, reverse engraved 'Piave-Trentino-Inverno 1917-18: Vaucour, Awdry Morris'; Lega Aerea Nazionale, Gold Medal, with enamelled decoration, reverse inscribed, 'Al Major, R.F.C., Awdry M. Vaucour, Valoroso Difensore Del Cielo D'Italia, 1918', *this last extremely rare, nearly extremely fine* (7)

£24,000-28,000

PROVENANCE:

The Aviation Collection, Spink, May 1998 & November 2012.

M.C. *London Gazette* 4 November 1915:

'For conspicuous gallantry and skill on 28 September 1915, when, accompanied by Captain Rabagliati, they carried out a reconnaissance over Valenciennes and Douai. They had to fly in thick cloud for nearly the whole distance, and several times their aeroplane got into a "spin". The Pilot, however, succeeded each time in righting his machine, and they reached their objective and carried out the reconnaissance at 2800 feet under very heavy fire.'

Second Award Bar to M.C. *London Gazette* 25 November 1916:

'For conspicuous gallantry in action. He attacked ten hostile machines and completely scattered their formation. Previously, while returning with a perforated petrol tank, he shot down an enemy machine. Later, he shot down a hostile machine, being engaged with eight altogether. On another occasion he and his Observer shot down two hostile machines.'

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

M.I.D. *London Gazette* 1 January 1916 & 30 May 1918.

Ace's of the Great War suggests just 7 such awards in Silver were made to Allied Ace's.

Italian Al Valore Militare *London Gazette* 2 November 1918. A citation via <https://www.guerra-allorizzonte.it/Piloti/vaucour.html> states:

'The devotion to duty and the magnificent example of this Officer contributed greatly to maintaining a very high fighting spirit in his Squadron. The successes obtained by him in aerial combat can be attributed directly to his teaching methods and aerial tactics. Piave-Trentino. Winter 1917-18.'



Awdry Morris Vaucour - or Bunny to his friends and comrades - was born at Topcliffe, North Yorkshire on 8 March 1890, a clergyman's son. Living at Upper Norwood, he was educated at Dulwich College and thence served in the University of London Officers' Training Corps. He was nominated for a Regular Commission in the Royal Artillery by Sir Douglas Haig on 1 September 1914, as a Lieutenant, when 24 years old. He served with the Artillery at home for some ten months before transferring to the Royal Flying Corps. He was posted after less than four weeks training as an Observer to No. 10 Squadron in August 1915. Three months later he was awarded his first M.C. for his gallantry whilst flying with Cuthbert Euan Charles Rabagliati. Rabagliati had taken Aero Certificate No. 779, was a pre-War racing driver and during the Second World War ran MI6's Dutch section. Vaucour was given a period of rest at home.

Vaucour took Aero Certificate No. 2765 on a Maurice Farman Biplane at the Military School, Catterick Bridge on 16 April 1916. He was posted as a Pilot and Flight Commander to No. 70 Squadron - flying Sopwith Strutters - and on 24 August flew a particularly eventful Offensive Patrol with his Observer, Lieutenant Bott, South-West of Cambrai:

'Lieutenant Bott discovered that the fuselage was on fire as a result of an A.A. shell which had fallen inside the fuselage and was lying on top of a longeron. He immediately tore off the surrounding canvas and beat out the flames with his hands. Just previously the machine had been hit by machine-gun fire in a combat, and the engine was firing in eight cylinders only, and the pressure pump propeller had one blade broken off. When near Baupaume Lieutenant Vaucour fired a white light, and turned west as the engine was missing badly. East of Le Sars he saw and dived at two enemy machines, engaging them and driving them off. He now discovered that the petrol pressure piping had been shot through. He glided over the lines, crossing them at 1,500 feet and landed one mile south of Carnoy.'

It was Leopold Reimann - 5-kill ace of *Jasta 1* - who they had engaged in the air. That would be the first ever claim in the history of the *Jagdstaffel*. Next morning Vaucour was joined at the scene of the forced landing by First Air Mechanic Wanninger who carried out the necessary repairs and then hitched a ride with Vaucour to the aerodrome:

‘About three miles South-West of Albert they were attacked by three E.A., one attacking from the front and two from the rear. During the combat, Lieutenant Vaucour’s machine was hit by high explosive, presumably from A.A. guns, and 1 A.M. Wanninger was seriously wounded. The machine became uncontrollable for a time, the petrol tank being pierced and the engine stopped, but it was eventually safely landed.’

Wanninger, who ‘behaved with great pluck in an unfamiliar predicament’, died of his wounds the same evening.

On 2 September Vaucour and Bott destroyed two Fokker Es on the same patrol near Cambrai, one being destroyed with the rear-gun and one being sent down out of control with the front-gun. A fortnight later he secured his third and final victory in France, again with Bott when the pair:

‘...engaged and drove off a hostile machine. During the engagement they lost their formation, and were later attacked by three machines, two of which attacked from below, the third from above. The latter was fired at by Lieutenant Bott, whereupon the enemy lost height and tried to get under the Sopwith. In endeavouring to do so, he collided with one of the other Germans, who crashed to earth. The two remaining machines, one of which was damaged, then left them. Shortly afterwards Vaucour was attacked by several Germans one of which he drove down.’

After further fierce but inconclusive combats, Vaucour was posted home in January 1917 to command ‘B’ Flight at the Central Flying School as a Captain, but a short time later was promoted Major and given command of No. 45 Squadron - flying Sopwith Camels - in France, in spite of the fact he had never attended machine-gun or wireless courses. He joined No. 45 Squadron on 22 August 1917, and by this time severe restrictions had been placed on operational Squadron Commanders:

‘...who as a breed during that period of growth of R.F.C. Squadrons were relatively scarce and too valuable to be needlessly exposed to the risk of loss’.

Vaucour felt that this was a serious imposition, but on the Squadron’s removal to the Italian Front felt less restrained. Here, whilst still under orders not to cross the lines in search of battle, he flew regularly with the excuse of ‘inspecting patrols’. But as patrols ranged deep into enemy territory it was obvious that his intentions were otherwise. On 27 February flying alone at 15,000 feet in Camel B. 6354 from Istrana he saw three Albatros D.IIIs diving to attack three Camels, belonging to No. 28 Squadron, flying along the Piave River at about 3,000 feet. He dived straight at them giving the Leader a burst of 200 rounds before breaking off at ten yards range, and turning to inject several good bursts into one of the others, sent it earthwards after its Leader. Vaucour’s next success came nearly three months later when ‘inspecting patrols’ on 25 June 1918 he spotted an aircraft crossing the lines from the direction of Conegliano at 17,000 feet:

‘He was uncertain of its identity or intent from his own height of 14,000, so for the next ten minutes he watched it while he climbed to 18,000. He then saw that it was an enemy two-seater...he dived at it and opened fire at 50 yards range. After about 50 rounds the E.A. went down with its engine revving and Vaucour saw pieces falling off it in all directions. The Pilot and Observer, after holding on to a machine-gun, fell out.’

Later, when he went to inspect the wreckage on the ground, Vaucour found the King of Italy’s Personal Guard standing over it. Retrieving a revolver and an air speed indicator he handed them to the Officer in Charge as souvenirs for Vittorio Emanuele.

At 0900hrs on 16 July 1918 ‘Bunny’ Vaucour’s luck ran out. News reached the Italian Pilots that a British Camel had been obtained by the Germans in order to carry out reconnaissance flights without been chased in action. It was thus agreed that identification veins should be placed on the wings of friendly aircraft in order that the impostor could be found - but few British Squadrons took up the invention. Thus Lieutenant Alberto Moresco, who was piloting an H.D. of the 78th Squadron, was patrolling the Piave area when he saw approaching a machine of a foreign make slightly above him. The sun was in his eyes and ‘...he imagined he could distinctly see a black cross painted on the aircraft which appeared to have a yellow transparency’. Believing he had encountered the enemy he flew over it, made a right hand turn, came down within 60m of its tail and fired off five rounds, killing Vaucour outright. Then as the aircraft made an immediate loop, he realised his fatal mistake. Moresco reported the dreadful error as soon as he landed, whereupon the Italian Command extended its genuine regret at the death of this well known British Pilot. In No. 45 Squadron a different version of events was discussed and there was talk of ‘reprisals’, but in the end good sense prevailed due chiefly to the sensitive cooling of the ‘hot-heads’ by Joubert and the C.- in-C., Lord Cavan. The facts of Vaucour’s death as a tragic accident were communicated throughout the Royal Air Force in Italy and vendetta avoided. *The Times* commented:

'His Squadron almost worshipped him, everybody in the Wing liked him...his loss is irreparable, but...he died doing the work which always kept him happy and without which he was miserable'.

Vaucour, who was just 28 years of age, was buried in the Montecchio Precalino Communal Cemetery Extension. He is further commemorated upon the Upper Norwood Memorial and later in 1918 his family had a memorial stained glass window installed in the north transept of Virgo Fidelis Church. The inscription at its base originally read 'Pray for the soul of Major Awdry Morris Vaucour, RA, RAF, MC, DFC, killed in action in Italy 16 July 1918, aged 28 years.' Unfortunately the window was damaged during the Blitz and a repaired version remains today.



Sold together with a superb and most complete photograph and 'In Memoriam' album containing the following, amongst others:

- (i)
Two Mentioned in Despatches Certificates, dated 30 November 1915 and 18 April 1918.
- (ii)
Contemporary newspaper cuttings regarding his awards and death.
- (iii)
Assorted printed or old copy Royal Flying Corps *Communique*s, these *rare survivors*.
- (iv)
Correspondence regarding the recipient's tragic death in a friendly fire incident with the Italian Pilot.
- (v)
An impressive selection of wartime photographs, together with copy of a letter sent by Vaucour regarding his M.C.-winning exploits and dinner menu from the presentation of his Italian Air League, signed by a number of the attendees, dated 23 March 1918.
- (vi)
The recipient's Training Badge transfer card, O.T.C. Record of Service, War Office Letter of Appointment to the R.F.A., and similar documentation for R.F.C. Orders and Postings.
- (vii)
A number of Telegrams, including those for Investitures and death in Italy.
- (viii)
Copy Letters of Condolence.
- (ix)
Commonwealth War Graves Commission correspondence and photographs.
- (x)
Various other letters and ephemera which relate to his career, besides a quantity of copied research.

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A immediate Great War Ace's M.C. group of three awarded to Captain D. S. Hall, No. 57 Squadron, Royal Flying Corps, late Argyll & Sutherland Highlanders, who was decorated for downing no less than four aircraft in a single engagement, whilst Commanding a Flight of five bombers who were rounded up by 15 Albatross Scouts, led by Oberleutnant Rudolf Berthold, CO of *Jasta 18* and a recipient of the Pour Le Merite; Hall was lost in action on 20 November 1917

Military Cross, G.V.R., unnamed as issued; British War and Victory Medals (Capt. D. S. Hall.), *good very fine* (3)

£4,000-5,000

M.C. *London Gazette* 5 April 1918:

'For conspicuous gallantry and devotion to duty. While leading back his formation of five machines from a bombing raid he was attacked on eight different occasions by numerous enemy scouts. He himself shot down one in flames and another out of control, while his observer shot down two, 1 in flames. He has at all times completed the task allotted to him, and set a splendid example.'



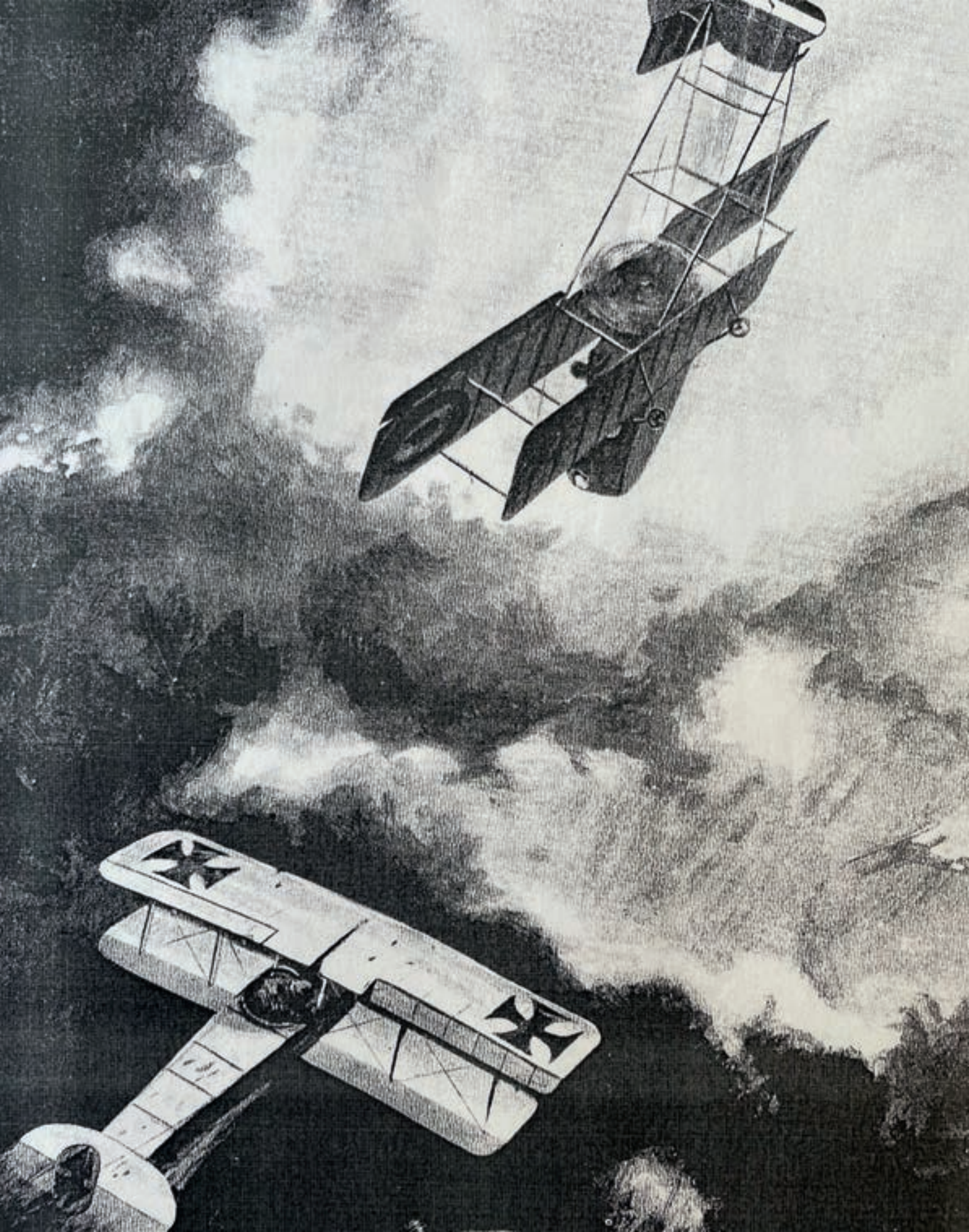
David Sidney Hall was born at Grangemouth on 15 October 1892. Hall was educated at Hermitage School, Dunoon Grammar School, and Hillhead High School, Glasgow, after which he worked in the office of chartered accountants Paterson & Benzie. He joined the 17th Highland Light Infantry, before being commissioned into the Argyll and Sutherland Highlanders. Having transferred into the Royal Flying Corps, he graduated with his Aero Certificate on 22 September 1916.

Moving to the Western Front with No. 57 Squadron, Royal Flying Corps, on 27 July 1917 Hall was piloting a DH4 when he achieved his first victory, against an Albatross DV over the Holthurst forest, driving the machine down out of control. The Observer was 2nd Lieutenant Pizey, tragically he was killed in the encounter.

His next engagement came as 57 Squadron acted in support of the British Offensive on October 2nd 1917 five DH4s from No. 57 bombed Abeele aerodrome. On their way back, they were attacked by about 15 Albatros scouts. Hall was paired with Observer Lieutenant Edward Hartigan. In the combat that followed 2nd Lieutenant Frank Ashcroft Martin and Lieutenant J. D. O'Neill were attacked by three scouts and O'Neill claimed one shot down in flames. Hall and Hartigan engaged a large number of scouts. One attacked from the side but after Hartigan had fired 90 rounds into it the struts were seen to be shot away on one side, the main planes came together, and the aircraft broke up. Another EA passed in front of the DH4 and Hall fired 50 rounds into it when it immediately dived, broke into flames, then crashed. He then fired into another EA which went completely over and fell out of control. One Albatros scout continued to follow the DH4, firing at long range, and so when getting nearer the lines the DH4 throttled back and allowed the Albatros to approach. When within about 200 yards Hall turned his machine and Hartigan fired a burst into the Scout which turned over and over, then fell out of control. Their victories came at 1335hrs, 1336hrs, 1337hrs and 1340hrs; not a bad piece of work! The rest of the Flight did not fare so well with all three lost. Pilots from *Jasta 18* made the claims.

Having gained Ace status and an M.C. in that action, Hall added a sixth victory to his laurels with an Albatross DV to West of Roulers in the bag on 28 October 1917. His luck ran out 20 November 1917 when both Hall and Hartigan went missing on a reconnaissance mission near Les Alleux, their wrecked machine being found later. He is buried in the Longuenesse (St. Omer) Souvenir Cemetery, Pas de Calais.

See http://helensburgh-heritage.co.uk/index.php?option=com_content&view=article&id=1432:gallant-pilot-ran-out-of-luck&catid=88:military&Itemid=462 for more details.



- 231 **A very fine Great War M.C. group of four to Captain R. N. Adams, Royal Flying Corps, late Royal Fusiliers, who won his decoration in an action immortalized in *Deeds That Thrill the Empire*; he would be tragically killed during an aerial combat on 10 October 1916**
- Military Cross, G.V.R., unnamed as issued; 1914-15 Star (2. Lieut. R. N. Adams. R. Fus.); British War and Victory Medals (Capt. R. N. Adams.), *good very fine* (4) £2,400-2,800
- M.C. *London Gazette* 27 July 1916:
- ‘For conspicuous gallantry and skill. With 2nd Lt. Vernon as Observer, he attacked a flight of six enemy machines within the enemy’s lines, and caused one to fall in flames. He was then joined by another of our machines, and together they drove off the remainder, one falling out of control. Previously, with 2nd Lt. Cloete as observer, he brought down an enemy machine, which turned upside down.’
- Ralph Newton Adams** was born on 21 October 1895, the eldest child of Harry Newton and Mary Maud, neé Randall. He attended Charterhouse from 1909-12 and was in Pageites house, being a member of the Officer Training Corps, reaching the rank of Lance-Corporal.
- Commissioned 2nd Lieutenant in the 11th Battalion, Royal Fusiliers (City of London Regiment) in April 1914, he served in France with the 7th Battalion late in 1914, but contracted dysentery in January 1915.
- Transferred to the Royal Flying Corps in September 1915, he took Aero Certificate No. 1967 at Shoreham on 15 October 1915 and thence proceeded to France with, noted as flying with Lieutenant Le Bas on 7 November. He was soon a founder member of No. 23 Squadron on the Western Front, flying Fe2b’s. His action of 20 May was covered in *Communique No. 37* when, with IAM Chapman, he attacked an Aviatik over Adinfer Wood. Closing to within 20 yards, he fired two drums into it, sending it crashing into the trees east of the north end of the Wood itself. Adams was made Captain and Flight Commander on 8 July 1916.
- His final flight took place on 10 October 1916, with 2nd Lieutenant G. J. Ogg as Observer in Fe2b 4918 when in a combat over Achiet le Grand. Mortally wounded by gunfire in the groin, Adams collapsed in his seat, unconscious. Somehow Ogg reached over and managed to bring the aircraft down over allied lines into something of a controlled crash-landing in a shell hole near Meaulte. Adams did not survive his wounds and was buried with full military honours at Guilemont. Sadly his grave was lost and thus he is commemorated upon the Flying Services Memorial at Arras.
- His combat was immortalized in *Deeds That Thrill the Empire*.
- 232 **The 1916 D.C.M. awarded to Second Lieutenant F. Owen, 108th Squadron, Royal Air Force, late 151th Field Company, Royal Engineers, who was later killed in action on 1 October 1918 during a raid over Ingelmunster**
- Distinguished Conduct Medal, G.V.R. (62724 Sjt. F. Owen. 151/ F. Co. R.E.); British War Medal 1914-20 (2. Lieut. F. Owen. R.A.F.); Great War Bronze Memorial Plaque (Frank Owen), *contact marks, minor edge bruising, very fine* (3) £600-700
- D.C.M. *London Gazette* 25 April 1916, the original citation states:
- ‘For conspicuous gallantry and initiative. When acting as guide, Serjeant Owen observed a bomb fall near a trench full of men. He instantly ran forward and threw the bomb over the parapet. In all probability he saved many lives.’
- Frank Owen** was born at Middlesbrough, Yorkshire on 13 March 1888; his parents put him up for adoption and as such he was raised by James and Sarah Bevan of 20 Havards Street, Victoria Road, Rhymney, Monmouth. Working as a motor fitter prior to enlistment on 26 December 1914 Owen put his engineering skills to good use in the 151st Field Company, Royal Engineers. Joining the war in France on 4 December 1915 he served with them in the line with his award-winning act of gallantry taking place on 27 February 1916 at ‘Scottish Trench’, Givenchy.
- Owen left his unit having been wounded in action at Lavantie in July 1916, being invalided to Britain where he was admitted to Southampton Hospital on 4 July. Re-joining the Royal Engineers at Newark he twice applied for a commission, first for the infantry in February 1917 and again for the Royal Flying Corps on 28 November 1917. Accepted to train as an observer he was commissioned 2nd Lieutenant on 13 September 1918. Joining 108 Squadron in France on 15 September 1918 he was part of a major bombing raid over Ingelmunster on 1 October. The Squadron’s DH9 bombers were attacked by 33 Fokker DVIIs with three of their aircraft becoming casualties. The after-action report states:

‘Immediately the bombs were dropped the E.A. attacked from above and in front, coming out of the sun, then continued to attack from behind, both above and below. The Combat continued for about 10 minutes over Roulers. Very close formation was kept throughout the Combat by our machines 3 E.A. were shot down in flames.

1 E.A. broke up.

2 E.A. fell out of control, one of which was seen to crash, near the Railway Line between Ingelmunster and Roulers.

The enemy Formation was afterwards seen to be attacked by British Aircraft. One E.A. was seen to be shot down out of control at about 1745.’

Originally listed as missing Owen was later confirmed to have been killed in action. He is buried at Harlebeke New British Cemetery; sold together with an original letter from the recipient upon his posting to the Royal Flying Corps and original photographs of the Rhymney War Memorial and copied research including Commonwealth War Graves details, *London Gazette* extracts and *M.I.C.* as well as war diary entries for 1916, commission documents and Royal Air Force action reports.

Further entitled to the Victory Medal 1914-20.

232A **An Order of St John group of four awarded to Squadron Leader T. W. Elsdon, Royal Air Force, late Royal Naval Air Service, an early aviator who took Aero Licence No. 544**

The Order of St John of Jerusalem, Badge, silver; 1914-15 Star (Flt. Lt. T. W. Elsdon. R.N.A.S.); British War and Victory Medals (Major T. W. Elsdon. R.A.F.), mounted as worn, *good very fine* (4) £240-280

Commander (Brother) Order of St John *London Gazette* 2 January 1942.

Thomas Wilfrid Elsdon was born on 4 March 1887 at Clapham, London and was an engineer by trade. He was living at 3 Palace Mansions, Muswell Hill when he took Aero Certificate No. 544 on a Vickers Biplane at Brooklands on 8 July 1913. He was further appointed Assistant Pilot at the Vickers School later that year (*Flight* 13 December 1913, refers), being noted as having worked with Barnwell and Knight to increase the number of pupils passing out to an average of one every six days between them in 1914.

Upon the outbreak of the Great War Elsdon was made a Flight Lieutenant in the Royal Naval Air Service on 31 October 1914, being advanced Flight Commander on 1 January 1916. Undertaking various flights and testing on seaplanes, he thence joined the *Riviera* in February 1917, being made a Squadron Commander in June 1917. Whilst flying Short Seaplane 9080 his plane is noted as ‘damaged float, badly damaged when capsized in folding’ on 21 April 1917 and then having capsized on landing on 21 June 1917, with Elsdon as Pilot on both occasions.

With the creation of the Royal Air Force on 1 April 1918, Elsdon ended the Great War as a Major and was CO of No. 242 Squadron from 20 August 1918 until it was disbanded on 15 May 1919. He was presented to The King and Queen at Holyrood in July 1927, by this time a Squadron Leader and he joined *Furious* in January 1928, before *Courageous* in January 1931. He was retired on 18 August 1934.

233 *We went to Stuttgart on the night of July 28th, 1944, in Lancaster U-Uncle, and we had the task of Master of Ceremonies (the title later became Master Bomber). The gunnery leader, Squadron Leader Dixon, stood in for us as rear gunner. He was first class at his job, and flew with us on about six occasions. I had a faith in him just born out of intuition, and from watching the way he went about his job. After being over the target area from beginning to end of the raid, I gave Alan a course for home, and we left as planned, Within 15 minutes, Dickie called up in the approved manner, “Rear Gunner to Pilot, there’s fighters about”. Back came, “OK Rear Gunner”. Then - “Rear Gunner to Pilot, fighter starboard quarter, prepare to corkscrew starboard.” Just then the mid-upper gunner said “I think he’s coming over to port.” Then Dickie called out, “Starboard, go.” Alan, in his best top drawer voice said “Now what do you want? Port or Starboard” Back came the prompt reply from Dickie, “Starboard, you -, down starboard, rolling back up port.” The dull rattle of the Brownings crept over the intercomm. Then the terminating punch-line from Dick, “Got the Bastard”. Confirmed by the mid-upper gunner.*

(*Pathfinders at War*, refers)

The 1944 D.F.C. and Bar group of five awarded to Squadron Leader R. Dixon, Royal Air Force, who saw service as a Pathfinder and Air Gunner, rising from the rank of Flight Sergeant to Squadron Leader

Distinguished Flying Cross, G.VI.R., dated to the reverse ‘1944’, with Second Award Bar, dated ‘1944’; 1939-45 Star; Air Crew Europe Star, with France and Germany clasp; Africa Star; War Medal

1939-45, sold together with a named and addressed O.H.M.S. box of issue, mounted as worn, *good very fine* (5)

£2,400-2,800

D.F.C. *London Gazette* 18 January 1944, the original recommendation states:

‘This Officer has completed 98 operational sorties, 6 of which have been with a Marker Crew.

2. Flying Officer Dixon’s previous experiences in other theatres of war have proved invaluable to the training and maintenance of the high standard and ability of the air Gunners in this Squadron. His keenness and untiring devotion to duty are most praiseworthy.

3. This Officer’s record and his operational background are outstanding.’

Second Award Bar to D.F.C. *London Gazette* 8 December 1944, the original citation states:

‘Squadron Leader Dixon has almost completed his second operational tour. He had, at all times, set an admirable example of efficiency and determination which has been a source of inspiration to all gunners in his Squadron. By his skill and initiative he has largely contributed to the success of many missions. On one occasion, when acting as gunner in the crew of the Master Bomber, he destroyed an enemy fighter which attacked his aircraft.’



Rene Dixon lived at Alma Place, Bradford and was educated at Hanson High School. Enlisting with the Royal Air Force Volunteer Reserve in 1939 with the rank of Aircraftman Class II, he proceeded to fly with No. 9 Squadron in France as Flight Sergeant (Air Gunner) before switching focus to Germany and Italy. Here they struck at targets such as Genoa, Mannheim and Kiel before Dixon was transferred to No. 104 Squadron on 11 October 1941 and on 16 October left as part of the detachment deployed to Malta.

Their first mission here almost proved to be Dixon's last as the Wellington in which he was rear-Gunner for crash-landed. The front-Gunner was killed and the rest of the crew injured; Dixon managed to escape injury. He kept flying against targets in Italy and North Africa, on one notable occasion tangling with an Italian FIAT C.R.42 during which he fired 70 rounds.

The Squadron moved to North Africa on 3 June 1942 but Dixon did not remain with them for long, being transferred to No. 27 O.T.U. at Lichfield. Even while here he occasionally took part in operations including the 30 May 1942 raid over Cologne, as stated in the recipient's logbook: 'first mass raid on German cities'. Transferring to No. 1 Air Armament School on 11 July 1942 he served between there and Lichfield for the remainder of the year, being Commissioned Flying Officer on 17 September 1942 and further promoted Flying Officer on 22 March 1943.

Upon joining No. 7 Squadron in September 1943 Dixon flew a number of raids over Germany, notably three over Berlin in late November 1943. His first raid in the Master Bomber was over Cagny on 18 July 1944; on the next raid he took his first confirmed kill, a J.U.88. A letter from a former crewmate raises the possibility of another kill on this same mission but sadly this remains unconfirmed. The role of Master Bomber was a dangerous one as Dixon's crewmate emphasises, stating:

'Bearing in mind that our task as Master Bomber involved arriving first, marking the target by dropping Target Indicators, and then superintending over the progress of the raid until completion (probably 20 minutes). Being the last to leave meant that we must have appeared as a blip upon many German Radar screens, and were subsequently sought as a target by Flak and night fighters.'

Promoted Flight Lieutenant on 28 July 1944 and later Squadron Leader he was decorated with the Bar to his D.F.C.; sold together with copied research including, operations reports, *London Gazette* entries and newspaper extracts as well as an extract from *Pathfinders at War*, R.A.F. lists and photographs together with an archive of original research comprising:

- i)
The recipient's Flying Log Book.
- ii)
Two R.A.F. cap badges.
- iii)
original newspaper clippings.
- iv)
original recommendations.
- v)
service and release book.
- vi)
Pathfinder Association letter.
- vii)
Pathfinder club membership slip.
- viii)
R.A.F. Officers I.D. card for driving mechanical transport.

x234 *'It's getting grim. It was a good prang and the grim part is for them and not us. There were kites all over the place with fighters and bombers and everybody wrestling for position.'*

Squadron Leader Hurley on air Ops over Magdeburg.

A well-documented 1944 D.F.C. group of six awarded to Squadron Leader F. Hurley, Royal Canadian Air Force, who was a gallant Flight Commander with No. 78 Squadron

Distinguished Flying Cross, G.V.I.R., the reverse officially dated '1944'; 1939-45 Star; Air Crew Europe Star, clasp, France and Germany; Defence Medal 1939-45, Canadian issue in silver; Canadian Volunteer Service Medal, with Overseas clasp; War Medal 1939-45, Canadian issue in silver, *good very fine* (6)

£1,800-2,200

D.F.C. *London Gazette* 14 November 1944. The citation states:

'This Officer was a Flight Commander who maintained his flight at a high standard of efficiency. His brilliant leadership and captaincy have set a fine example both to his flight and to the squadron.

He pressed home his attacks with courage and coolness under all hazardous circumstances.

In June, 1944, he led a formation of aircraft in a daylight attack on Noyelle. His aircraft was severely damaged by anti-aircraft fire. Despite great difficulty he continued to the target, dropped his bombs on the aiming point and led the formation back to base.'



Frank Hurley was born on 31 March 1914 at Brandon, Manitoba, son of Mr & Mrs W. M. Hurley of 1124 Grosvenor Avenue, Winnipeg. Upon his joining the Royal Canadian Air Force in 1940, he was an accountant living with his wife at the Hale Haven Store, Road 42, Route 1, Rex, Georgia, United States of America. He had taken his Canadian Private Pilot's Licence (No. 2449) on 26 October 1937.

Serving as a flight instructor until July 1942, he then underwent Pilot training at Fort William, Ontario. Qualifying for his Wings at the end of December 1942, Hurley went to the United Kingdom in February 1943 and reached 20 O.T.U. in June. A short stint at a conversion unit followed until he was assigned to No. 78 Squadron, part of Bomber Command, in October 1943.

He joined just in time as the Battle of Germany in the air was beginning.

Flying Halifax bombers out of Breighton, Yorkshire, his Log Book notes his first Op on Kassel on 22 October, being 2nd Pilot to Lieutenant Kelly. Hurley thence took the controls himself for a sortie to Mannheim on 18 November. Further entries give an insight to his experiences:

'19 Nov 1943. Operations to Leuverkusen. Heavy barrage flak. 2 holes.

20 Jan 1944 Operations to Berlin. Six fighter attacks. 1 Flak hole.

21 Jan. Operations to Magdeburg. Three fighter attacks - 1 combat, 2 holes.

30 March. Operations to Nuremburg. No future in this (94) [aircraft lost].'



That final entry provides an interesting commentary of the infamous Nuremburg raid on which Bomber Command lost almost 100 bombers. Hurley was also present on the Op flown by some 598 aircraft during 'Big Week' on Stuttgart on 20 February.

Hurley flew on the sortie to Munster on 12 September and noted 'Intense heavy flak. Real Good Raid. Nice trip.' - he was earning his spurs.

His last Op was on 4 October 1944 to Silverthorne', the code-name for aerial mining in the area of the Kattegat, between Denmark and Sweden, being forced to return on three engines on that occasion. He became a Flight Leader during his tour at No. 78 Squadron, leading one of the Squadron's two flights launched on each raid. He was duly rewarded with his D.F.C. after this sortie; sold together with his Flying Log Book (RCAF Form R.95), bound in brown leather, notebook with some details in ink, his photo album, which also houses a number of official letters, the Certificate for his Wings, newspaper cuttings and the printed citation, besides his two Private Pilot's Licences, Service and Pay Book and cloth insignia.

x235

A Second World War D.F.M. group of five awarded to Flight Lieutenant J. A. Marshall, Royal Air Force, who flew two tours of duty with No. 10 and 115 Squadrons - totalling no less than 65 Ops during his operational career, taking part in the first raids on Germany and Italy, besides flying on the first two Thousand-Bomber Raids

Distinguished Flying Medal, G.V.I.R. (623855. F/Sgt. J. A. Marshall. R.A.F.); 1939-45 Star; Air Crew Europe Star; Defence and War Medals, with M.I.D. oak leaves, mounted as worn, *good very fine* (5)

£1,800-2,200

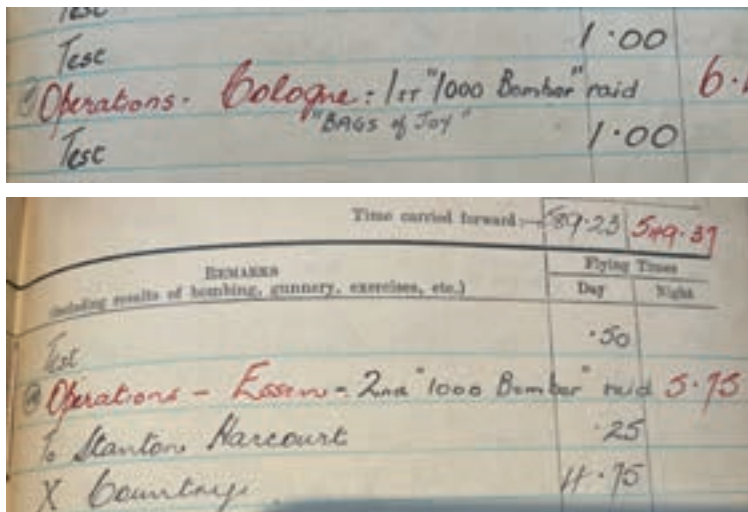
D.F.M. *London Gazette* 12 March 1943.

James Alfred Marshall began flying with No. 10 Squadron in Whitley bombers in July 1939. He flew in the first bombing operation to Germany, on 8 September 1939, with a raid on Cuxhaven as the Centre Gunner on K9029. The exact detail of their part has been neatly erased from his Log Book and the word 'Censored' added. He also participated in the first raid on Berlin which took place on 1 October 1939. By the end of the year, he had flown no less than eight Ops, the last of these on 31 December 1939. During the German invasion of Norway, Marshall flew four Ops to targets in that country, followed by German targets during May and several in support of the British Expeditionary Force in France at the end of the month, these being to 'Western Front (Bombing)' on 22 May and to 'Mons (Bombing) Bridges' on 24 May.

As August 1940 came around Marshall had taken his total to 39 Ops, with a sortie to the synthetic oil works at Gelsenkirchen on 11 August. His 40th Op would take him to Turin, the first such raid on Italy on 13 August, to target the Fiat works at Turin. He was fortunate to come out alive after they were forced to ditch into the English Channel; Marshall was duly 'mentioned' (*London Gazette* 1 January 1941, refers).

Having completed his tour, Marshall was assigned to 10 O.T.U. at Abingdon on 3 September. He trained new aircrew for the next eighteen months, flying six leaflet operations to France. During his period at 10 O.T.U., he was involved in a training aircraft crash in November 1941 and bailed out of another stricken aircraft in June 1942.

He was also present for the first of the famous Thousand-Bomber Raids to Cologne on 30 May 1942. He noted in his Log Book 'BAGS OF JOY'. His 48th Op would be the second of the Raids, this time to Essen on 1 June 1942.



Marshall returned to operational flying with No. 115 Squadron at Mildenhall in September 1942. After several mine-laying operations along the Dutch coast, he flew a long operation to Genoa on 23 October and his Wellington crash-landed on the return flight. In November, flak hit his bomber during a mission to Lorient and after another long mission to northern Italy, his final operation was bombing raid on Frankfurt on 2 December 1942.

Marshall had notched up no less than 65 Ops to this point and was commissioned Pilot Officer in June 1943 and posted to 1657 Conversion Flight, where he flew for year, until his transfer to Transport Command in March 1944. He continued to fly with No. 24 Squadron until February 1946. His campaign Medals were issued to him in Canada in 1952; sold together with his two Log Books, totalling some 2413hrs 10mins of overall flying, with numerous useful notes within, lid and base of box of issue for campaign Medals, besides cloth and metal insignia.

x236 A 1951 Royal Marines M.S.M. group of seven awarded to Lieutenant (Quartermaster) A. S. Carn, Royal Marines



1914-15 Star (Ch.16725, Cpl. A. S. Carn, R.M.L.I.); British War and Victory Medals (Ch.16725 Sgt. A. S. Carn. R.M.L.I.); Defence and War Medals 1939-45; Royal Navy L.S. & G.C., G.V.R. (Ch.16725 A. S. Carn. Cr. Sgt. R.M.); Royal Marines Meritorious Service Medal, G.V.I.R. (Ch. 16725 Q.M.S.I. A. S. Carn. 28.2.1951.), *very fine* (7)

£600-800

M.S.M. awarded February 1951.



Alfred Samuel Carn was born on 25 April 1892 at Beccles, Suffolk, the son of Alfred and Emily Carn, the youngest of their five children. His father was manager of an insurance office. The family moved to London and in 1901 they were living in Tooting. On leaving school Alfred Carn worked as a grocer's assistant.

Carn enlisted as a Private in the Royal Marine Light Infantry on 13 August 1910. He was five feet, nine inches tall, with dark brown hair, grey eyes and a dark complexion. After training at the recruit depot at Deal, he was assigned to the Chatham Division; throughout his service, he returned to this

depot between his drafts at sea. In 1912 he served at sea for a few weeks in the battleships *King Edward VII* and *Triumph*. From January 1913-July 1914 he was part of the nucleus crew in the *Ocean*, an obsolete battleship assigned to the Reserve Fleet and stationed at Pembroke Dock in Wales.

In July 1914 there was a practice mobilization of the fleet; this had been planned for some time but coincided with the crisis following the assassination of the Austrian Arch-Duke. Carn was transferred to the *Magnificent*; one of the nine Majestic class battleships completed in 1895. These were some of the oldest ships still in commission and were unsuitable for front-line service. The ship was first stationed in the Humber, as part of the short-lived 9th Battle Squadron; when the squadron was dissolved the following month she was sent to Scapa Flow for harbour defence duties. It must have been frustrating for a keen young man like Carn to be assigned to such obsolete ships which, clearly, would not see any action, at a time when several other ships had already taken part in victorious battles.

In October 1914 Carn was promoted Corporal and on 23 November 1914 he was transferred to the *Otway*, an armed merchant cruiser (AMC). She was built as a liner for the Orient Steam Navigation Company of Glasgow and launched in 1909. She had a displacement of 12,077 tons, a speed of eighteen knots and carried 1,095 passengers. She had four sister ships which enabled the Orient Line to offer the travelling public guaranteed departures every other week for Australia and New Zealand. The Admiralty requisitioned her on 11 November 1914. She was converted for naval employment in a London shipyard, with eight 6-inch guns and two 6-pounders. As an AMC her company consisted of forty-five officers and 320 ratings. Of the officers, only the CO, Captain E.L. Booty MVO and three others were regulars, the rest came from the RNR.

Otway was assigned to the 10th Cruiser Squadron. Most of the ships of this squadron were also armed merchant cruisers; they were almost constantly at sea, deployed in the stormy seas between the north of Scotland, Iceland and Norway where their role was to enforce the blockade of Germany. What this meant in practice was to prevent any German ships passing in either direction, and inspect all neutral vessels bound for Scandinavia or the Netherlands to ensure that they were not carrying any cargo destined for Germany. When a neutral ship was intercepted, the blockading ship ordered it to halt, then sent a small party consisting of an officer and three or four seamen or marines to board her. The officer would inspect the ship's papers, they might carry out a cursory inspection and, if nothing suspicious was found, the ship would be allowed to proceed. If contraband were detected, or if the officer were suspicious, a prize crew was put aboard and the ship was directed to proceed to a U.K. port (often Kirkwall in the Orkneys) for a more thorough inspection.

Otway was assigned to patrol line 'C' between the Hebrides and the Faroes. In March 1915 she had a frustrating encounter with the Norwegian liner *Bergensfjord*, a notorious blockade-runner. Acting on intelligence, *Otway* intercepted her on the 29th as she was on passage from New York and sent her to Kirkwall with a prize crew. Despite her best efforts to evade or out-run the patrols, it was already the third time the liner had been sentin. She was found to be carrying seventeen Germans of military age, one of them a Reserve officer, all equipped with false Norwegian passports. On the directions of the Foreign Office all were released and permitted to continue their voyage. She had another encounter with a Scandinavian liner in October that year when on her way to assist with the salvage of a sinking ship. She encountered the United States, a Danish liner, and sent her in to Kirkwall. This time the passengers included an Austrian aviator. As well as modern liners, the blockading ships also intercepted small sailing vessels and some of the prize crews experienced very difficult passages when they encountered adverse weather. On 21 December 1915, for example, *Otway* intercepted the barque *Skomvaer* on passage from Buenos Aires to Norway with a cargo of Quebrachi wood. A prize crew of a Sub-Lieutenant, a Midshipman and four seamen were put aboard with rations for eight days, with orders to bring her to Lerwick. For eleven days there were strong easterly winds and she could make no progress. On a couple of occasions she encountered other ships of the squadron which supplied more provisions. The winds then veered round to the south-west and she reached the approaches to Lerwick when a gale sprang up and she was blown far off course. After nearly a month at sea, with provisions almost exhausted, the Sub-Lieutenant agreed to make for Norway and the *Skomvaer* arrived at her original destination. The prize crew could have been interned but the Norwegians kindly permitted them to embark in a Norwegian steamer for Newcastle. From there they caught a train to Liverpool and re-joined *Otway*.

There were some dramatic reversals of fortune as German U-boats enforced their own blockade. In November 1916 *Otway* intercepted the Norwegian *Older*. The latter had sailed from Wales with a cargo of coal, bound for Gibraltar. She was captured by a U-boat which put a prize crew aboard with orders to bring her to Kiel. The crews of an Italian steamship and a British trawler which had been sunk by the submarine were also embarked. When *Otway's* boarding crew approached the *Older*, the Germans defied them and reported that they had placed bombs ready to scuttle the ship. All aboard were then transferred to the *Otway*. The bombs did not explode and next morning *Older's* crew re-embarked and brought her to port.

On another occasion it was one of *Otway's* crew who became a prisoner. The following January she intercepted a neutral ship and put aboard a prize crew with orders to bring her to a British port for inspection. Just a few hours after the ships separated, a U-boat stopped the ship and took the officer prisoner. Surprisingly, the ship was released with the remainder of the prize crew.

Carn left the *Otway* on 21 March 1917. Four months later *UC-49* torpedoed her off the Hebrides and she sank with the loss of ten lives. Three more of Carn's former ships were sunk during the war, namely the *King Edward VII*, *Triumph* and *Ocean* - he could congratulate himself on the fortunate timing of his transfers.

He served ashore from March-December 1917, and was then drafted to the light cruiser *Lowestoft* in the Mediterranean. He was promoted to Sergeant a couple of months later. In January 1919 he joined the *Caesar*, depot ship at Port Said. She was another of the old Majestic class battleships from the 1890s. In June she traversed the Dardanelles and entered the Black Sea, where she was depot ship for the British forces operating against the Bolsheviks in south Russia. She thus earned the distinction of being the last of the pre-dreadnought battleships to see operational service.

At the end of 1919 Carn spent two months at Malta, then in January 1920 was drafted to the light cruiser *Cardiff*, flying the flag of Rear-Admiral George Hope, commanding the 3rd Light Cruiser Squadron. The ship proceeded to Constantinople, then to Odessa, where Hope formed the view that the city could not be defended against the advancing Bolsheviks. Over the following two months the cruiser operated off the Crimean peninsula, assisting with the evacuation of desperate White Russians. On 6 November 1920 the *Cardiff* embarked Charles, the former Emperor of the Austro-Hungarian Empire, and his wife Zita, and carried them from Romania to Madeira, their place of exile.

Carn returned to England in December 1920 and served ashore for the next three and a half years. He was variously employed in the RM Orderly Office and as Clerk in the Commandant's office. On 21 July 1921 he married Mary Price at Brentwood, Middlesex. In June 1923 the Royal Marine Light Infantry and the Royal Marine Artillery merged. In 1924 he began his last draft at sea in the light cruiser *Calypso*, in the Mediterranean. Whilst serving in this ship he was promoted Colour-Sergeant and awarded his L.S. & G.C. Medal. In 1926 he returned to Chatham where he was promoted Quartermaster Sergeant and Instructor of Gunnery in 1929. He retired in August 1931.

Carn was mobilized at the time of the Munich crisis in September 1938 but released after a week. Presumably he was called up again on the outbreak of the Second World War, but information on his service during the first two years of the war is not available. On 22 August 1941 he was promoted to the rank of Warrant Officer and appointed Regimental Sergeant Major at the RM recruit depot and training camp at Thurlestone, south Devon. In January 1943 he was stationed at Matapan Camp in Wales; the following month he was commissioned as Lieutenant (Quartermaster). In October 1943 he was appointed to *Gosling*, a training establishment near Warrington, Lancashire. In September 1944 he was married to Amelia Berry at Merioneth, Wales (his first wife having died in 1938). Carn was demobilized in August 1945 and returned to his home in Hanwell, London.

In February 1951 Carn was awarded the Royal Marines M.S.M., with an annuity, but this depended on availability of funds and Carn did not begin to receive his annuity until 1972, at the age of eighty.

x237

Air Force Cross, G.V.R., in its *Pinches*, 21 Albert Embankment, London case of issue, *contact marks, very fine*

£800-1,000

SINGLE BRITISH ORDERS AND DECORATIONS

x238 Baronet's Badge, of the United Kingdom, silver-gilt and enamel, the reverse inscribed 'Churchman of Abbey Oaks 1917' and hallmarked London 1929, complete with full neck cravat in its fitted leather case of issue, *two small enamel chips, otherwise good very fine* £800-1,000



Sir Arthur Charles Churchman, Bt., 1st Baron Woodbridge, was born on 7 September 1867, son of Henry Charles Churchman, tobacco merchant, of Paget House, Ipswich, and his wife Mary Anna Eade, daughter of Charles Eade. Sir William Churchman, 1st Baronet, was his elder brother. Educated at Ipswich School, Churchman went into partnership with his elder brother William, in the family tobacco firm which had been founded by their great-grandfather William Churchman in 1790, which was renamed W. A. & A. C. Churchman. which at one time employed over 1,000 people. About 1904 the company was combined as Imperial Tobacco and British-American Tobacco when Churchman became vice-chairman of the British American Tobacco Company. Churchman was elected Mayor of Ipswich in 1901, his brother William had been mayor between 1899 and 1900. A lieutenant-colonel in the Essex and Suffolk Royal Garrison Artillery between 1905 and 1909 and commanded a Territorial Force Battalion of the Suffolk Regiment as a temporary lieutenant-colonel in the First World War. In 1917 created a baronet, of Abbey Oaks in the Parish of Sproughton in the County of Suffolk and was known as Sir Arthur Churchman, Bt, between 1917 and the Birthday Honours List of 1932 when he was elevated to the peerage as the 1st Lord Woodbridge of Ipswich. In 1920, returned to Parliament for Woodbridge, which he remained until 1929. Appointed a Deputy Lieutenant of Suffolk in 1930 and served as High Sheriff of the county in 1931 and between 1932 and 1949, as Lord Woodbridge was High Steward of Ipswich. He died at The Mount Nelson Hotel, Cape Town, South Africa on 2 February 1949, aged 81, when both the baronetcy and barony became extinct, his net estate was valued in excess of £1.3 million.



239 Royal Victorian Order, Knight Commander's K.C.V.O. Star, reverse officially numbered '272', silver, gold and enamel, *cleaned, centre a little loose, very fine* £300-400

**LONG SERVICE, CORONATION & JUBILEE AWARDS,
MISCELLANEOUS & MILITARIA**

- | | | |
|-----|--|--------|
| 240 | Delhi Durbar 1911 (P. Ram Kishan Pewari); Volunteer Force Long Service, V.R., unnamed as issued, <i>very fine</i> (2)

Possibly 'Pensioner from Pewari'. | £70-90 |
| 241 | Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Vol. P. Arnold Bangalore Rfle. Vols.), engraved naming, <i>very fine</i>

Percy Arnold was awarded his Medal as per <i>Army Order 493</i> of May 1917. | £50-70 |
| 242 | Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Rflmn. C. Anthony Nagpur Vol. Rfls.), engraved naming, <i>very fine</i>

Charles Campbell Anthony was born on 31 January 1877, the son of Isaac, a Clerk in the Government Press at Allahabad. He served as a Settlement Superintendent at Mandla in 1903 and was Assistant Settlement Officer at Hoshangabad by 1915. He was awarded his Medal as per <i>Army Order 351</i> on 30 April 1918. He died on 5 July 1930. | £50-70 |
| 243 | Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Voltr. H. N. Emmanuel Bl. & N. W. Ry. Voltr. Rfls.), engraved naming, <i>edge cut, very fine</i>

Hamilton Nelson Emmanuel was born during 1886 and was married at All Souls Memorial Church, Fatehgarh on 13 May 1909, the service conducted by the father of the groom, The Rev. Emmanuel, Pastor of Gorakhpore. By 1915, Emmanuel is listed as Chief Clerk at the Court of Wards' Office at Gorakhpur, being awarded his Medal as per <i>Army Order 483</i> of 1914. | £50-70 |
| 244 | Volunteer Force Long Service Medal (India & the Colonies), G.V.R. (Pte. A. J. G. Bean, Dehra Dun Contgt.), officially impressed naming, <i>good very fine</i>

Alfred John George Bean was born on 12 March 1876, son of Alfred Bean, Assistant Collector in the Opium Department. He was awarded his Medal as per <i>Army Order 752</i> of 18 October 1926. | £50-70 |
| 245 | Efficiency Medal, G.VI.R., India (Pte. G. Vaz, Karachi Corps., A.F.I.), <i>official corrections, very fine</i> | £20-30 |
| 246 | Efficiency Medal, G.VI.R., Union of South Africa (Cpl. A. H. Pratt. S.A.M.C.), <i>good very fine</i>

A man of the same name served in the 34th Squadron, 11th Imperial Yeomanry (No. 28858) during the Boer War. Another, a chemist by trade, emigrated to South Africa in March 1929. | £20-30 |



247 Royal Air Force Levies, Iraq L.S. & G.C., G.V.I.R., 2nd issue (X.168 Z.T.II. Abid Rathi.), *good very fine* £500-600

Rank refers to that of a 2nd Lieutenant.

This rare award was instituted in 1949, and was terminated in 1955. After the First World War the R.A.F. took over responsibility for defending much of British territory in the Middle East, as a few aircraft were considered to be as efficient in remote areas as static army garrisons. In Iraq, local levies were raised to assist the R.A.F., and were for most purposes considered to be a part of the R.A.F., although they were commanded by army officers in the main. During the Second World War, the Iraq levies remained loyal during the Rashid Ali Revolt and by 1944 they numbered over 10,000. After the war their strength was much reduced, and when the British withdrew from Iraq they were disbanded. A total of about 300 medals were issued, about 40% of which were awarded to locally commissioned officers. Despite the apparent high numbers issued, only a small handful of medals are known to exist today, probably reflecting the turbulent history of that region in the years since the Second World War.

x248 Canadian Forces' Decoration, E.II.R. (Capt V Arslanian), *good very fine* £200-240



Vatche Arslanian was born in 1955 and was a Canadian-Armenian citizen who emigrated from Syria. He worked for the Canadian military for a number of years and moved to Oromocto, New Brunswick when he was transferred to CFB Gagetown to serve as Captain at the Artillery School. He was released from service in 1995 when he refused a transfer to CFB Shilo in Manitoba; he insisted on remaining in Oromocto to continue his efforts to reunite his family.

He was a member of the Canadian Red Cross and head of logistics for the International Committee of the Red Cross in Iraq. One of the six I.C.R.C. delegates who chose to stay in the country during the 2003 Iraq war to continue helping local relief workers, he was tragically killed by gunfire in Baghdad on 8 April 2003 whilst travelling with two local Red Cross workers, both of whom were able to escape. He was posthumously awarded a Canadian Meritorious Service Cross.

See

<https://web.archive.org/web/20110709023645/http://www.redcross.ca/article.asp?id=002796&tid=1> for further details.

x249

A poignant memorial portrait miniature of Sergeant R. J. Marks, 10th Battalion, Canadian Expeditionary Force, who was killed in action at the Battle of Langemarck on 23 April 1915



Small oval portrait, 32mm x 46mm, housed within a gold memorial frame of superb quality, the reverse engraved '20241 Sgt. Reginald J. Marks. 10th Battalion C.E.F. Killed in Action in the Battle of Langemarck April 23rd 1915 in his 25th year', housed within its fitted velvet case, *traces of wear and use overall, very fine*

£500-600

BRITISH MINIATURE DRESS MEDALS

250 The fine and impressive K.C.I.E., C.S.I., G.C.M.G. group of ten miniature dress medals awarded to Sir C. C. Garbett, Indian Political Department, who was twice ‘mentioned’ in the Great War for his service with the Mesopotamian Expeditionary Force, of which he eventually became Chief Political Officer



The Most Eminent Order of the Indian Empire, K.C.I.E.; The Most Exalted Order of the Star of India, C.S.I., gold, silver, and enamel, with a fine-quality central onyx cameo of the young Queen Victoria; The Most Distinguished Order of St. Michael and St. George, G.C.M.G., silver-gilt and enamel; The Most Venerable Order of St. John, Officer's breast Badge, silver and enamel, minor enamel damage to one arm of reverse; British War and Victory Medals, with M.I.D. Oak leaves; General Service 1918-62, G.V.R., one clasp, Iraq; Jubilee 1935; Coronation 1937; Volunteer L.S. & G.C., G.V.R., *minor enamel damage to first, overall good very fine* (10)

£300-400

[K.C.I.E.] *London Gazette* 12 June 1941.

[C.I.E.] *London Gazette* 26 August 1918.

[C.S.I.] *London Gazette* 3 June 1935.

[C.M.G.] *London Gazette* 3 June 1922.

[Order of St. John] *London Gazette* 24 June 1938.

M.I.D. *London Gazette* 12 March 1918.

M.I.D. *London Gazette* 29 August 1918, the original citation states:

‘«For the initiative displayed and the valuable work done by him in connection with Agriculture.’

Provenance:

Spink November 2008

Colin Campbell Garbett was born at Dalhousie, India in 1881, the son of Hubert and Henrietta Garbett. His father worked as a Civil Engineer while his grandfather served as a Lieutenant-Colonel in the Bengal Horse Artillery, seeing employment during the First Afghan War. When Garbett was still young his family returned to Britain, settling in Castletown, Isle of Man. While in Britain he attended King William's College on the island and later Jesus College, Cambridge.

Having joined the Indian Civil Service in 1904 Garbett returned to India and whilst here took up a commission with the Assam Valley Light Horse on 20 January 1909, reaching the rank of Captain by 1 January 1912. With the outbreak of the Great War he was appointed Assistant-Censor in 1915 and later joined the Mesopotamian Expeditionary Force as Revenue Commissioner Mesopotamia and Administrator of the Agricultural Development Scheme (Military); he was subsequently appointed Chief Political Officer to the Mesopotamian Expeditionary Force in 1916.

After the war he was given a secretarial role in the Turkish Peace Treaty Delegation 1919-20 and around the same time was performing the role of an Assistant-Secretary in the India Office. Taking up a position as Secretary to the High Commissioner of Iraq in 1920, he was serving in this role when nearly killed by a plane crash at Tauq when his Bristol fighter overturned: Garbett's pilot died in the crash and although he survived he did suffer a broken arm.

Returning to India from Iraq in 1922, Garbett was appointed Deputy Commissioner at Campbellpur where he served until 1929 before taking up the same appointment at Rawalpindi. He served further as Chief Secretary to the Government of the Punjab, Commissioner of the Multan Division, Financial Commissioner of the Punjab, 1937 and Chairman of the Punjab Government Forest Commission, 1937. During the Second World War Garbett was appointed Chairman of the Interview Board Emergency Commissions in 1941 and later Minister for Agriculture at Bhopal from 1944-46. Finally accepting a well-earned retirement in 1946 he died on 10 August 1972; sold together with copied biographical information. His full-sized Orders and Medals were sold in these rooms on 20 November 2008.

Sold by Order of a Direct Descendant

251 **The North-West Frontier C.B., C.B.E. group of seven dress miniatures awarded to Brigadier-General C. R. Bradshaw, 9th Gurkha Rifles**

The Most Honourable Order of the Bath, Military Division, Companion's neck Badge, silver-gilt and enamel; The Most Excellent Order of the British Empire, Military Division, Commander's neck Badge, silver-gilt and enamel; India General Service 1895-1902, 2 clasps, Punjab Frontier 1897-98, Tirah 1897-98; 1914-15 Star; British War and Victory Medals, with M.I.D. oak leaves; India General Service 1908-35, 3 clasps, Afghanistan N.W.F. 1919, Waziristan 1919-21, Marsud 1919-20, in *A. H. Baldwin & Sons* case, mounted as worn, with handwritten message on inside of case noting 'Col. C. R. Bradshaw Father's Miniatures', *minor contact wear, overall very fine* (7)

£240-280

For his full-size awards and a biographical note, please see Lot 223.

252 **The superb Balkan War and Great War 1914, Royal Red Cross group of seven miniature dress medals awarded to Sister M. D. Allen, Queen Alexandra's Imperial Military Nursing Service Reserve, late British Red Cross Society, 1st Belgian Unit, who served as a nurse during the Balkan War 1912-13 and later as part of the 1st Belgian Unit, making her one of the first nurses to enter the Great War**

Royal Red Cross, 2nd Class, (A.R.R.C.), silver and enamel; 1914 Star, with clasp; British War and Victory Medals, with M.I.D. oak leaves; Defence Medal 1939-45; Montenegro, Kingdom, Medal for Zeal; Bulgaria, Kingdom, Commemorative Cross of Queen Elizabeth, mounted as worn, in H. T. Lamb & Co. fitted case, *very fine* (7)

£200-240

A.R.R.C. *London Gazette* 3 June 1919



Mary Dorothy Allen was born at Middlesex, London in 1885, the daughter of Vernon and Charlotte Allen of 99 Belgrave Road, St. George's Square, Pimlico, London. Certified on 29 October 1911 she worked first as an Assistant Night Sister at the Royal Sussex County Hospital, Brighton. Later taking up the roll of a Staff Nurse in April 1912 and Sister at the East London Hospital, Shadwell in September 1912.

With the outbreak of the Balkan Wars Allen travelled out to take up a nursing role. She saw service in Sofia - hints of which can be seen in a letter written by a Bulgarian associate in December 1913 which states:

'After a few weeks without definite work, he was appointed to take charge of a hospital which was placed in the seminarium [*sic*]. (The priests college on the hill where some Russians worked when

you were here) He got it clean with some trouble, and had a collection of the heaviest cases there; after a short time however he was told to move the whole establishment to the Military School, and he had the floor where Dr Denk used to be, beside the lower floor.’

The Military School in Sofia hosted a hospital during the Balkan Wars and the language used by the author suggests that Allen had worked there at the time. Accounts differ on the exact date but all suggest that she left the Balkans between April-May 1913, later taking up the role of a Sister aboard the Hospital Ship H.M.S. *Dreadnought* in January 1914. In August 1914 Allen was one of the nurses selected to join the British Red Cross Society’s 1st Belgian Unit as a Nursing Sister, arriving in Belgium on 16 August 1914,.

Escaping the fall of Belgium on 25 October Allen returned to England before joining the Allied Forces Base Hospital, Jeanne d’Arc, Calais on 1 November 1915. Leaving the British Red Cross Society she joined Queen Alexandra’s Imperial Military Nursing Reserve on 8 April 1915 as a Sister. A Staff Nurse at No. 3 General Hospital on 1 April 1917 and No. 24 General Hospital on 16 August 1918. She was presented the A.R.R.C. by the King at Buckingham Palace while still serving, being demobilised from the Army of the Rhine on 18 July 1919.

Travelling to India she sought Private work here from November 1920-March 1922, likely as a guest of her brother Guy who was a member of the Indian Civil Service living in Bombay. After a stint in Canada, Allen began to work in Pre-Natal medicine starting with the Royal College of St. Katherine in April 1925 and going on to the Royal Hampstead Heath Babies Club. She emigrated to New York on 9 September 1929 and it is here that the record stops; sold together with copied research including *M.I.C.*, *V.A.D.* record and census data as well as an extract from *The British Journal of Nursing* as well as handwritten notes and an archive of original documentation comprising:

- i)
Two riband bars.
- ii)
Two Red Cross armbands.
- iii)
A Red Cross Identification card for the Place De Calais.
- iv)
A notebook entitled ‘Our First Trip Abroad’.
- v)
An Application for Membership for The College of Nursing which details the recipient’s career up to May 1931.
- vi)
Handwritten notes of her career.
- vii)
Slips of issue for the 1914 Star and British War Medal.
- viii)
A note from the Joint War Committee confirming the recipient’s role in Belgium prior to her deployment with British forces.
- ix)
A congratulatory note from the Matron-in-Chief relating to the award of the R.R.C. with an addressed envelope.
- x)
Routine Orders and other documentation relating to her role after with Q.A.M.I.N.S.R.
- xi)
A silhouette of the recipient.
- xii)
A letter from the Hospital ship H.M.S. *Dreadnought* to the recipient.
- xiii)
References relating to the recipient’s service.
- xiv)
A certificate from the College of Nursing.
- xv)
Letters relating to the recipient’s post-war career.
- xvi)
Four photographs.
- xvii)
An autograph notebook.
- xviii)
Letter relating to the recipients career including one from Sofia, Bulgaria relating to her Balkan Service.
- xix)
A British Red Cross Society certificate recognising the recipient’s war service.

FOREIGN ORDERS, DECORATIONS & MEDALS



- 253 **Afghanistan**, Emirate, Order of the Durrani Empire (Nishani i Daulat i Duranni), a superb 2nd Class Badge with Swords of private manufacture, 55mm including crown suspension x 36mm, gold and enamel, the obverse centre enhanced with 14 pearls, reverse enamelled '2nd Class 23rd July 1839', with silver-gilt floral suspension and integral top ribband bars, *two ball tips lacking, of the finest quality, good very fine*

£1,800-2,200

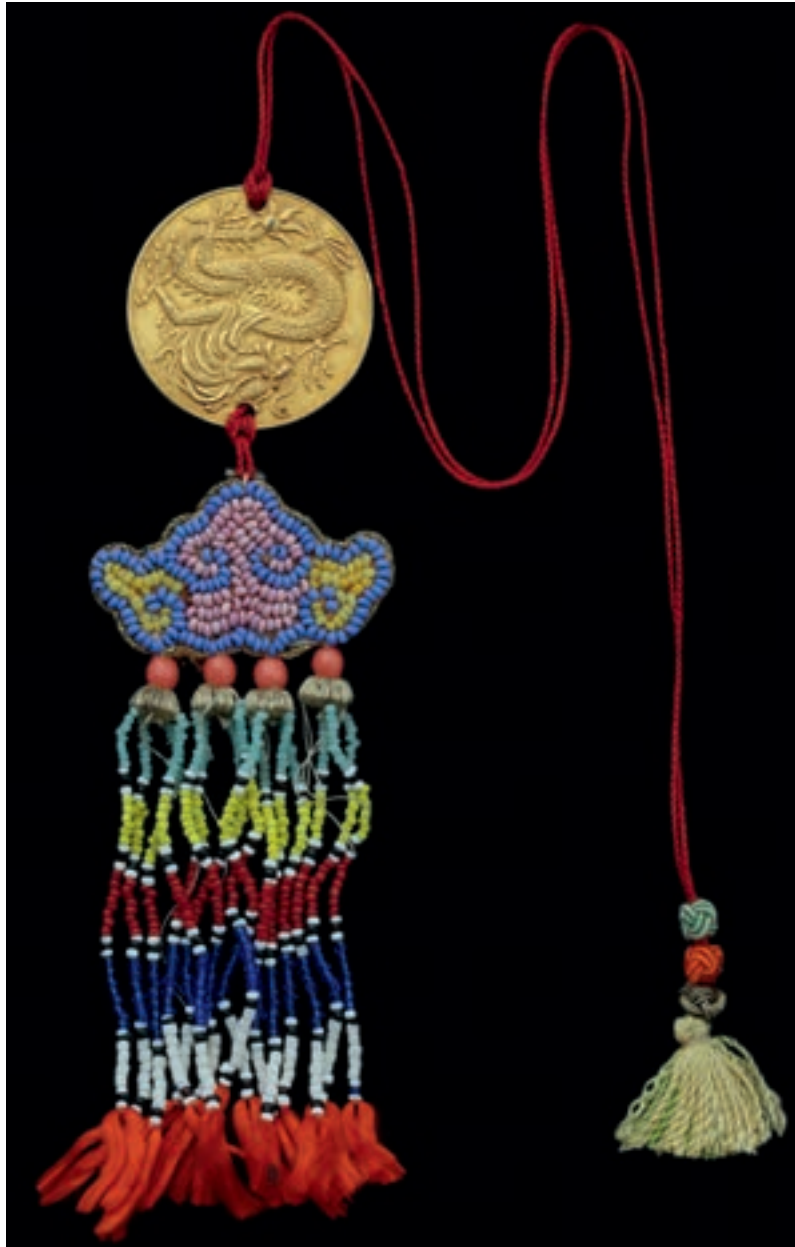


The Order was established in three Classes in 1839 by Shah Shuja Durrani as a reward of merit for those of British Field Officer rank and above in gratitude of the restoration of his Kingdom. The first investiture of the order was held at a grand durbar in the courtyard of the Harem Serai of the Bala Hissar, Kabul, on the evening of 17 September 1839. Due to a lack of insignia at that investiture, many were subsequently manufactured at the personal cost to the recipient.

The total number of awards is approximate, but it has been suggested that less than twenty awards were made in the 2nd Class. This example, given the date to the reverse, was clearly commissioned by a wealthy recipient of fine taste who shared in the Battle and Storming of Ghuznee.

x254 **Annam**, Merit Order, formed of pierced *fragile* gold leaf, 87mm x 65mm, gold, *very fine*

£200-300



x255 **Annam**, Flying Dragon Medal, 33mm, cast silver-gilt Medal, with tassels and bows, *very fine*

£400-500

256 **Arucania**, Order of the Southern Star of Achilles I, breast Badge, with rosette upon riband, 71mm including crown and crescent suspension x 40mm, silvered and enamel, *very fine*

£300-400

Gustav Laviarde assumed the title of Achilles the First, ruler of the Kingdom of Arucania and Patagonia, following the death of King Orelie-Antoine in 1878. The Badges which have appeared on the market appear of French manufacture and perhaps bear their inscriptions in Arabic in order to avoid detection by authorities, who frowned upon the institution of 'private' individuals.

257 **Bahrain**, Public Security Forces Decoration of Long Service, by *Spink & Son*, *good very fine*, in case of issue with riband bar

£60-80

Instituted under Law 37 of 1983 and awarded for 15 years of service.

x258 **Belgium**, Kingdom, Order of Leopold, breast Badge, with rosette upon riband, 38mm, gold, silver-gilt crown and enamel, *good very fine*

£50-70



- x259 **Brasil**, Empire, Order of the Rose, a most attractive Badge, 38mm including crown suspension x 24mm, gold and enamel, *good very fine* £200-300
- x260 **Bulgaria**, Kingdom, Civil Merit Order, 3rd Class neck Badge, by *Schwerdtner, Vienna*, 97mm including crown suspension x 63mm, gilt and enamel, *good very fine*, in fitted case of issue £140-180



- 261 **Dubai**, Police Badge of Superiority, 1st Class, 52mm, silver-gilt, *nearly extremely fine*, in fitted case of issue with riband bar £50-70
 Instituted under Law 10 of 1997.
- x262 **Egypt**, Kingdom, Chamber of Senator's neck Badge, by *Bichay, Cairo*, 63mm, silver and enamel, maker's signature and silver marks to reverse, *enamel chipping, nearly very fine* £200-240

- x263 **Egypt**, Kingdom, Order of the Nile, Star, by *Lattes*, 92mm, silver, silver-gilt and enamel, silver hallmarks and maker's name to reverse centre, *very fine* £260-300



- 264 **Egypt**, Kingdom, Medal for Meritorious Acts, 2nd Class, by *Lattes*, 30mm, silver, the clasp engraved with Arabic naming, silver marks to Medal and clasp, *very fine* £100-140

The Medal was instituted in three Classes on 28 July 1917 as ‘...a reward for distinguished services rendered to public security.’

The naming on this example is translated as:

‘S. Mohamed Fuad Ali Mahmoud 13 Rajab 1370 (20 April 1951)’

The ‘S’ perhaps relates to the rank of Major.

- x265 **Estonia**, Republic, Order of the Eagle, Badge, 56mm, silver-gilt and enamel, *lacking suspension ring*, *very fine*, with 2nd Class neck riband £300-500

- 266 **The Legion of Honour and Order of Fidelity pair awarded to Chevalier Alexander de Boinville, who was also the recipient of the Hohenlohe, House Order of the Phoenix**

France, Legion of Honour, silver, gold centres and enamel, 35mm; Order of Fidelity, 32mm, silver, gold centres and enamel; Germany, Hohenlohe, House Order of the Phoenix, riband of the Order, these three items mounted on an old piece of card with ink inscriptions in French, *rather worn, nearly very fine* (3) £300-500

The group and archive are the basis of an article published by Owain Raw-Rees in the June 2022 *O.M.R.S. Journal*, a copy of which is included.

Alexandre de Boinville was born in Paris circa 1785 and with relatives fled France to England. Sometime after Napoleon took power de Boinville became involved with the military, sharing in a duel in Bilboa - and government circles - being appointed Head of the Bureau of Infantry in 1815 - a position he held until 1828, and received the Order of the Phoenix and the Decoration of the Lily. He was made a Knight of the Legion of Honour in 1822. In May 1834, still with Ministry of War in Paris, he writes an eulogy for Lafayette. The next year, still in Paris, he receives letters from an old colleague Augustus, Losack of the British Auxiliary. He settled in London and is married in 1850. In 1852 he was elected to the Royal Geographical Society having been a member of the Geographical Society of Paris. Subsequently he lives in London, St. Helier and Maidstone. He returns to Kensington in London where he dies in 1865, aged 81, being buried in a common grave in Brompton Cemetery.

Sold together with the following archive of letters:

(i)

A letter which states:

Ministere de la Guerre Monsieur de Boinville [...] rentre sur le champs ^ Paris et [prenne?] la direction du Bureau de l’Infanterie du Departement de la Guerre et [...] donner des Renseignements [...] a besoin. A Senlis le 5 juillet 1815. Le Ministre Secretaire d’Etat de la Guerre. Duc de Feltre

Translation: Ministry of War Monsieur de Boinville [...] go back to Paris immediately and [take] the direction of the Infantry Office of the War Department and [...] provide information (intelligence?) [...] [he?] needs. At Senlis on July 5th, 1815. The Minister Secretary of State for War. Duc de Feltre.

After Napoleon's second abdication, Feltre was again re-appointed Minister of War and served in that capacity until 1817. He was made a Marshal of France in 1816. The Battle of Waterloo was on 18 June 1815 thus this letter, which appears to appoint him Director of the Infantry Office, written just over two weeks after Napoleon's defeat, indicates De Boinville's close involvement in the political turmoil after the Battle.

(ii)

A letter advising de Boinville of his appointment as a Knight of the Legion of Honour. A translation of the letter from the Ministry of War, Director General of Personnel, 7th Bureau, Decorations and Favours - dated 18 August 1822 states:

'Sir, I have the honour to inform you that by order of 17 August the King has deigned to appoint you a Knight of the Royal Order of the Legion of Honour. I am very pleased that I shall announce this testimony of the King's satisfaction with your services. You will have to check with the Grand Chancellor of the Order for your reception and for the expediting of your certificate. I have the honour to be Sir, your most humble and most obedient servant, The Marshall, the Minister Secretary of State for War. De Bellune.'

(iii)

A letter from the Royal Geographical Society in London, dated 15 June 1852, advising de Boinville of his election as a member of the Society.

the RGS Archives (RGS/CB4/196-Boinville, The Chevalier A. de) I obtained copies of correspondence with Alexander de Boinville which concern payment of subscriptions and lack of attendance due to ill health. In the letter of 26 November de Boinville notes, 'I believe you print a list of the Members of your Society. May I request to be inscribed thus Cher. De Boinville, KLH, KPH.'

Further correspondence with the Royal Geographical Society supplied the following information concerning de Boinville's election as a Fellow of the Society. De Boinville is noted as a, 'Member of Geographical Society of Paris, residing at No.3 Chester Terrace, Chester Square. Recommended by: Capt. W.H. Smyth R.N. - having personal knowledge of candidate; John Hogg; John Lee. Elected: June 14th 1852 - Removed: 7.5.1866.'

In 1815 and 1816, Irish Officers of the Irish Legion who fought for Napoleon and their future suitability for recall. Such cases, '...came before the Commission d'Examin, charged with checking the suitability of officers who had applied for recall, and officers with Napoleonic or Republican sympathies were not to be reemployed.'

Anyone deemed a fanatical Bonapartist was deported. The decisions were signed by, 'Boinville Defresne, Head of the Bureau of Infantry at the Ministry for War and President of the Commission.' It is further noted that, '...the decision of the Commission d'Examin, established by Minister for War, Henri Clarke, Duke of Feltre, to examine the suitability of every army officer who applied for recall to active service. The signature is that of Alexandre Boinville Defresne (sometimes de Fresne), who presided.' A footnotes state that Alexandre de Boinville Defresne (sometimes de Fresne) was born in 1785 and became Head of the Bureau of Infantry in 1815.

In 1969 a bundle of letters was found in a house on the outskirts of St. Helier - where de Boinville is noted as living in 1852. Amongst these letters were a number written by Augustus Losack, an officer of the British Auxiliary Legion, to Alexandre de Boinville at the Ministere de la Guerre, Paris.

In a letter of 19 September 1835, from Augustus Losack to Monsiuer de Boinville, Rue de Clichy, No. 74, Paris:

'Who would have thought my dear Boinville that after so many degradations and disasters I should have again resumed the sword I never should have quitted. - I often though of you. I had often heard you say how you would like to pass the residue of your eventful life in the quiet bosom of some Devonshire vale, with a wife - soft idea! - and your smiling family around you and write on your door, "Inveni Portum, etc, etc. (I've found my haven)."

Another dated 26 May, 1836 states:

'We remained three months in England and then joined the army at Bilboa. When recruiting in England I was stationed in Exeter, a place I have often heard you mention as the scene of some happy days in your youth. I have also heard you mention Bilboa where you fought a duel.'

x267

France, Legion of Honour, July Monarchy, Badge, 60mm including crown suspension x 42mm, gold and enamel; Republic, Badge, gold and enamel, *enamel chipping and loss, nearly very fine overall* (2)

£160-200



- x268 **Germany, Hanover, Hanoverian Waterloo 1815 (Faehnrich Heinrich Schwarze, Landwehr Batt. Salzgitter.),** replacement clip and ring suspension, *edge bruising, very fine* £600-800

Faehnrich is equivalent to Ensign or 'Colour Bearer'; the Salzgitter Landwehr Battalion saw much action at both Quatre Bras and Waterloo, as a unit in Colonel Hew Halkett's 3rd Hanoverian Brigade.

- x269 **Germany, Oldenburg, House and Merit Order of Duke Peter Friedrich Ludwig, breast Badge,** 64mm including crown suspension x 40mm, silver and enamel, *replacement loop, very fine* £140-180



- x270 **Germany, Prussia, Military Merit Cross, silver, 38mm, base marked '938 W',** *good very fine and rare* £1,000-1,400

The equivalent of the Pour le Merite for enlisted men, of which approximately only 1,400 were awarded during the Great War.



- | | | |
|------|---|----------|
| x271 | Germany , Reuss, Civil Honour Cross, 30mm, gold, silver-gilt and enamel, <i>very fine</i> | £200-300 |
| x272 | Germany , Saxony, Order of Albert, Star, 68mm x 45mm, silver-gilt, gold and enamel, <i>some enamel cracking, crown detached but present, very fine</i> | £300-400 |
| x273 | Germany , Saxony, Military Order of St Henry, breast Badge, 55mm including crown suspension x 38mm, silver-gilt and enamel, <i>very fine</i> | £200-300 |



- | | | |
|-----|---|----------|
| 274 | Hejaz , Kingdom, Wissam Al Nahda (Order of the Renaissance), 1st Type, 4th Class Badge, 56mm, silver and enamel, with ring for tassels for wearing, <i>very fine</i> | £400-500 |
|-----|---|----------|

- x275 **Hungary**, Order of the Holy Crown, neck Badge, with Swords, 54mm, silver-gilt and enamel, reverse dated '1942', *centre a little loose, small enamel repair to reverse, very fine* £300-500
- 276 **Iraq**, Kingdom, Medal of the Order of the Rafidain, 42mm, silvered, mounted for wear, *very fine* £60-80
Medal of the Order instituted by Decree No. 28 of 1955 and was perhaps introduced in order that suitable exchanges of awards on overseas visits could be made. Six Medals were awarded during King Faisal II's State Visit in July 1956.
- x277 **Italy**, Kingdom, Order of the Roman Eagle, Star, by *Cravanzola, Rome*, 76mm, silver, silver-gilt and enamel, *very fine* £260-300
- x278 **Japan**, Empire, Order of the Rising Sun, neck Badge, 78mm including paulownia flower suspension x 55mm, silver-gilt and enamel, red cabochon to centre, *some enamel chipping around suspension, very fine*, with neck riband £160-200
- 279 **Jordan**, Hashemite Kingdom, Order of Independence, 1st Class set of Insignia, by *Bichay*, comprising sash Badge, 56mm, silver-gilt, silver and enamel; Star, 78mm, silver, silver-gilt and enamel, maker's signature and silver mark to reverse, *of good quality manufacture, good very fine*, with full sash riband (2) £400-500
- 280 **Jordan**, Hashemite Kingdom, Order of Military Merit, 5th Class breast Badge, by *Hugeunin, Switzerland*, 46mm, silver-gilt and enamel, *good very fine*, in fitted case of issue with corresponding miniature and roll of riband £100-140
Awarded to general ranks of the Jordanian Armed Forces and others who perform valuable service to the nation.
- 281 **Jordan**, Hashemite Kingdom, 1967-71 Service Badge, 48mm, enamelled; 1973 Ramadan War and 1977 Jubilee Medal Pair, mounted as worn, *very fine* (3) £40-60
The Service Badge was awarded to members of the Jordanian Armed Forces who served in the period 5 June 1967-31 December 1971.





- 282 **Kuwait**, Order of Liberation, Excellent Class neck Badge, 60mm, silver-gilt and enamel, *white enamel chipping, very fine and very rare* £500-700
- The Order was instituted by the Kuwaiti Government in July 1994 to recognize and reward the services of those servicemen involved in the Liberation of Kuwait. The grade of Order awarded is in accordance with the rank held by the individual, whether substantive, acting or local whilst serving in the Gulf.
- Having been designed by Spink, the manufacturing was eventually completed by other workshops. The higher grades were manufactured by Bertoni, Italy and only awarded to 'Very Senior Commanders' of Three Star rank or above such as General Schwarzkopf and General de la Billiere.
- 283 **Kuwait**, Order of Liberation, First Class breast Badge, 47mm, gilt and enamel, *lacking riband emblem, very fine*, in fitted *Bertoni, Milan* case of issue, *catch on case not working*, with corresponding miniature award and miniature riband bar £300-400
- Awarded to those of One and Two Star rank.
- 284 **Kuwait**, Order of Liberation, Second Class Badge, gilt and enamel; Third Class Badge, silvered and enamel, *likely of Far Eastern manufacture*, in case of issue; Fourth Class Badge (4), bronzed and enamel, one in *Bertoni* case, two likely by *Greco, Texas* and another *likely of Far Eastern manufacture, very fine* (6) £40-60

x285	Latvia , Order of Vesthardus, Civil Division, breast Badge, 63mm including coat of arms suspension x 44mm, silver-gilt and enamel, maker's name and silver marks to reverse, <i>good very fine</i> , mounted as worn	£240-280
x286	Latvia , Republic, Order of the Three Stars, Commander's neck Badge, 68mm including wreath suspension x 45mm, silver-gilt and enamel, hallmarks to reverse of suspension, good very fine, with neck riband	£140-180
x287	Lithuania , Republic, Order of Gediminas, neck Badge, 47mm, silver-gilt and enamel, <i>good very fine</i> , with short section of neck riband with sewn fittings for evening wear	£200-300
288	A mounted group of seven Omani awards Oman, Sultanate, Order of the Special Emblem, by <i>Asprey</i> (hallmarks for 1985 to rim); Sultan's Commendation Medal, with palm; Peace Medal; 15th National Day Medal; 20th National Day Medal, with Crown emblem; 25th National Day Medal; Long Service and Good Conduct Medal, mounted court-style as worn, <i>very fine</i> (7)	£240-280
289	Oman , Sultanate, Sultan's Shooting Medal (1983-95), gilt and enamel, 37mm, with inscription in relief, <i>very fine</i> Perhaps a trial piece.	£40-60
x290	Portugal , Kingdom, Order of Vila Vicosa, Commander's neck Badge, 88mm including crown suspension x 55mm, silver-gilt and enamel, <i>very fine</i>	£140-180
291	Qatar , Emblem of Faithful Service, by <i>Spink & Son London</i> , gilt and enamel, maker's name to reverse of suspension, <i>traces of adhesive to reverse, otherwise good very fine</i>	£60-80
292	Qatar , Order of Distinguished Service (1st Series), disc only; Ministry of Interior Motor Police Department Medal, <i>first all but mint, second nearly very fine</i> (2)	£40-60
x293	Romania , Kingdom, Order of Michael the Brave, Commander's neck Badge, 84mm including crown suspension x 59mm, gilt and enamel, <i>very fine</i>	£300-400
x294	Romania , Kingdom, Order of Ferdinand I, breast Badge, by <i>Reusch</i> , 53mm including crown suspension x 32mm, silver and enamel, maker's name and silver marks to ring, <i>good very fine</i>	£200-300
x295	Romania , Kingdom, Order of the Star of Romania, breast Badge, with rosette upon riband, 42mm, gilt and enamel, <i>enamel chipping, very fine</i>	£50-70
x296	Russia , Imperial, Order of St Anne, breast Badge, 35mm, gold (56 zolotniki) and enamel, by <i>A. Kielbel, St Petersburg</i> , marks to reverse under enamel and on loop, <i>good very fine</i>	£300-400
297	Saudi Arabia , Kingdom, Investigative Security Headquarters Badge; Saudi Royal Air Force Medal; Saudi Scouts Association Order of Excellence; Ministry of Education & Youth Welfare Sports Medal; Arab Table Tennis Federation Award, <i>very fine</i> (5)	£50-70



x298 Serbia, Kingdom, Order of the White Eagle, sash Badge, 90mm x 42mm, silver-gilt and enamel, *some enamel chipping to tassels, very fine*, with sash riband

£500-700

x299	Serbia , Kingdom, Order of the Cross of Takovo, Commander's neck Badge, 74mm including crown suspension x 44mm, silver-gilt and enamel, <i>very fine</i>	£140-180
300	Sudan Defence Force, Distinguished Service Medal, <i>nearly extremely fine</i>	£500-700
301	Sudan Defence Force, Native Officers Decoration 1933, the rim finely named in Arabic script, <i>good very fine and rare</i> The arabic script appears to read: 'Kaimakam (Sharf) Bakheet Beg Yusuf Yunus (H.N.A.B.) Musalaha al Sudan Al Tiba Colonel (Honorary) Bakheet Beg Yusuf Yunus (H.N.A.B.) Sudan Medical Force (or Service)' The post-nominals are likely his medical qualifications.	£400-600
302	Sudan Defence Force, General Service Medal, <i>very fine</i>	£160-200
303	Sudan Defence Force, Long Service & Good Conduct Medal, named in Arabic script, <i>very fine</i> Arabic script appears to translate as: '1189 Jawish Idris Dhu Al Bait Mounted (Camel) Troop (Company)'	£260-300
304	Sudan Defence Force, Long Service & Good Conduct Medal, named in Arabic script, <i>good very fine</i> Arabic script appears to translate as: '6430 'Sul' Rajab Abdulrahman Engineer Troop (Company)' 'Sul' is a Sul-Taleem, which equates to a Sergeant-Major 2nd Class.	£260-300



305	Sudan Defence Force, Police & Prison Service Medal for Gallantry, with Second Award Bar upon riband, mounted for wear, <i>good very fine and rare</i>	£200-240
306	Sudan Defence Force, Police & Prison Service Medal for Meritorious Service, <i>good very fine</i>	£140-180
x307	Sweden , Kingdom, Order of the Sword, Grand Cross set of Insignia, by <i>Carlman, Stockholm</i> , comprising sash Badge, 80mm including crown suspension x 55mm, gold and enamel; Star, 84mm, silver and enamel, hallmarks for 1952 to hinge of pin, <i>enamel chipping, one severe chip to centre of Star, very fine</i> , with sash riband (2)	£500-700
x308	Turkey , Ottoman Empire, Order of the Medjidie, breast Badge, 74mm including star and crescent suspension x 57mm, silver, gold centre and enamel, maker's cartouche to reverse, <i>good very fine</i> , with original attractive shaped leather case of issue, lid with ink inscription in Arabic	£160-200



309

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|------|--|--------------|
| 309 | <p>United Arab Emirates, Ministry of the Interior Medal of Superiority (2nd Series), 52mm, silver-gilt and the seven ray points each tipped with a pearl, <i>good very fine</i>, in its fitted case of issue with riband bar</p> <p>Instituted under Law 19 of 1995.</p> | £100-140 |
| 310 | <p>United Nations, a selection of Medals, including UNEF and UNDOF, all from the workshops of <i>F. Bichay</i>, besides identification Badges, <i>very fine</i> (10)</p> | £140-180 |
| x311 | <p>United States of America, Military Order of the Dragon (Charles Henry Selwyn No. 1348), <i>very fine</i></p> <p>Served as a Major in the 12th Cavalry, Indian Army.</p> | £600-800 |
| 312 | <p>United States of America, Congressional Medal of Honor, Navy issue, unnamed, <i>good very fine</i>, with riband and fittings for wear</p> | £200-300 |
| x313 | <p>Vatican, Holy See, Order of St Sylvester, neck Badge, by <i>Rothe, Vienna</i>, 57mm, silver-gilt and enamel, <i>good very fine</i>, in fitted case of issue</p> | £60-80 |
| 314 | <p>Yemen, Kingdom, Royal Order of the Crown of Yemen, 1st Class set of Insignia, by <i>Fattorini, Birmingham</i>, comprising sash Badge, 47mm, silver and silver-gilt; Star, 100mm, silver and silver-gilt, hallmarks for Birmingham 2021 to reverse, <i>extremely fine</i>, in fitted case of issue with sash riband (2)</p> <p>With the overthrow of the Imams the idea of a Royal Order disappeared. The fledgling Yemen Arab Republic in 1964 instituted its own system of awards, again designed and manufactured by Bichay of Cairo. With the Royal family in exile it was only in 1973 that a Royal Order was instituted in recognition of service to the House of Hamid Ed- Din.</p> <p>This Royal Order was intended to assist the maintenance and to further engender support for the Royalist cause. The Order was founded whilst in exile in Oxford by Emir Seif Al Islam Ali Ibn Ibrahim Hamid Ed-Din for and on behalf of Council of Princes of Yemen. It is believed that less than fifty awards of the Order were made and whilst none have been made in the recent past the Order has not become obsolete and can be described as the Household Order of the Royal family.</p> | £1,200-1,500 |



314

- 315 **Yemen**, Kingdom, Order of the Kingdom of Yemen, Star, 68mm, silver, silver-gilt and enamel, *nearly extremely fine* £400-500

The Yemen had been an Ottoman Province with a Turkish Pasha as Governor General in the capital Sana'a from about 1538-1630 and again from 1872-1918. With the defeat of the Ottomans by the Allied Powers and their withdrawal from the Arabian Peninsula the Imam of Yemen Al Muttawakkil Yahya Hamid Ed Din (1904-1948) was recognised by the Treaty of Sevres in 1921 with the secular title of King. Upon his assassination in 1948 his son Al Nassir Ahmed Hamid Ed Din succeeded him. Imam Ahmed died on 18 September 1962 to be succeeded by his son Al Mansur Li Din Illah Mohammed Al Badr Hamid Ed Din. Imam Badr only a week later on the 26 September was overthrown by a coup. Following the ensuing Civil War, which only concluded in 1970, the Yemen Arab Republic came into being and more recently in 1990 the Y.A.R. merged with the People's Democratic Republic of Yemen, the successors to British rule in the South, to become the Republic of Yemen.

Following correspondence and discussions with Mr. F.T. Bichay of Maison Tewfik Bichay of Cairo, it became apparent that no decorations were ever manufactured for the Kingdom of Yemen. Prior to the Revolution the Imams presented ceremonial daggers and these would have had gold hilts and precious stone insets. However in 1956 inquiries were made as to the institution of a Royal Yemeni Order. Later in May 1962 this was pursued and Mr. Bichay was approached in Cairo by the Yemeni Minister of Foreign Affairs, Mohammed Al Badr, the heir to the Yemeni throne, and asked to design and produce samples of an order. Ultimately two final designs were submitted and one chosen. In early September these samples were presented to the heir of the Yemeni throne for forwarding to the Imam, who had already accepted the design, and who would name the Order. However with the sudden death of Imam Ahmed and the subsequent Revolution the order was never instituted or manufactured.

The following two Lots have been manufactured in recent times by Fattorini and are based on the concepts and from the original proposals.



- 316 **Zanzibar**, Sultanate, 1935 Jubilee (Sultan Khalifa bin Harub), 17mm, silver, *very fine and rare* £100-140

THE END OF THE SALE

SPINK

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1666

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Orders, Decorations and Medals	Thursday 21 July 2022 2022 at 10.00 a.m.	CHARGE	22002

I request Spink, without legal obligations of any kind on its part, to bid on the following Lots up to the price given below. I understand that if my bid is successful the Purchase Price will be the sum of the final bid and Buyer's Premium as a percentage of the final bid, any VAT chargeable, also postage charge and a fee for paying by card. The Rate of Buyer's Premium is 20% of the final hammer price of each lot. I understand Spink will pursue me for payment for any successful bid. In addition, I understand and consent that Spink may share my personal details relating to the default with other auction houses and live bidding platforms to protect themselves from such defaults.

All bids shall be treated as offers made on the Terms and Conditions for Buyers printed in the catalogue. I also understand that Spink provides the service of executing bids on behalf of clients for the convenience of clients and that Spink will not be held responsible for failing to execute bids. If identical commission bids are received for the same Lot, the commission bid received first by Spink will take precedence. Please note that you will not be notified if there are higher written bids received.

PLEASE PRINT CLEARLY IN BLOCK LETTERS AND ENSURE THAT BIDS ARE IN STERLING

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

Lot Number (in numerical order)	Price Bid £ (excluding Buyer's Premium)

Please hold my purchased lots for collection

TEL. HOME _____ TEL. OFFICE _____

FAX _____ E-MAIL _____

SIGNATURE _____ VAT NUMBER _____

I agree to receive notifications about Spink auctions, news and events via email and direct mail

I agree to receive marketing notifications related only to the following categories (*please select as appropriate*)

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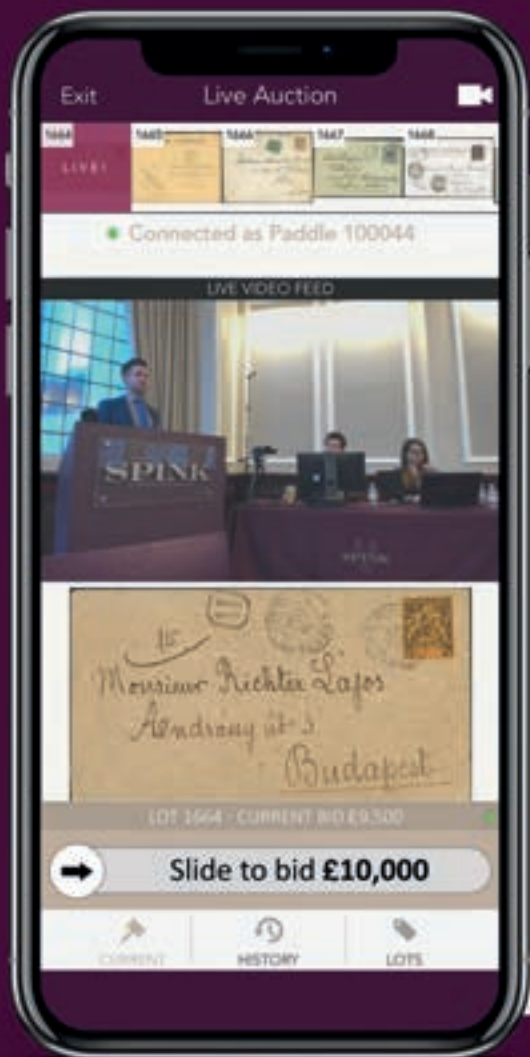
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Continued ...

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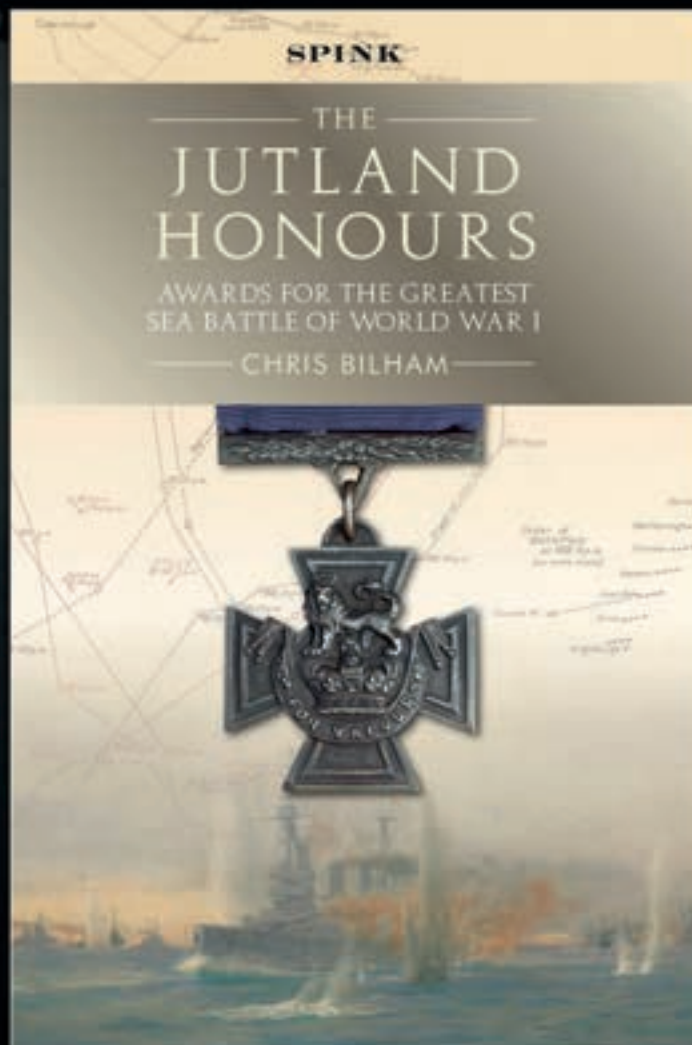
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TERMS AND CONDITIONS FOR BUYERS

These conditions set out the terms on which we (**Spink and Son Limited** of 69 Southampton Row, Bloomsbury London WC1B 4ET (company no. 04369748)) contract with you (**Buyer**) either as agent on behalf of the Seller or as principal if we are the Seller. You should read these conditions carefully.

1 DEFINITIONS

The following definitions apply in these conditions:

Margin Scheme and Auctioneers' Scheme

Buyer's Premium

Certificate of Authenticity

Expert Committee

Forgery

means VAT schemes as defined by HM Revenue & Customs;

means the charge payable by you as a percentage of the Hammer Price, at the rates set out in clause 5.1 below;

means a certificate issued by an Expert Committee confirming the authenticity of a Lot;

means a committee of experts to whom a Lot may be sent for an extension in accordance with clause 3.4.3;

means a Lot constituting an imitation originally conceived and executed as a whole with a fraudulent intention to deceive as to authorship, origin, age, period, culture or source where the correct description as to such matters is not reflected by the description in the catalogue and which at the date of the auction had a value materially less than it would have had if it had been in accordance with the description in the catalogue. Accordingly, no Lot shall be capable of being a Forgery by reason of any damage and/or restoration work of any kind (including re-enamelling);

Hammer Price

Lot

means the amount of the highest bid accepted by the auctioneer in relation to a Lot;

means any item deposited with us for sale at auction and, in particular, the item or items described against any Lot number in any catalogue;

Reserve

Seller

Spink Group

VAT

VAT Symbols

the amount below which we agree with the Seller that the Lot cannot be sold;

means the owner of the Lot being sold by us;

Spink and Son Limited, our subsidiaries and associated companies.

value added tax chargeable under VAT and any similar replacement or additional tax; and

means the symbols detailing the VAT status of the Lot details of which are set out at the back of the catalogue.

2 SPINK'S ROLE AS AGENT

2.1 All sales undertaken by us either at auction or privately are undertaken either as agent on behalf of the Seller or from time to time, as principal if we are the owner of the Lot. Please note that even if we are acting as agent on behalf of the Seller rather than as principal, we may have a financial interest in the Lot.

2.2 The contract for the sale of the Lot will be between you and the Seller.

2.3 The Seller's sale of the Lot to you is subject to any terms and conditions, disclaimers or exclusions included with any promotional material or catalogue descriptions for the Lot, or otherwise notified to you by the Seller or us on their behalf.

3.4.3 If we accept a request for an expert opinion or Certificate of Authenticity we will submit the Lot to the Expert Committee. You acknowledge and accept that the length of time taken by an Expert Committee to reach an opinion will vary depending on the circumstances and in any event is beyond our control.

3.4.4 We will not accept a request for an extension on account of condition. Any Lot described in the catalogue as having faults or defects may not be returned even if an expert opinion or Certificate of Authenticity cites other faults or defects not included in the catalogue description, other than in the case of a Forgery.

3.4.5 Should Spink accept a request for an extension under the foregoing provisions of this paragraph, the fact may be stated by the Auctioneer from the rostrum prior to the sale of the Lot.

3.4.6 It should be noted that any stamp accompanied by a Certificate of Authenticity is sold on the basis of that Certificate only and not on the basis of any other description or warranty as to authenticity. No request for an extension will be accepted on such a stamp and the return of such a stamp will not be accepted.

3.4.7 If you receive any correspondence from the Expert Committee in relation to the Lot, including but not limited to a Certificate of Authenticity, you must provide us with copies of such correspondence no later than 7 days after you receive such correspondence.

3 BEFORE THE SALE

3.1 Examination of goods

You are strongly advised to examine personally any goods in which you are interested, before the auction takes place. Condition reports are usually available on request. We provide no guarantee to you other than in relation to Forgeries, as set out in clause 5.13 of these Terms and Conditions.

3.2 Catalogue descriptions

3.2.1 Statements by us in the catalogue or condition report, or made orally or in writing elsewhere, regarding the authorship, origin, date, age, size, medium, attribution, genuineness, provenance, condition or estimated selling price of any Lot are merely statements of opinion, and are not to be relied on as statements of definitive fact. Catalogue and web illustrations are for guidance only, and should not be relied on either to determine the tone or colour of any item. No lot shall be rejected on the grounds of inaccurate reproduction. No lot illustrated in the catalogue and online shall be rejected on the grounds of cancellation, centring, margins, perforation or other characteristics apparent from the illustration. Estimates of the selling price should not be relied on as a statement that this price is either the price at which the Lot will sell or its value for any other purpose.

3.2.2 Many items are of an age or nature which precludes their being in perfect condition and some descriptions in the catalogue or given by way of condition report make reference to damage and/or restoration. We provide this information for guidance only and the absence of such a reference does not imply that an item is free from defects or restoration nor does a reference to particular defects imply the absence of any others.

3.2.3 Other than as set out in clause 5.13, and in the absence of fraud, neither the Seller nor we, nor any of our employees or agents, are responsible for the correctness of any statement as to the authorship, origin, date, age, attribution, genuineness or provenance of any Lot nor for any other errors of description or for any faults or defects in any Lot. Every person interested should exercise and rely on his own judgment as to such matters.

3.3 Your Responsibility

You are responsible for satisfying yourself as to the condition of the goods and the matters referred to in the catalogue description.

3.4 Extensions – Stamps only

3.4.1 If you wish to obtain an expert opinion or Certificate of Authenticity on any Lot (other than a mixed Lot or Lot containing undescribed stamps) you must notify us in writing not less than forty-eight hours before the time fixed for the commencement of the first session of the sale. If accepted by us, such request shall have the same effect as notice of an intention to question the genuineness or description of the Lot for the purposes of clause 5.13 (Refund in the case of Forgery) of these Terms and Conditions and the provisions of clause 5.13 (Refund in the case of Forgery) shall apply accordingly.

3.4.2 Notice of a request for an expert opinion or Certificate of Authenticity must give the reason why such opinion is required and specify the identity of your proposed expert which will be subject to agreement by us. We reserve the right, at our discretion, to refuse a request for an expert opinion or Certificate of Authenticity including (without limitation) where the proposed expert is not known to us.

4 AT THE SALE

4.1 Refusal of admission

Our sales usually take place on our own premises or premises over which we have control for the sale, and we have the right, exercisable at our complete discretion, to refuse admission to the premises or attendance at an auction.

4.2 Registration before bidding

All bidders must be registered either by completing a registration form or creating an account online. Please be aware that we usually require buyers to present identification before making a bid at auction, undergo a credit check or provide a trade reference.

If you have not bid successfully with Spink in the past, or you are registering with us for the first time, we reserve the right to require a deposit of up to 50% of the amount you intend to spend. Such deposit will be deducted from your invoice should you be successful. If you are unsuccessful at auction, your deposit will be returned by the same means it was paid to Spink.

Some lots may be designated, prior to the auction, as "Premium Lots", which means a deposit may be required before placing a bid on the item for sale. Information will be posted on our website in such an event.

4.3 Bidding as Principal

When making a bid (whether such bids are made in person or by way of telephone bids operated by Spink, commission or online or email bids), you will be deemed to be acting as principal and will be accepting personal liability, unless it has been agreed in writing, at the time of registration, that you are acting as agent on behalf of a third party buyer acceptable to us.

4.4 Commission Bids

If you give us instructions to bid on your behalf, by using the form provided in our catalogues or via our website, we shall use reasonable endeavours to do so, provided these instructions are received not later than 24 hours before the auction. If we receive commission bids on a particular Lot for identical amounts, and at auction these bids are the highest bids for the Lot, it will be sold to the person whose bid was received first. Commission bids are undertaken subject to other commitments at the time of the sale, and the conduct of the auction may be such that we are unable to bid as requested. Since this is undertaken as a free service to prospective buyers on the terms stated, we cannot accept liability for failure to make a commission bid. You should therefore always attend personally if you wish to be certain of bidding.

- 4.5 **On-line Bidding**
We offer internet services as a convenience to our clients. We will not be responsible for errors or failures to execute bids placed on the internet, including, without limitation, errors or failures caused by (i) a loss of internet connection by either party for whatever reason; (ii) a breakdown or problems with the online bidding software and/or (iii) a breakdown or problems with your internet connection, computer or system. Execution of on-line internet bids on www.spink.com and Spink Live is a free service undertaken subject to other commitments at the time of the auction and we do not accept liability for failing to execute an online internet bid or for errors or omissions in connection with this activity.
- 4.6 **Telephone Bids**
If you make arrangements with us not less than 24 hours before the sale, we shall use reasonable endeavours to contact you to enable you to participate in bidding by telephone, but in no circumstances will we be liable to either the Seller or you as a result of failure to do so.
- 4.7 **Currency Converter**
At some auctions, a currency converter will be operated, based on the one month forward rates of exchange quoted to us by Barclays Bank Plc or any other appropriate rate determined by us, at opening on the date of the auction. Bidding will take place in a currency determined by us, which is usually sterling for auctions held in London. The currency converter is not always reliable, and errors may occur beyond our control either in the accuracy of the Lot number displayed on the converter, or the foreign currency equivalent of sterling bids. We shall not be liable to you for any loss suffered as a result of you following the currency converter.
- 4.8 **Video images**
At some auctions there will be a video screen. Mistakes may occur in its operation, and we cannot be liable to you regarding either the correspondence of the image to the Lot being sold or the quality of the image as a reproduction of the original.
- 4.9 **Bidding Increments**
Bidding generally opens below the low estimate and advances in the following order although the auctioneer may vary the bidding increments during the course of the auction. The normal bidding increments are:
- | | |
|--------------------|----------------------------------|
| Up to £100 | by £5 |
| £100 to £300 | by £10 |
| £300 to £600 | £320-£350-£380-£400 etc. |
| £600 to £1,000 | by £50 |
| £1,000 to £3,000 | by £100 |
| £3,000 to £6,000 | £3,200-£3,500-£3,800-£4,000 etc. |
| £6,000 to £10,000 | by £500 |
| £10,000 to £20,000 | by £1,000 |
| £20,000 and up | Auctioneer's discretion |
- 4.10 **Bidding by Spink**
- 4.10.1 We reserve the right to bid on Lots on the Seller's behalf up to the amount of the Reserve (if any), which will never be above the low estimate printed in the auction catalogue.
- 4.10.2 The Spink Group reserves the right to bid on and purchase Lots as principal.
- 4.10.3 Lots with this symbol (■) indicate that a party has provided Spink with an irrevocable bid on the lot that will be executed during the sale at a value that ensures that the lot will sell. The irrevocable bidder, who may bid in excess of the irrevocable bid, will be compensated based on his bid in the event he or she is not the successful bidder or may receive a fixed fee in the event he or she is the successful bidder. If the irrevocable bidder is the successful bidder, the fixed fee for providing the irrevocable bid may be netted against the irrevocable bidder's obligation to pay the full purchase price for the lot. If the irrevocable bid is not secured until after the printing of the auction catalogue, a pre-sale announcement will be made indicating that there is an irrevocable bid on the lot.
- If you are interested in placing an irrevocable bid in an auction, please contact us at chairmanoffice@spink.com. Typically, only some of the lots with an estimate, which must exceed £100,000 or equivalent in other currencies are open to irrevocable bids.
- 4.11 **The Auctioneer's Discretion**
The auctioneer has the right at his absolute discretion to refuse any bid to advance the bidding in such manner as he may decide to withdraw or divide any Lot, to combine any two or more Lots and, in the case of error or dispute, to put an item up for bidding again.
- 4.12 **Successful Bid**
Subject to the auctioneer's discretion, the striking of his hammer marks the acceptance of the highest bid, provided always that such bid is higher than the Reserve (where applicable), and the conclusion of a contract for sale between you and the Seller.
- 4.13 **After Sale Arrangements**
If you enter into any private sale agreements for any Lot with the Seller within 60 days of the auction, we, as exclusive agents of the Seller reserve the right to charge you the applicable Buyer's Premium in accordance with these Terms and Conditions, and the Seller a commission in accordance with the terms of the Seller's agreement.
- 4.14 **Return of Lot**
- 4.14.1 Once your bid has been accepted for a Lot then you are liable to pay for that Lot in accordance with these Terms and Conditions. If there are any problems with a Lot then you must notify us within 7 days of receipt of the Lot, specifying the nature of the problem. We may then request that the Lot is returned to us for inspection. Save as set out in clause 5.13, the cancellation of the sale of any Lot and the refund of the corresponding purchase price is entirely at our sole discretion. We will not normally exercise that discretion if the Lot is not received by us in the same condition that it was in at the auction date.
- 4.14.2 No lot may be returned on account of condition if the condition was stated by a third party grading company (including, but not limited to PCGS, NGC, ANACS, ICG, PMG, WBG, Legacy Currency Grading).
- 5 **AFTER THE AUCTION**
- 5.1 **Buyer's Premium and other charges**
In addition to the Hammer Price, you must pay us the Buyer's Premium at a rate of 20% of the final Hammer price of each lot, postage charge and a fee for paying by card.
- 5.2 **Value Added Tax**
Other than in respect of Zero-rated Lots (o) VAT is chargeable on the Hammer price and the Buyer's premium of daggered (†) and (Ω) lots at the standard rate (currently 20%), and on lots marked (x) at the reduced rate (currently 5% on the Hammer price and 20% on the Buyer's premium). VAT on Margin scheme lots (identified by the absence of any VAT symbol next to the lot number) is payable at 20% on the Buyer's premium only.
- 5.3 **VAT Refunds – Buyers from outside the UK**
- 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 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 refunds due will be made when valid proof of export is provided. For avoidance of doubt, please note refunds cannot be made to private Buyers, when Lots are bought for private use, if exported by the Buyer.
- 5.3.2 If you are registered as a collectibles business outside the UK and the Lots are invoiced to this business, are not for private use, if you export the Lots outside the UK yourself or appoint your own agent you must obtain shipping documents from the Shipping Department for which a charge of £50 will be made.
- 5.3.3 Where required, we can advise you on how to export 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 will lie with you and we will not be responsible for your failure to obtain such proof.
- 5.3.4 If you export the Lot, subject to par. 5.3.2., you must return the valid proof of export to us within 3 months of the date of sale. If you fail to return the valid proof of export 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.
- 5.3.5 To apply for a refund of any VAT paid, the valid proof of export 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.
- 5.3.6 Where a Lot is included within the Margin Scheme and Auctioneers' Scheme and valid 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.
- 5.3.7 Where the Lot is marked as a Daggered (†) Lot the VAT charged on the Hammer Price may be refunded where evidence of valid 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 registration as a collectibles business.
- 5.3.8 Where the Lot is marked as an Omega (Ω) Lot or an Import VAT (x) Lot and valid 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.
- 5.3.9 Lot marked as Investment Gold (g) is exempt from VAT on Hammer price. A refund of VAT charged on the Buyer's Premium can be made on receipt of proof of registration as a collectibles business and where valid 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 UK 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 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.

SALE CALENDAR 2022**STAMPS**

8-24 June	The Platinum Jubilee Auction: Coins, Stamps, Banknotes and Objects of Vertu - e-Auction	London	22170
21 June	The Klempka Family Collection of Great Britain - Part One	London	22018
23 June	The "M" Collection of India and Indian Feudatory States	London	22019
4-19 July	The Philatelic Collector's Series -e-Auction	London	22130
7-26 July	The Robin Gwynn Collection of New Zealand - e-Auction	London	22131
6 October	The Michael Nathan Collection of New Guinea, New Zealand and Papua	London	22011
11 October	The Libra Collection Featuring KGV Commemorative Issues	London	22021
12 October	The Graham Booth Collection of West Indies, Transatlantic Mail and British Ship Letters	London	22022

COINS

16 May - 27 June	Spink Numismatic e-Circular 17: Part II - A Gentleman's Collection of Shillings, Sixpences and Maundy Coins	London	22117
19 May-9 June	Spink Numismatic e-Circular 20 - The Wootton Collection of English Silver Coins	London	22105
8-24 June	The Platinum Jubilee Auction: Coins, Stamps, Banknotes and Objects of Vertu - e-Auction	London	22170
6 July	Coins and Commemorative Medals - Summer Auction	London	22006
17 Aug-6 Sep	Spink Numismatic e-Circular 21 - Ancient Coins -e-Auction	London	22108
16-28 September	The George Blaine Collection -e-Auction	New York	379
16-29 September	The Numismatic Collector's Series Sale -e-Auction	New York	377
9 October	Coins Autumn Auction	London	22007
7 October	A Collection of English Gold Coins	London	22027

BANKNOTES

25 June	An Original and Choice Collection of First Series Renminbi plus Other Properties	Hong Kong	CSS81
30 June-14 July	World Banknotes -e-Auction	London	22177
29 September	World Banknotes	London	22009

MEDALS

15-29 July	Orders, Decorations and Medals e-Auction VII	London	22103
21 July	Orders, Decorations and Medals	London	22002

BONDS & SHARES

16 June-5 July	Bonds and Share Certificates of the World - e-Auction	London	22141
1-16 September	Bonds and Share Certificates of the World - e-Auction	London	22142
1-15 December	Bonds and Share Certificates of the World - e-Auction	London	22143

HISTORICAL DOCUMENTS

30 June	Historical Documents: Postal History and Autographs - Featuring the Robin Hunt Collection	London	22066
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LIFESTYLE COLLECTABLES

15-28 June	Pouring Gold for a Platinum Year - Spink in association with Cask 88: Whisky	Hong Kong	SC002
11-25 April	The Beatles - A Selection of Photographic Fusion NFT's	London	22164
20-30 June	Jewellery, Silver & Objects of Vertu e-Auction	New York	378

The above sale dates are subject to change

Spink offers the following services:

- VALUATIONS FOR INSURANCE AND PROBATE FOR INDIVIDUAL ITEMS OR WHOLE COLLECTIONS -
- SALES ON A COMMISSION BASIS EITHER OF INDIVIDUAL PIECES OR WHOLE COLLECTIONS -





BY APPOINTMENT TO
HER MAJESTY THE QUEEN
INCORPORATED IN GREAT BRITAIN
SINCE 1825



BY APPOINTMENT TO
HIS MAJESTY THE KING OF SWEDEN
INCORPORATED IN GREAT BRITAIN
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